Transport Department

Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2013-14

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THB(T)140	0300	CHAN Kam-lam	186	(1) Planning and Development
THB(T)141	0301	CHAN Kam-lam	186	(2) Licensing of Vehicles and Drivers
THB(T)142	0303	CHAN Kam-lam	186	(3) District Traffic and Transport Services
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THB(T)148	1292	CHUNG Kwok-pan	186	(2) Licensing of Vehicles and Drivers
THB(T)149	1293	CHUNG Kwok-pan	186	(3) District Traffic and Transport Services
THB(T)150	0407	CHUNG Shu-kun, Christopher	186	(1) Planning and Development
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THB(T)153	2349	FAN Kwok-wai, Gary	186	(2) Licensing of Vehicles and Drivers
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LWB(WW)300	0358	CHAN Kam-lam	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)301	2036	CHEUNG Chiu-hung, Fernando	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)302	0659	LEE Wai-king, Starry	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)303	2924	TANG Ka-piu	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
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LWB(WW)305	3247	TANG Ka-piu	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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LWB(WW)306	1842	TIEN Puk-sun, Michael	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)307	0692	TONG Ka-wah, Ronny	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)308	0693	TONG Ka-wah, Ronny	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)734	4906	CHAN Ka-lok, Kenneth	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)735	4907	CHAN Ka-lok, Kenneth	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)736	4908	CHAN Ka-lok, Kenneth	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)737	5266	CHEUNG Chiu-hung, Fernando	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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LWB(WW)739	3640	LEE Kok-long, Joseph	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)740	4011	LEUNG Kwok-hung	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)741	4158	LEUNG Kwok-hung	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB(WW)742	4597	WU Chi-wai	186	(5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
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Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)138

Question Serial No.

0059

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 bus route rationalisation plans, the Administration has stated earlier that a bus route rationalisation plan under the "area approach" would be introduced in the North District. In this connection, please provide the following information:

(a) Please provide the information of last year (i.e. 2012) as set out in the following table:

Bus routes serving the North District	Patronage	Profit/ Loss

(b) How many routes will be involved in this bus route rationalisation plan to be implemented in the North District? How many passengers will be affected? What are the numbers of routes involved in route cancellation, amalgamation, route alteration, frequency reduction and service enhancement respectively? Will the resources spared from the rationalisation plan be deployed in introducing new routes?

(c) Will there be any fare concessions provided to passengers on the above plan in the North District?

(d) Before implementing the above rationalisation plan in the North District, has the Administration reserved any provision for carrying out improvement works at the respective bus stops to cope with the possible increase in passenger flow?

Asked by: Hon. CHAN Hak-kan

Reply:

(a) The information on the bus services serving the North District is appended below:

Bus routes serving the North District				
Item	Route Number	Destinations	Daily Patronage	Profit/Loss
1	70K	Wah Ming – Sheung Shui (Circular)	The average daily total patronage of these routes in 2012 was about 175 000, ranging from 80 to 18 000.	About 60% of these routes are loss making. The financial data of the bus routes cannot be released as they are commercially sensitive.
2	70X	Sheung Shui – Kwun Tong (Tsui Ping Road)		
3	73	Tai Ping – Tai Po Industrial Estate		
4	73A	Choi Yuen – Yu Chui Court		
5	73K	Sheung Shui – Man Kam To		
6	76K	Wah Ming – Long Ping Estate		
7	77K	Cheung Wah – Yuen Long (West)		
8	78K	Sheung Shui – Sha Tau Kok		
9	79K	Sheung Shui – Ta Kwu Ling		
10	261	Sam Shing – Tin Ping Estate		
11	270	Tin Ping – Tsui Lai Garden (Circular)		
12	270A	Sheung Shui – Tsim Sha Tsui East (Mody Road)		
13	273	Wah Ming – Fanling Station (Circular)		
14	273A	Choi Yuen – Wah Ming (Circular)		
15	273B	Ching Ho Estate – Sheung Shui Station (Circular)		
16	276	Tin Tsz – Sheung Shui		
17	276P	Tin Tsz – Sheung Shui		
18	276A	Tin Heng Estate – Tai Ping		
19	276B	Tin Fu – Choi Yuen		
20	277X	Luen Wo Hui – Ping Tin		
21	278K	Luen Wo Hui – Fanling Station (Circular)		
22	278X	Sheung Shui – Tsuen Wan (Nina Tower)		
23	279X	Luen Wo Hui – Tsing Yi Station		
24	N270	Sheung Shui – Sha Tin Central (Overnight) service)		
25	N76	Sheung Shui – Lok Ma Chau PTI (Overnight Service)		
26	A43	Fanling (Luen Wo Hui) – Airport (Ground Transportation Centre)		
27	N42A	Fanling (Luen Wo Hui) – Tung Chung Bus Terminus (via Airport)		
28	270P	Sheung Shui – Kowloon Station (Peak only)		
29	273D	Ching Ho Estate – Wah Ming (Circular) (Peak only)		
30	273S	Wah Ming – Fanling Station (Peak only)		
31	278P	Luen Wo Hui – Tsuen Wan (Nina Tower) (Peak only)		
32	373	Sheung Shui – Sheung Wan/ Wan Chai (HKCEC) (Peak only)		
33	373A	Wah Ming – Wan Chai (HKCEC) (Peak only)		

(b) Under the proposed bus route rationalisation plan for North District drawn up using the "area approach", 15 bus routes will be subject to change after local consultation. The proposed plan involves -

(i) introduction of two new routes (peak-only service);
(ii) conversion of operating period of two routes (one from whole day to peak only service; and one from peak only to whole day service)
(iii) re-routeing of six routes;
(iv) frequency improvement and re-routeing of three routes; and
(v) frequency reduction of two routes.

All the resources saved from the rationalisation of the low demand services will be re-deployed to bus routes serving the district with high or new demand. As the plan involves network improvements with changes in routeing and frequency reduction, it is difficult to estimate the number of passengers affected.

(c) Under the proposed route rationalisation plan in North District, new bus-bus interchange (BBI) schemes would be introduced by making use of the Sheung Shui Station Public Transport Interchange and Wah Ming Bus Terminus in Fanling. The bus company will provide fare concessions under the BBI schemes. Under such schemes, passengers in different regions in North District can make use of their local routes to reach an extended bus network with more route choices and destinations.

(d) In order to facilitate and encourage passengers making bus-bus interchanges, the Administration and the bus company are exploring provision of enhanced passenger facilities at the Sheung Shui Station Public Transport Interchange and the Wah Ming Bus Terminus, taking into account of the site condition. The bus company is actively planning the provision of enhanced facilities including next bus arrival time display, free Wi-Fi, large route information panels with light boxes, new route signage and queue railing with seating facilities, etc. As the enhanced passenger facilities are to be provided by the bus company, the Administration has not reserved any provision for the purpose.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)139

Question Serial No.
0299

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 service development plans and applications for fare adjustment for public transport modes, would the Transport Department (TD) provide information on the fare adjustment applications from various public transport modes since the last financial year, with the rates applied for and the results, in the table below-

Public transport mode	Application date	Fare adjustment applied for	Result
e.g. Green Minibus (GMB) route No. 2	October 2012	To increase by 5%	Increased by 3.5%

Asked by: Hon. CHAN Kam-lam

Reply:

The latest situation on fare adjustments of various public transport modes in 2012-13 is as follows:

(A) Railway

Model	**Application date**	**Fare adjustment applied for**	**Result**
Mass Transit Railway (MTR)	Not applicable[Note]	Not applicable[Note]	Increased by 5.4%

Note: MTR fares are adjusted annually in accordance with the Fare Adjustment Mechanism under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, Nominal Wage Index (Transportation Section) and a productivity factor.

(B) Franchised Bus

Bus company	Application date	Fare adjustment applied for	Result
The Kowloon Motor Bus Company (1933) Ltd.	November 2012	To increase by a weighted average of 8.5%	Increased by a weighted average of 4.9%

(C) GMB

GMB route	Application date	Fare adjustment applied for	Result
1. HKI 69	April 2012	To increase by 11%	Increased by 3%
2. HKI 69X	April 2012	To increase by 11.8%	Increased by 3.5%
3. NT 101M	April 2012	To increase by 14.3%	Increased by 5.2%
4. NT 102	April 2012	To increase by 14.3%	Increased by 5.2%
5. NT 102B	April 2012	To increase by 14.9%	Increased by 6.8%
6. NT 102S	April 2012	To increase by 15.9%	Increased by 5.7%
7. NT 111	April 2012	To increase by 14.3%	Increased by 5.2%
8. HKI 26	April 2012	To increase by 15.4%	Increased by 9.6%
9. NT 61M	April 2012	To increase by 17.6%	Increased by 17.6%
10. Kln 18M	April 2012	To increase by 22.2%	Increased by 7.4%
11. Kln 19	April 2012	To increase by 38.9%	Increased by 8.3%
12. Kln 19M	April 2012	To increase by 16.7%	Increased by 6.7%
13. NT 93A	April 2012	To increase by 16.7%	Increased by 16.7%
14. Kln 50	April 2012	To increase by 28%	Increased by 12%
15. NT 46M	April 2012	To increase by 12.1%	Increased by 9.1%
16. NT 47M	April 2012	To increase by 18.4%	Increased by 7.9%
17. NT 90M	April 2012	To increase by 13.6%	Increased by 9.1%
18. NT 92M	April 2012	To increase by 13.6%	Increased by 9.1%
19. NT 93	April 2012	To increase by 13.6%	Increased by 9.1%
20. NT 93A	April 2012	To increase by 18.4%	Increased by 9.1%
21. Kln 54	May 2012	To increase by 10%	Increased by 7.1%
22. Kln 54S	May 2012	To increase by 10.3%	Increased by 5.4%
23. Kln 54M	May 2012	To increase by 10.8%	Increased by 6.9%
24. Kln 56	May 2012	To increase by 20.5%	Increased by 6.8%
25. Kln 17M	May 2012	To increase by 10.3%	Increased by 5.1%
26. Kln 25M	May 2012	To increase by 10.2%	Increased by 4.1%
27. Kln 25M supplementary service	May 2012	To increase by 10.8%	Increased by 5.4%
28. Kln 5M	May 2012	To increase by 10.5%	Increased by 5.3%
29. Kln 37A	May 2012	To increase by 12.1%	Increased by 6.1%
30. Kln 37M	May 2012	To increase by 12.1%	Increased by 6.1%

GMB route	Application date	Fare adjustment applied for	Result
31. Kln 48	May 2012	To increase by 10.5%	To be increased by 7%
32. Kln 49	May 2012	To increase by 10%	To be increased by 7%
33. NT 611	May 2012	To increase by 10%	Increased by 10%
34. NT 611A	May 2012	To increase by 10%	Increased by 10%
35. NT 611P	May 2012	To increase by 10%	Increased by 10%
36. NT 106	May 2012	To increase by 10.7%	Increased by 5.3%
37. NT 107	May 2012	To increase by 11.8%	Increased by 5.9%
38. NT 71	May 2012	To increase by 16.1%	Increased by 9.7%
39. NT 72	May 2012	To increase by 16.1%	Increased by 9.7%
40. NT 502	June 2012	To increase by 10%	Increased by 10%
41. NT 59K	June 2012	To increase by 9.6%	Increased by 5.5%
42. Kln 22M	June 2012	To increase by 28%	Increased by 12%
43. Kln 80M	June 2012	To increase by 8.3%	Increased by 8.3%
44. Kln 81K	June 2012	To increase by 21.2%	Increased by 15.2%
45. HKI 10	June 2012	To increase by 16.3%	Being processed
46. HKI 11	June 2012	To increase by 2.3%	Being processed
47. HKI 31	June 2012	To increase by 2.3%	Being processed
48. HKI 39C	July 2012	To increase by 6.7%	Being processed
49. HKI 39M	July 2012	To increase by 9.3%	Being processed
50. HKI 40	July 2012	To increase by 9.4%	Being processed
51. HKI 40X	July 2012	To increase by 9.4%	Being processed
52. NT 618	July 2012	To increase by 14.3%	To be increased by 7.6%
53. HKI 51	July 2012	To increase by 16%	Being processed
54. HKI 51A	July 2012	To increase by 16%	Being processed
55. HKI 51S	July 2012	To increase by 10%	Being processed
56. Kln 12	July 2012	To increase by 12.5%	Increased by 5%
57. Kln 12A	July 2012	To increase by 5%	Increased by 5%
58. Kln 12B	July 2012	To increase by 5%	Increased by 5%
59. Kln 12B special service	July 2012	To increase by 5%	Increased by 5%
60. HKI 52	July 2012	To increase by 8.8%	Being processed
61. HKI 58	July 2012	To increase by 14.8%	Being processed
62. HKI 58A	July 2012	To increase by 15%	Being processed
63. HKI 59	July 2012	To increase by 15.9%	Being processed
64. HKI 59A	July 2012	To increase by 9.4%	Being processed
65. HKI 59B	July 2012	To increase by 9.4%	Being processed
66. HKI 63	July 2012	To increase by 14.8%	Being processed
67. HKI 63A	July 2012	To increase by 12.5%	Being processed
68. HKI 45A	July 2012	To increase by 15.2%	Being processed
69. HKI 66	July 2012	To increase by 17.6%	Being processed
70. HKI 66A	July 2012	To increase by 17.6%	Being processed
71. HKI 68	July 2012	To increase by 15%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
72. NT 88D	July 2012	To increase by 10.5%	Increased by 5.3%
73. NT 401	August 2012	To increase by 13.2%	Increased by 9.4%
74. NT 402S	August 2012	To increase by 10.8%	Increased by 9.2%
75. Kln 38M	August 2012	To increase by 13.3%	Increased by 10%
76. Kln 39M	August 2012	To increase by 13.3%	Increased by 10%
77. Kln 57M	August 2012	To increase by 12.5%	To be increased by 9.4%
78. NT 33	September 2012	To increase by 10.5%	Being processed
79. NT 34	September 2012	To increase by 9.1%	Being processed
80. NT 34A	September 2012	To increase by 9.1%	Being processed
81. NT 35	September 2012	To increase by 10.5%	Being processed
82. NT 77	September 2012	To increase by 10%	Being processed
83. NT 77A	September 2012	To increase by 16.7%	Being processed
84. NT 79S	September 2012	To increase by 10.6%	Being processed
85. NT 808	September 2012	To increase by 10%	Being processed
86. NT 808 special service	September 2012	To increase by 10%	Being processed
87. NT 808P	September 2012	To increase by 10%	Being processed
88. NT 809K	September 2012	To increase by 9.8%	Being processed
89. Kln 77M	September 2012	To increase by 13.8%	Being processed
90. Kln 78	September 2012	To increase by 13.6%	Being processed
91. Kln 78A	September 2012	To increase by 13.6%	Being processed
92. Kln 51M	September 2012	To increase by 12%	To be increased by 8%
93. Kln 52	September 2012	To increase by 12.8%	To be increased by 12.8%
94. Kln 53M	September 2012	To increase by 12%	To be increased by 8%
95. Kln 76A	September 2012	To increase by 10.4%	Being processed
96. Kln 76B	September 2012	To increase by 10.4%	Being processed
97. Kln 74	September 2012	To increase by 8.2%	To be increased by 6.6%
98. Kln 74S	September 2012	To increase by 8.2%	To be increased by 6.6%
99. Kln 43M	October 2012	To increase by 16.7%	Being processed
100. Kln 7	October 2012	To increase by 10.4%	Being processed
101. Kln 16	October 2012	To increase by 10.7%	Being processed
102. Kln 16A	October 2012	To increase by 12.9%	Being processed
103. Kln 16B	October 2012	To increase by 12.9%	Being processed
104. Kln 16S	October 2012	To increase by 12.9%	Being processed
105. HKI 14M	October 2012	To increase by 10%	Being processed
106. HKI 21A	October 2012	To increase by 11.1%	Being processed
107. HKI 21M	October 2012	To increase by 19%	Being processed
108. Kln 34M	October 2012	To increase by 17.9%	Being processed
109. Kln 34S	October 2012	To increase by 17.9%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
110. Kln 35	October 2012	To increase by 16.7%	Being processed
111. Kln 36A	October 2012	To increase by 17.9%	Being processed
112. Kln 60	October 2012	To increase by 12.8%	Being processed
113. Kln 9M	October 2012	To increase by 13.6%	Being processed
114. NT 26	November 2012	To increase by 8.3%	Being processed
115. NT 57K	November 2012	To increase by 10.6%	Being processed
116. NT 58K	November 2012	To increase by 9.5%	Being processed
117. NT 801	November 2012	To increase by 9.8%	Being processed
118. HKI 65	November 2012	To increase by 16.7%	Being processed
119. HKI 65A	November 2012	To increase by 16.7%	Being processed
120. NT 50K	November 2012	To increase by 10.4%	Being processed
121. NT 50A	November 2012	To increase by 10.4%	Being processed
122. NT 51K	November 2012	To increase by 11.8%	Being processed
123. NT 51K supplementary service	November 2012	To increase by 10%	Being processed
124. NT 409	November 2012	To increase by 13.2%	Being processed
125. NT 409K	November 2012	To increase by 13.2%	Being processed
126. NT 20A	November 2012	To increase by 12.2%	Being processed
127. NT 20X	November 2012	To increase by 12.2%	Being processed
128. NT 20S	November 2012	To increase by 4.5%	Being processed
129. NT 20K	November 2012	To increase by 13%	Being processed
130. NT 20B	November 2012	To increase by 12.9%	Being processed
131. NT 20C	November 2012	To increase by 12.1%	Being processed
132. NT 20C special departures	November 2012	To increase by 12.6%	Being processed
133. NT 21K	November 2012	To increase by 13.7%	Being processed
134. NT 21A	November 2012	To increase by 13.2%	Being processed
135. NT 22K	November 2012	To increase by 13.8%	Being processed
136. NT 23S	November 2012	To increase by 12.8%	Being processed
137. NT 87	November 2012	To increase by 11.1%	Being processed
138. NT 87A	November 2012	To increase by 19%	Being processed
139. NT 87M	November 2012	To increase by 9.8%	Being processed
140. NT 87K	November 2012	To increase by 14.3%	Being processed
141. Kln 3	November 2012	To increase by 10.6%	Being processed
142. Kln 8	November 2012	To increase by 10%	Being processed
143. Kln 8S	November 2012	To increase by 10%	Being processed
144. Kln 8 short-working	November 2012	To increase by 10%	Being processed
145. Kln 70	November 2012	To increase by 14.3%	Being processed
146. Kln 70A	November 2012	To increase by 14.3%	Being processed
147. NT 301	November 2012	To increase by 20.7%	Being processed
148. NT 301M	November 2012	To increase by 20.7%	Being processed
149. NT 302	November 2012	To increase by 9.8%	Being processed
150. Kln 46	November 2012	To increase by 21.2%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
151. Kln 69	November 2012	To increase by 20%	Being processed
152. Kln 68	November 2012	To increase by 12.2%	Being processed
153. HKI 56	December 2012	To increase by 7.2%	Being processed
154. HKI 56A	December 2012	To increase by 7.2%	Being processed
155. NT 89	December 2012	To increase by 21.6%	Being processed
156. NT 89A	December 2012	To increase by 21.6%	Being processed
157. NT 89B	December 2012	To increase by 21.6%	Being processed
158. NT 89P	December 2012	To increase by 21.6%	Being processed
159. NT 89M	December 2012	To increase by 14.3%	Being processed
160. NT 89S	December 2012	To increase by 14.3%	Being processed
161. NT 98	December 2012	To increase by 14.3%	Being processed
162. NT 411	December 2012	To increase by 23.1%	Being processed
163. Kln 83M	January 2013	To increase by 16.7%	Being processed
164. Kln 83A	January 2013	To increase by 16.7%	Being processed
165. Kln 26	January 2013	To increase by 13.7%	Being processed
166. Kln 26A	January 2013	To increase by 13.7%	Being processed
167. Kln 26X	January 2013	To increase by 13.7%	Being processed
168. Kln 26 short-working	January 2013	To increase by 14.6%	Being processed
169. HKI 43M	January 2013	To increase by 16%	Being processed
170. HKI 44M	January 2013	To increase by 11.8%	Being processed
171. HKI 47M	January 2013	To increase by 12.9%	Being processed
172. HKI 47S	January 2013	To increase by 12.9%	Being processed
173. HKI 47E	January 2013	To increase by 12.9%	Being processed
174. HKI 48M	January 2013	To increase by 12.9%	Being processed
175. NT 310M	January 2013	To increase by 14.3%	Being processed
176. NT 410	January 2013	To increase by 9.3%	Being processed
177. NT 404M	January 2013	To increase by 12.2%	Being processed
178. NT 405M	January 2013	To increase by 12.2%	Being processed
179. HKI 49M	February 2013	To increase by 14.6%	Being processed
180. HKI 50	February 2013	To increase by 12.1%	Being processed
181. NT 11	February 2013	To increase by 21%	Being processed
182. NT 11A	February 2013	To increase by 29.6%	Being processed
183. NT 11B	February 2013	To increase by 21%	Being processed
184. NT 11M	February 2013	To increase by 25%	Being processed
185. NT 11S	February 2013	To increase by 20%	Being processed
186. NT 12	February 2013	To increase by 19.8%	Being processed
187. NT 105	February 2013	To increase by 12.5%	Being processed
188. NT 105S	February 2013	To increase by 12.2%	Being processed
189. Kln 41M	February 2013	To increase by 15.6%	Being processed
190. Kln 41A	February 2013	To increase by 15.6%	Being processed
191. NT 83A	February 2013	To increase by 17.4%	Being processed
192. NT 85	February 2013	To increase by 17.4%	Being processed
193. NT 86	February 2013	To increase by 17.4%	Being processed
194. NT 86A	February 2013	To increase by 16.7%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
195. NT 86M	February 2013	To increase by 17.4%	Being processed
196. NT 25K	February 2013	To increase by 7.3%	Being processed
197. NT 25A	February 2013	To increase by 7.3%	Being processed
198. NT 25B	February 2013	To increase by 6.6%	Being processed

In addition, another 44 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

(D) Taxi

Taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	March 2012	Flagfall: from $20 to $22 To increase by 4.5%	Application shelved
New Territories Taxi	April 2012	Flagfall: from $16.5 to $19 Additional charges (for each luggage carried, each animal carried, and tele-booking): $4 to $5 To increase by 8.6%	Application shelved
Lantau Taxi	April 2012	Flagfall: from $15 to $17 To increase by 4.0%	Application shelved
Urban Taxi	January 2013	Flagfall: from $20 to $22 Incremental charge: 2-9 kilometres (km) from $1.5 to $1.6 To increase by 7.1%	Being processed

Taxi	Application date	Fare adjustment applied for	Result
New Territories Taxi	January 2013	Flagfall: from $16.5 to $19 Incremental charge: 2-8 km from $1.3 to $1.4 Additional charges (for each luggage carried, each animal carried, and tele-booking): $4 to $5 To increase by 10.7%	Being processed
Lantau Taxi	January 2013	Flagfall: from $15 to $18 Incremental charge: 2-20 km from $1.3 to $1.4 To increase by 10.6%	Being processed

(E) Licensed Ferry Service

Licensed Ferry Service	Application date	Fare adjustment applied for	Result
1. Sai Wan Ho – Sam Ka Tsuen	December 2011 (most of the processing conducted in 2012-13)	To increase by 9.1%	Increased by 9.1%
2. Sai Wan Ho – Kwun Tong	December 2011 (most of the processing conducted in 2012-13)	To increase by 9.1%	Increased by 9.1%
3. Peng Chau – Hei Ling Chau	December 2011 (most of the processing conducted in 2012-13)	To increase by 22.2% (weekdays) and 33.3% (holidays)	Increased by 22.2% (weekdays and holidays)
4. Discovery Bay – Central	November 2012	To increase by 9.5%	Being processed
5. North Point – Kwun Tong	November 2012	To increase by 20%	Being processed

Licensed Ferry Service	Application date	Fare adjustment applied for	Result
6. Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	November 2012	To increase by 15% to 16%	Being processed
7. Landing step outside Aberdeen Promenade/ Aberdeen – Ap Lei Chau – Stationary vessel outside Aberdeen Wholesale Fish Market – Ap Lei Chau	July 2012	To increase by 11% and 10% for adult and child below 12 respectively	Increased by 11% and 10% for adult and child below 12 respectively
8. Sai Kung and Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Nam Fung Wan/Leung Shuen Wan	June 2012	To increase by 50% to 233%	Increased by 50% to 233%
9. Sai Kung and Kiu Tsui/Yim Tin Tsai/Leung Shuen Wan/Pak Lap/Tai Long Sai Wan/Hap Mun Bay/Kau Sai	May 2012	To increase by 50% to 167%	Increased by 50% to 167%
10. Aberdeen – Mo Tat	September 2012	To increase by 20% to 65%	Increased by 20% to 65%
11. Mo Tat – Sok Kwu Wan	September 2012	To increase by 20% to 65%	Increased by 20% to 65%

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)140

Question Serial No.

0300

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 are the respective numbers of environment-friendly buses owned by each franchised bus company, and the increase in such numbers in the coming three years (from 2013 to 2015)? Please reply in the following table -

Franchised bus company	Number of environment-friendly buses in 2012	Percentage of increase in the coming three years (%)
		Percentage of environment-friendly buses in the fleet (%)

Asked by: Hon. CHAN Kam-lam

Reply:

As at end 2012, there were a total of 5 743 franchised buses operating in Hong Kong. All these buses are environment-friendly buses meeting European emission standards of different times. Of the 5 743 franchised buses, 994 are more environment-friendly buses meeting Euro IV or Euro V emission standards.

The existing and projected numbers of buses of Euro IV, Euro V or above emission standards of each franchised bus company are summarised in the following table –

Franchised bus company	Number of more environment-friendly buses (Euro IV, Euro V or above emission standards) (% in the fleet)	
	End 2012	2015[Note]
The Kowloon Motor Bus Company (1933) Limited	535 (14%)	1 603 (42%)
New World First Bus Services Limited	95 (13%)	160 (23%)
Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)	260 (33%)	526 (68%)
Citybus Limited (Franchise for Airport and Lantau Network)	5 (3%)	9 (5%)
Long Win Bus Company Limited	64 (39%)	71 (43%)
New Lantao Bus Company (1973) Limited	35 (32%)	41 (38%)
Total	994 (17%)	2 410 (42%)

Note : The figures in 2015 are projected based on the assumptions that there is no change in the bus fleet size and the buses, upon reaching the age of 18 years, will be replaced by new buses of Euro V or above emission standards. Euro V is the prevailing statutory emission standard for the newly introduced diesel buses.

As compared with 2012, the number of buses meeting Euro IV or above standard in Hong Kong will have increased by 1.4 times in 2015.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)141

Question Serial No.

0301

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:

Concerning the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme):

(a) How many applications have been received by the Administration so far? How many applications were approved?

(b) How many applications were rejected? What were the major reasons for rejection?

(c) Is there any timetable for the review of the first phase? If yes, please provide the details.

(d) Is there any timetable for the implementation of the second phase? If yes, please provide the details. If no, please explain why.

Asked by: Hon. CHAN Kam-lam

Reply:

(a) The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the Transport Department has received 1 593 applications, among which 1 442 were approved while 151 were rejected.

(b) The major reasons for rejection include failure to provide valid or correct Mainland driving licence number of the designated driver; the applicant or the designated driver having outstanding court order(s); and inadequate coverage period of Hong Kong third party risk insurance of the vehicle concerned.

(c) We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the existing workflow and information system, with a view to enhancing work efficiency and service quality.

(d) There is no concrete timetable for the second phase of the Scheme at present. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out extensive consultation and listen to the views of the community.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)142

Question Serial No.

0303

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 indicated that 67 bus route rationalisation proposals will be processed in 2013. Please provide the details and the implementation timetable of these proposals.

Asked by: Hon. CHAN Kam-lam

Reply:

As an annual exercise, the Transport Department (TD) assesses bus route rationalisation proposals in the context of the proposed route development programmes (RDPs) submitted by franchised bus companies. The District Councils will then be consulted on the bus rationalisation proposals.

There are 67 bus route rationalisation proposals which are planned for implementation in 2013 under RDPs. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013. The actual implementation dates of the proposals will be subject to the outcome of the consultation. A breakdown of the proposals is set out below -

Nature	**Number of Rationalisation Proposals in 2013**
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	**67**

Besides, there are also service improvement proposals in the 2013 RDPs, such as introduction of new routes, frequency improvement and extension of operating hours.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)143
Question Serial No.
0305

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:

Concerning the management of government multi-storey car parks, please provide the respective peak hour and non-peak hour usage and operating revenue.

Government multi-storey car parks	Peak hour usage (%)	Non-peak hour usage (%)	Operating revenue in 2012	Operating revenue in 2011	Operating revenue in 2010

Asked by: Hon. CHAN Kam-lam

Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2012 and their actual operating revenue from 2009-10 to 2011-12 are set out in the following table:

Government multi-storey car parks	Average peak hour usage[Note 1] (%)	Average non-peak hour usage[Note 1] (%)	Actual operating revenue[Note 2] ($ million)		
			2011-12	2010-11	2009-10
Aberdeen Car Park	77	67	4.9	3.7	3.3
City Hall Car Park	32	15	3.2	2.8	2.4
Kennedy Town Car Park	94	91	6.3	6.3	6.3

Government multi-storey car parks	Average peak hour usage[Note 1] (%)	Average non-peak hour usage[Note 1] (%)	Actual operating revenue[Note 2] ($ million)		
			2011-12	2010-11	2009-10
Kwai Fong Car Park	23	22	3.3	2.5	2.1
Middle Road Car Park	59	29	26.7	23.8	18.4
Murray Road Car Park	51	33	16.6	15.4	14.8
Rumsey Street Car Park	62	42	33.7	29.7	26.8
Shau Kei Wan Car Park	65	59	6.9	5.9	4.7
Sheung Fung Street Car Park	68	56	4.2	3.2	2.5
Star Ferry Car Park	72	34	19.1	17.4	16.1
Tin Hau Car Park	60	51	10.6	8.6	6.9
Tsuen Wan Car Park	41	34	8.1	6.8	6.2
Tsuen Wan Transport Complex Car Park	24	22	4.4	3.1	3.2
Yau Ma Tei Car Park	40	25	16.1	14.3	12.5

Notes

(1) Peak hour: hour with highest usage within a day
Non-peak hour: hours other than peak hour

(2) Actual operating revenue represents revenue collected before deduction of the relevant management fees to contractors.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)144

Question Serial No.

0359

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 in the tables below -

(a) Number of Closed Road Permit applications received from cross-boundary vehicles and permits issued (including renewal) in the past five years (i.e. from 2008 to 2012):

Shenzhen Bay Port

		2012	2011	2010	2009	2008
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

Lok Ma Chau Control Point

		2012	2011	2010	2009	2008
Private Cars	No. of applications					
	No. of permits issued					

		2012	2011	2010	2009	2008
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

Sha Tau Kok Control Point

		2012	2011	2010	2009	2008
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

(b) Number of applications received from non-franchised buses for providing cross-boundary school bus service and number of approvals granted in the past five years (i.e. from 2008 to 2012):

Name of Control Point		2012	2011	2010	2009	2008
	No. of applications					
	No. of approvals					

Asked by: Hon. CHAN Kam-lam

Reply:

(a) As an application might apply for one Closed Road Permit to cross a specific crossing or multiple crossings, or for more than one Closed Road Permit if the vehicle concerned has to cross more than one control point, there is no breakdown of the number of applications received by individual control points.

The total numbers of applications (including renewals) received in the past five years are as follows –

	2012	2011	2010	2009	2008
No. of applications received	48 873	48 024	46 840	44 709	44 192

The numbers of permits issued (including renewals) in the past five years are as follows –

Closed Road Permits issued for multiple crossings

	2012	2011	2010	2009	2008
Goods Vehicles	13 849	14 423	14 612	14 351	15 443

Closed Road Permits issued for single crossing

Shenzhen Bay Port

	2012	2011	2010	2009	2008
Private Cars Note 1	14 847	13 406	11 787	10 061	8 472
Goods Vehicles	33	30	14	20	21
Buses Note 2	777	716	695	493	434

Lok Ma Chau Control Point

	2012	2011	2010	2009	2008
Private Cars Note 1	14 317	14 691	14 932	14 803	13 839
Goods Vehicles	1 258	1 334	1 475	1 544	1 775
Buses Note 2	638	664	640	647	686

Sha Tau Kok Control Point

	2012	2011	2010	2009	2008
Private Cars Note 1	3 207	3 050	2 855	2 617	2 543
Goods Vehicles	156	174	192	208	240
Buses Note 2	203	245	262	219	219

Note 1: Including private cars issued with hire car permits.
Note 2: Including both franchised and non-franchised buses.

(b) The numbers of applications received from non-franchised buses for providing cross-boundary school bus service and the numbers of approvals granted in the past five school years are:

		2012/13	2011/12	2010/11	2009/10	2008/09
Shenzhen Bay Port	No. of applications	132	58	49	29	24
	No. of approvals	132	58	49	29	11*
Lok Ma Chau Control Point	No. of applications	54	9	29	28	27
	No. of approvals	43*	9	29	28	23*
Man Kam To Control Point	No. of applications	25	23	11	22	15
	No. of approvals	25	19*	11	22	15
Sha Tau Kok Control Point	No. of applications	14	16	14	14	0
	No. of approvals	12*	16	14	14	0

* The number of approvals is less than the number of applications mainly because some applications were withdrawn and some were rejected because the relevant boundary control point had reached its maximum handling capacity.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)145

Question Serial No.

0360

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 average speeds at the morning peak hours for the following roads and tunnels in the past five years:

Road	**2012**	**2011**	**2010**	**2009**	**2008**
Hong Kong Island					
Canal Road Flyover					
Gloucester Road (East bound)					
Island Eastern Corridor (Section near Victoria Park)					
Connaught Road West					
Connaught Road East					
Connaught Road Central					
Pedder Street					
Harcourt Road (Central bound)					
Hennessy Road (Central bound)					
Queen's Road Central (Central bound)					
Kowloon					
Chatham Road North					
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)					
Gascoigne Road					
Kwun Tong Bypass (Near Lei Yue Mun Road)					

Tunnel	2012	2011	2010	2009	2008
Cross-Harbour Tunnel					
Eastern Harbour Crossing					
Western Harbour Crossing					
Lion Rock Tunnel					
Tate's Cairn Tunnel					
Route 8 (Section between Cheung Sha Wan and Sha Tin)					

Asked by: Hon. CHAN Kam-lam

Reply:

The average speeds at the morning peak hours (i.e. 8-9:30 a.m.) for the following roads and tunnels in the past five years were as follows:

	Average speed at the morning peak hours (i.e. 8-9:30 a.m.) [kilometres(km) / hour(hr)]				
Road	**2012**	**2011**	**2010**	**2009**	**2008**
Hong Kong Island					
Canal Road Flyover (South bound)	45.7	53.1	50.0	52.7	49.7
Canal Road Flyover (North bound)	8.6	9.9	7.6	8.6	7.5
Gloucester Road (East bound)	16.7	21.6	18.5	26.6	36.5
Island Eastern Corridor (Section near Victoria Park) (East bound)	67.7	66.1	65.5	69.4	62.5
Island Eastern Corridor (Section near Victoria Park) (West bound)	24.2	19.2	19.9	15.9	16.9
Connaught Road West (East bound)*	23.2	23.0	23.8	21.6	19.2
Connaught Road East^	-	-	-	-	-
Connaught Road Central (East bound)	10.4	9.5	13.2	12.2	12.8
Connaught Road Central (West bound)	16.5	15.7	18.6	18.5	18.5
Pedder Street	4.7	4.0	8.8	4.0	3.9
Harcourt Road (Central bound)	39.5	44.9	40.2	44.0	46.2
Hennessy Road (Central bound)	14.7	13.9	14.4	16.2	16.6
Queen's Road Central (Central bound)	18.5	15.4	21.1	20.6	15.9
Kowloon					
Chatham Road North (South bound)	5.1	6.0	3.6	5.0	5.8
Chatham Road North (North bound)	40.8	38.7	37.6	44.1	43.7

	Average speed at the morning peak hours (i.e. 8-9:30 a.m.) (km/hr)				
Road	**2012**	**2011**	**2010**	**2009**	**2008**
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)	9.2	8.6	10.6	7.4	13.1
Gascoigne Road (East bound)	13.6	11.3	12.4	16.0	12.8
Gascoigne Road (West bound)	27.3	26.0	21.2	28.8	25.1
Kwun Tong Bypass (Near Lei Yue Mun Road) (East bound)	58.0	62.9	68.7	52.2	63.3
Kwun Tong Bypass (Near Lei Yue Mun Road) (West bound)	66.8	66.0	66.8	61.4	51.7

* The average speed data for Connaught Road West (West bound) are not available because this road section is not covered in the car journey time survey.

^ There is no road named Connaught Road East.

	Average speed at the morning peak hours (i.e. 8-9:30 a.m.) (km/hr)				
Tunnel	**2012**	**2011**	**2010**	**2009**	**2008**
Cross-Harbour Tunnel	33.9	31.4	35.5	34.5	34.7
Eastern Harbour Crossing	37.9	34.9	36.8	37.7	38.5
Western Harbour Crossing	62.5	56.6	57.9	56.6	53.8
Lion Rock Tunnel	34.2	34.5	37.0	34.7	32.5
Tate's Cairn Tunnel	34.8	37.3	40.0	36.5	39.1
Route 8 (Section between Cheung Sha Wan and Sha Tin)**	67.1	66.1	66.1	-	-

** The average speed data for Route 8 (Section between Cheung Sha Wan and Sha Tin) before 2010 are not available because car journey time surveys on Route 8 were conducted only after opening of the whole section of Route 8 from Shatin to Tsing Yi in December 2009.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)146

Question Serial No.
0528

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:

Please provide information on the respective operating costs of various tunnels and bridges operated by the Government.

	2012-13	2011-12	2010-11	2009-10
Cross-Harbour Tunnel				
Lion Rock Tunnel				
Shing Mun Tunnels				
Tseung Kwan O Tunnel				
Aberdeen Tunnel				
Eagles' Nest Tunnel				
Lantau Link				

Asked by: Hon. CHAN Kam-Lam

Reply:

The management, operation and maintenance (MOM) of these tunnels and the Lantau Link have been outsourced to private contractors, and the management fees payable to the contractors from 2009-10 to 2012-13 are as follows:

	Management Fees to MOM Contractors ($ million)			
	2012-13	2011-12	2010-11	2009-10
Cross Harbour Tunnel	63	63	61	59
Lion Rock Tunnel	36	40	40	40
Shing Mun Tunnels	32	30	30	30
Tseung Kwan O Tunnel	32	30	30	30
Aberdeen Tunnel	37	37	37	37

	Management Fees to MOM Contractors ($ million)			
	2012-13	2011-12	2010-11	2009-10
Route 8K[Note 1]	134	134	134	134
Route 8T[Note 1]	65	65	65	19
Lantau Link[Note 2]	95	95	91	91
Non-Lantau Link[Note 2]	98	97	94	94

Note 1 – The MOM contract for Route 8 covers both Route 8K (Sha Tin – Cheung Sha Wan section) and Route 8T (Cheung Sha Wan – Tsing Yi section). Route 8K, which comprises Eagle's Nest Tunnel and Sha Tin Heights Tunnel, is tolled while Route 8T, which comprises Nam Wan Tunnel, is not tolled. Route 8T commenced operation in December 2009 and the management fee for 2009-10 covered only a few months. Therefore, the fee of MOM contract for 2009-10 for Route 8T is much lower than those for 2010-11, 2011-12 and 2012-13.

Note 2 – The MOM contract for Tsing Ma Control Area covers both Lantau Link and non-Lantau Link portion. The Lantau Link section is tolled while the non-Lantau Link section is not tolled.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)147

Question Serial No.

1702

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 advises under this programme that there is "decreased requirement for helping measures to assist the operation of six major outlying island ferry routes". Will the Administration inform this Committee the amount of expense reduced and the reasons for the reduction?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

A commitment of $114.963 million was approved by the Finance Committee in November 2010 to provide special helping measures to the six major outlying island ferry routes[1] for the current three-year licence period. There will be a slight reduction of about $1.8 million in expenses for these helping measures in 2013-14 because one of the helping measures, the "Visiting Scheme to Outlying Islands 2012", which provided fare subsidy to encourage institutions such as schools, non-governmental organisations, community and local groups to organise activities to the outlying islands served by the six ferry routes, was all along intended to be a one year programme implemented by the Transport Department in 2012. With the cessation of this measure, the expenditure incurred will be slightly reduced.

Name in block letters:	MRS INGRID YEUNG
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[1] The six ferry routes are "Central – Cheung Chau"; "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; "Central – Mui Wo"; "Central – Peng Chau"; "Central – Yung Shue Wan"; and "Central – Sok Kwu Wan".

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)148

Question Serial No.

1292

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) will continue to support the implementation of the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) at the Shenzhen Bay Port in 2013-14. Please advise this Committee how many applications have been received with monthly breakdown since the implementation of the Scheme early last year; whether the number of applications is expected to increase in the coming year; and whether the Administration will review and revise the Scheme.

Asked by: Hon. CHUNG Kwok-pan

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the TD has received 1 593 applications, with monthly breakdown as follows –

Month	Number of Applications Received
March 2012	80
April 2012	269
May 2012	138
June 2012	98
July 2012	87
August 2012	109
September 2012	99
October 2012	62
November 2012	96
December 2012	213
January 2013	137
February 2013	179

Month	Number of Applications Received
March 2013 (position up to 4 March 2013)	26
Total:	1 593

As the Scheme has only been rolled out for about a year, its patronage should be further observed. We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, thereby enhancing work efficiency and service quality.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)149

Question Serial No.

1293

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Under *Matters Requiring Special Attention in 2013-14* of this programme, the Transport Department (TD) has indicated that it will continue to rationalise and improve bus services to improve quality and efficiency, and to help relieve bus congestion and reduce road-side emission. Please advise this Committee on the specific measures, the work details and the effectiveness expected to be achieved in the coming year, particularly on bus route rationalisation. Will there be more manpower and resources allocated for this purpose with a view to improving bus services and air pollution, as well as relieving traffic congestion in the urban area?

Asked by: Hon. CHUNG Kwok-pan

Reply:

Rationalisation of bus routes is an on-going task of the TD. As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. These may include proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation and cancellation or amalgamation of routes to meet prevailing needs. In assessing the RDP proposals, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. The TD will process 67 service rationalisation proposals in 2013 under the annual RDP exercise, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. Each of the 18 District Councils (DCs) will be consulted on the proposals related to them. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013. A breakdown of the proposals is set out below -

Nature	Number of Rationalisation Proposals in 2013
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	**67**

In addition to the annual RDP exercise, the TD will also adopt a new "area approach" on bus route rationalisation whereby bus services will be reviewed and re-organised on a district basis. Under the area approach, a bus route rationalisation plan is devised for a particular region or district, which may entail introduction of new bus-bus interchange (BBI) schemes or improvement of existing ones, with more route choices and attractive fare concessions. There may also be proposals on introduction of new routes or frequency improvement on routes of high demand by making use of the resources spared from other proposals on frequency reduction, re-routeing, as well as cancellation or amalgamation of overlapping and under-utilised routes. To encourage more passengers to make use of the BBI schemes, the TD will also explore with the bus companies provision of enhanced interchange facilities at major locations. As a start, the TD and the bus company are now working on a bus route rationalisation plan under the area approach for North District. The TD has started to consult the North DC in early 2013 for target implementation after mid-2013. The TD and bus companies are also actively exploring applying the area approach to other districts / regions for local consultation and implementation in phases starting from the second half of 2013.

Under a more vigorous approach in bus route rationalisation, we aim to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emissions. The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The work involved is undertaken by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing resources of the TD.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)150

Question Serial No.

0407

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) Under *Matters Requiring Special Attention in 2013-14* of Programme (1), the Transport Department (TD) has indicated that it will "prepare and consult stakeholders on a public transport re-organisation plan in connection with the commissioning of the West Island Line and the South Island Line (East)." Does the "public transport re-organisation plan" refer to bus route rationalisation? Which individuals or organisations will be involved in the stakeholder consultation?

(b) Apart from the Hong Kong Island, does the TD have any plan to launch a comprehensive consultation on bus route rationalisation in the 18 districts throughout the territory in the coming year so as to take forward the proposal of bus route rationalisation as mentioned in paragraph 139 of the 2013 Policy Address?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

(a) Commissioning of new railways will affect the passenger travelling pattern and the utilisation of different transport modes. As an established practice, the TD will assess the impact of new railways on other public transport modes, and devise a public transport re-organisation plan so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The public transport re-organisation plan in connection with the commissioning of the West Island Line and the South Island Line (East) will mainly include proposals for re-organisation of franchised bus and green minibus services. The major stakeholders to be consulted will include the Panel on Transport of the Legislative Council, the Transport Advisory Committee, the relevant District Councils (DCs) and the affected public transport operators and trades.

(b) Rationalisation of bus services is an on-going task of the TD. In assessing the proposed route development programmes (RDPs) submitted by franchised bus companies, the TD will take into account factors such as changes in population and passenger demand, infrastructural development and established guidelines on service improvement and reduction. RDPs may include introduction of new routes, frequency improvement or extension of operating hours, as well as cancellation or amalgamation of routes, frequency reduction or route truncation. The objective is to better meet passenger demand, enhance bus operation efficiency, and reduce traffic congestion and roadside emissions. As an annual exercise, the TD would consult each of the 18 DCs on the relevant proposed RDPs for 2013-14 from around February to May 2013.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)151

Question Serial No.

0430

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 a number of traffic accidents caused by public transport drivers falling unconscious due to health problems while driving last year, does the Transport Department (TD) have any plan to step up the monitoring and improvement of the health of commercial vehicle drivers?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

The Administration attaches great importance to road safety, including that of public transport modes. All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so as required by the Road Traffic (Driving Licences) Regulations (Cap. 374B). Public transport operators have also been reminded to pay attention to the physical health of their drivers.

Since 2007, all franchised bus companies have required their bus captains aged 50 years or more to undergo health checks every year. Items covered in the health checks include chest examination as well as eyesight, hearing, diabetes, blood pressure, blood and urine tests. For bus captains aged 60 or more, an electrocardiogram is also required. The companies also require their bus captains to declare any disease or physical disability specified in the First Schedule of the aforementioned Regulations to ensure that the captains are medically fit for driving buses. Furthermore, franchised bus companies have issued guidelines to remind bus captains not to continue driving if they feel unwell while on duty and to seek medical consultation promptly. In view of the fatal bus accident on Chai Wan Road in November 2012, the TD is reviewing the relevant health check arrangements with franchised bus companies.

As for green minibus and non-franchised bus services, although the operators generally do not require their drivers to undergo annual health check, they will not assign driving duties to drivers found to be unwell and will request the concerned drivers to seek medical treatment or examination.

Taxi and red minibus drivers are mainly self-employed. The TD does not regulate their routeing and operating hours. The TD will, through meetings with the trade, continue to remind the drivers to pay attention to their physical conditions and undergo regular check-ups.

To enhance the awareness of commercial vehicle drivers of the importance of closely monitoring their physical health, the TD carried out promotional and educational activities in the past few years to remind them to drive safely and to take good care of their own health. Free health checks were also arranged for some drivers of commercial vehicles. The TD will continue to organise similar activities.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)152

Question Serial No.

0431

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:

I have received a number of complaints from bus captains about insufficient rest time between each departure, and prolonged driving without breaks in case of traffic congestion. Has the Transport Department (TD) inquired with the bus companies about the rest time of bus captains and requested for improvement?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

In respect of the working hours, rest times and meal breaks of franchised bus captains, the TD has issued guidelines to franchised bus companies for them to follow. The prevailing guidelines, which were last reviewed and revised in October 2010, are at Annex.

To ensure compliance with the guidelines, the bus companies are required to submit regular reports on the implementation of the guidelines to the TD. The TD also employs independent contractors to carry out compliance surveys. The results of the surveys reveal that franchised bus companies generally adhere to the guidelines.

To address concerns about the possible impact of traffic congestion on driving hours and rest breaks, the TD revises the schedules of service of bus routes which are frequently affected by traffic congestion (through, for example, adjustment of scheduled journey time and/or vehicle allocation as appropriate) to reflect the realistic operational environment, taking into account passenger demand.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Annex

Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks issued by the Transport Department

Guideline A - Bus captains should have a rest time[Note 1] of at least 30 minutes after six hours of duty and within that six-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first four hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest time.

Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.

Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.

Guideline D - The break between successive working days should not be less than 10 hours.

Guideline E - Bus captains working for a duty of not less than eight hours in a working day should have a meal break. Bus companies should complete the improvement of meal breaks to no less than 45 minutes by the third quarter of 2011, and further improvement to no less than one hour in one year thereafter.

Note 1: Meal break is also regarded as rest time.

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)153

Question Serial No.

2349

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

What was the expenditure for the Ad Hoc Quota Trial Scheme for Cross-Boundary Private Cars (the Scheme) in the past year (i.e. 2012-13)? How many applications have been received? What is the estimated expenditure for the Scheme in the current year (i.e. 2013-14)?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the Transport Department has received 1 593 applications.

The projected actual expenditure for the Scheme in 2012-13 and the estimated expenditure in 2013-14 are $8.38 million and $3.26 million respectively, covering system development and maintenance, staff cost, postage and handling charges.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)154

Question Serial No.
2350

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 the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13), how many Mainland vehicles applied for Hong Kong vehicle licence? How many cases were rejected? What is the manpower establishment for handling such matter?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

Mainland vehicles have to be registered and licenced or issued with International Circulation Permits (ICP) for use in Hong Kong. Such vehicle licences/permits have to be renewed on a regular basis as their validity period is of no more than twelve months. The numbers of Mainland vehicles with vehicle licence / ICP for use in Hong Kong in the past five years are shown as follows:

Year	**No. of Mainland vehicles with vehicle licence / ICP**
2008-09	1 814
2009-10	1 866
2010-11	1 989
2011-12	2 185
2012-13 (Up to mid-March 2013)	2 387

We do not keep statistics on rejected applications for vehicle licence/ ICP.

Registration and licensing applications for all types of vehicles (including Mainland vehicles) are handled by the four Licensing Offices of the Transport Department. There is no separate breakdown on the manpower establishment involved in processing registration and licensing of Mainland vehicles.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)155

Question Serial No.

1025

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 numbers of applications for learners' driving licence (private car, light goods vehicle, motorcycle and motor tricycle) in the past three years (i.e. from 2010 to 2012).

2012

Type of Application	Vehicle Class					
	Private Car	Private Car (Automatic Transmission)	Light Goods Vehicle	Light Goods Vehicle (Automatic Transmission)	Motorcycle	Motor Tricycle
First issue						
Re-apply due to expiry						
Addition of vehicle class(es)						

2011

Type of Application	Vehicle Class					
	Private Car	Private Car (Automatic Transmission)	Light Goods Vehicle	Light Goods Vehicle (Automatic Transmission)	Motorcycle	Motor Tricycle
First issue						
Re-apply due to expiry						
Addition of vehicle class(es)						

2010

Type of Application	Vehicle Class					
	Private Car	Private Car (Automatic Transmission)	Light Goods Vehicle	Light Goods Vehicle (Automatic Transmission)	Motorcycle	Motor Tricycle
First issue						
Re-apply due to expiry						
Addition of vehicle class(es)						

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

We have not kept statistics on the number of applications for learners' driving licence. However, we have statistics on the numbers of valid learners' driving licences, broken down by vehicle classes, as at year end. The numbers of valid learners' driving licences for private car, light goods vehicle, motorcycle and motor tricycle as at the end of 2010, 2011 and 2012 respectively are provided below:

Vehicle Classes	**2010**	**2011**	**2012**
Private Car*	34 543	40 565	51 554
Light Goods Vehicle*	29 799	34 032	44 211
Motorcycle	2 798	2 849	3 657
Motor Tricycle	2 775	2 820	3 631

* Breakdown by manual and automatic transmission is not available.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)156

Question Serial No.

1026

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 information on the number of driving tests conducted by driving test centres and the passing rates in the past three years (up to 2012) using the following table -

Driving Test Centre	**Private Car** (Combined Test)		**Private Car** (Part B Test)		**Private Car** (Part C Test)		**Motor Cycle** (Part C Test)		**Light Goods Vehicle** (Combined Test)		**Light Goods Vehicle** (Part B Test)		**Light Goods Vehicle** (Part C Test)		**Others**	
	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

There are 16 driving test centres. The respective number of driving tests conducted for different classes of vehicles and the passing rates at the respective driving test centres on Hong Kong Island and Kowloon/New Territories in 2010, 2011 and 2012 are given as follows:

Year		**Private Car** (Combined Test)		**Private Car** (Part B Test)		**Private Car** (Part C Test)		**Motorcycle** (Part B Test)		**Motorcycle** (Part C Test)		**Light Goods Vehicle** (Combined Test)		**Light Goods Vehicle** (Part B Test)		**Light Goods Vehicle** (Part C Test)		**Others@**	
		No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)
2010	HK*	3 786	45	576	79	1 906	73	658	81	918	59	3 382	34	325	86	2 496	64	1 663	58
	KLN& NT^	10 327	36	2 828	85	7 041	67	4 184	78	4 717	51	21 988	32	3 886	84	15 056	63	8 084	58
2011	HK*	4 620	47	525	79	1 840	75	656	81	1 193	51	3 686	36	291	83	2 331	66	1 573	59
	KLN& NT^	12 338	38	2 603	85	7 354	69	3 966	77	4 456	50	24 320	32	3 493	84	15 978	66	8 853	58
2012	HK*	4 311	43	400	82	1 915	69	677	85	1 043	47	3 604	32	172	85	2 481	59	1 859	54
	KLN& NT^	12 379	36	2 274	85	7 625	66	4 515	76	4 202	50	23 369	31	2 797	83	15 685	62	10 609	52

Note:

@ Others include road tests for medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus, bus and motor tricycle.

* There are four driving test centres in the Hong Kong Region (HK).

^ There are 12 driving test centres in the Kowloon and New Territories Region (KLN&NT).

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)157

Question Serial No.

1096

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:

Would the Administration advise the following:

(a) current information of vehicles in Hong Kong -

Year of First Registration	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1995													
1996													
1997													
1998													
1999													
2000													
2001													
2002													
2003													
2004													
2005													
2006													
2007													
2008													
2009													
2010													
2011													
2012													

(b) details of the establishment for processing registration of vehicles, including the ranks (with salary points), number and the total amount of personal emoluments involved; and

(c) the average number of working days required for processing vehicle registration of various vehicle classes.

Number of working days for processing applications	Private Cars	Taxis	Light Goods Vehicles	Medium Goods Vehicles	Heavy Goods Vehicles	Buses	Light Buses	Others
Less than 7 days								
7 to 14 days								
15 to 21 days								
22 to 28 days								

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

(a) Information on the number of registered vehicles is provided at Annex.

(b) Details of the establishment for processing registration of vehicles are as follows :

Rank of post	Number of post	Pay-point (Master Pay Scale)	Amount of personal emoluments involved (in notional annual mid-point salary value)
Executive Officer I	1	28 – 33	$598,440
Senior Clerical Officer	1	22 – 27	$454,320
Clerical Officer	1	16 – 21	$343,200
Assistant Clerical Officer	7	3 – 15	$1,498,140
Clerical Assistant	1	1 – 10	$166,920
		Total:	$3,061,020

(c) The vehicle registration process would normally be completed within two working days for all kinds of vehicles upon submission of duly completed application form, production of supporting documents (including approval / exemption on compliance with the exhaust and noise emissions standard from the Environmental Protection Department, import declaration and Import Return filed with the Customs and Excise Department (C&ED), Notification of Motor Vehicle Provisional Taxable Value issued by the C&ED, as well as Certificate of Roadworthiness and Passenger Service Licence Certificate, where applicable, issued by the Transport Department), and payment of registration fee and first registration tax.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Annex

Number of Registered Vehicles													
Year of First Registration	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others*
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1995	5 645	1	2 522	0	1 216	0	122	0	289	0	153	0	1 370
1996	8 142	1	2 919	0	1 278	0	182	0	457	0	139	0	1 630
1997	21 200	1	4 242	0	1 538	0	289	0	836	0	232	0	2 076
1998	19 994	0	3 454	0	949	0	161	0	1 118	0	227	0	1 906
1999	20 513	37	3 124	0	1 250	0	107	0	678	0	275	0	2 197
2000	26 351	2 016	3 860	0	2 011	0	163	0	629	0	247	26	2 274
2001	29 045	8 523	3 097	328	1 114	304	172	31	592	187	241	374	2 965
2002	27 157	2 537	0	3 109	0	1 718	0	199	0	1 004	0	526	3 471
2003	21 196	1 440	0	2 637	0	1 592	0	97	0	779	0	900	3 700
2004	26 264	594	0	3 469	0	2 340	0	95	0	655	0	1 217	4 079
2005	26 221	448	0	4 189	0	2 144	0	39	0	589	0	148	3 853
2006	26 918	386	0	4 449	0	2 070	0	64	0	630	0	223	3 734
2007	32 339	335	0	4 521	0	2 013	0	80	0	603	0	388	3 848
2008	33 888	566	0	5 157	0	2 422	0	117	0	737	0	252	3 723
2009	27 596	360	0	2 310	0	884	0	134	0	535	0	311	2 637
2010	39 218	396	0	3 700	0	2 408	0	378	0	792	0	268	2 797
2011	41 341	275	0	4 368	0	2 453	0	531	0	867	0	259	3 283
2012	42 895	299	0	4 519	0	2 136	0	704	0	1 001	0	64	3 705

* Not including trailers, which are not motor vehicles.

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)158

Question Serial No.

1097

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:

Under "conducting road test" of Programme (2) of the Controlling Officer's Report, over half of the applications in respect of "conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence" and "conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence" did not meet the target in the past two years. Please provide information on the following:

(a) Driving test waiting time from 2010 to 2012 -

2010

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 60 days								
61-80 days								
81-100 days								
101-120 days								
121-140 days								
141-160 days								
161-180 days								
181-200 days								
201-220 days								
over 220 days								

2011

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 60 days								
61-80 days								
81-100 days								
101-120 days								
121-140 days								
141-160 days								
161-180 days								
181-200 days								
201-220 days								
over 220 days								

2012

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 60 days								
61-80 days								
81-100 days								
101-120 days								
121-140 days								
141-160 days								
161-180 days								
181-200 days								
201-220 days								
over 220 days								

(b) What is the existing establishment for conducting/processing road tests? What is the number, rank and pay scale of driving examiners of each driving test centre? What is the total expenditure? Does the Government consider that the establishment is sufficient for processing driving test applications?

(c) Is there any review on the reasons for not meeting the two targets? What measures were taken in the past year to shorten the waiting time?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

(a) Since there were a total of 338 170 driving tests applications during the period from 2010 to 2012, we are unable to compile the statistical information requested given the time constraint. Alternatively, we have compiled breakdowns based on our performance target for conducting road tests within 82 days.

2010

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days	15 499	3 319	9 661	8 004	28 278	4 091	18 657	10 887
over 82 days	1 703	0	0	255	2 571	7	337	100

2011

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days	6 801	2 303	6 625	7 042	11 501	2 565	12 262	11 088
over 82 days	14 126	756	3 234	1 511	23 480	992	7 662	299

2012

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days	4 178	2 009	6 481	5 199	4 522	2 052	11 518	9 221
over 82 days	18 250	837	5 174	3 955	31 634	1 049	10 446	6 029

Note: Others include road tests for medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus and bus (including franchised bus) and motor tricycle.

(b) Driving tests are conducted by Driving Examiners (DEs) of the Transport Department (TD). The pay scale and the strength (as at December 2012) of the DE grade are as follows. The total staff cost, in terms of notional annual mid-point salary, is $19.37 million.

Rank of Post	Number of Post	Pay Point (Master Pay Scale)
Senior DE	1	28-32
DE I	9	23-27
DE II	45	13-22

There are 16 driving test centres. DE Is and DE IIs are deployed to these driving test centres subject to the number of driving tests scheduled on the day. As the number of DE Is and DE IIs deployed to each driving test centre vary on different days, we are unable to provide breakdown of the number and rank of DEs of each driving test centre.

In view of the increasing demand for driving tests, the TD recruited 13 new DEs in 2012. To further increase the manpower for conducting driving tests, another DE recruitment exercise commenced in September 2012 and is expected to be completed in the third quarter of 2013.

(c) Following a continuous decline in the number of applications for driving licences for ten years, there has been an upsurge of almost 10% per year in the total number of applications for motorcycle, private car, light goods vehicle, light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences received since 2010. The statistics in the past five years are set out below -

Year*	Number of Applications		
	Motorcycle, private car and light goods vehicle	Light bus, bus, medium and heavy goods vehicle, and articulated vehicle	Total (percentage change over the previous year)
2008	84 159	11 612	95 771
2009	82 779	11 556	94 335 (-1.5%)
2010	92 382	10 987	103 369 (+9.6%)
2011	100 860	11 387	112 247 (+8.6%)
2012	107 304	15 250	122 554 (+9.2%)

**Calendar Year*

Despite the recruitment of 13 new DEs in 2012, the compliance rates have further decreased as the increase in manpower still failed to bring the waiting time of the majority of cases to within 82 days because the continuous upsurge of driving test demand. The compliance rate in respect of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licences was 33%. As for the applications for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences, although the compliance rate decreased due to an unexpected upsurge of applications in early 2012, the waiting time for driving test has reduced to within 82 days since July 2012 with the increase in the number of DEs. The whole-year average compliance rate was 57%. The TD expects that the 95% compliance target in this group could be achieved in 2013 if the number of applications is maintained at the 2012 level.

In view of the increase in applications, the TD has commenced another recruitment exercise of DEs in September 2012, which is expected to be completed in the third quarter of 2013. With the additional resources, the compliance rate of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence may improve should the increasing trend cease. On the other hand, the TD will continue overbooking of test appointments to minimise wastage of

test slots arising from postponement of tests and absence of candidates, and will re-employ retired DEs on a part-time basis to help improve the situation. The TD will continue to monitor the situation closely and consider further measures to improve the service.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)159

Question Serial No.

1098

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:

Regarding the direct issue of Hong Kong full driving licences:-

(a) please provide the following figures-

Licence issuing countries / places	Total number of applications approved	Number of new applications approved in 2012

(b) what was the number of traffic accidents involving drivers with a driving licence obtained by way of direct issue in the past three years (i.e. from 2010 to 2012)?

(c) how could the Administration ensure that drivers with a driving licence issued by way of direct issue are familiar with the road traffic rules and regulations in Hong Kong?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

(a) According to Regulation 11(3) of the Road Traffic (Driving Licences) Regulations (Cap. 374B) (the Regulations), the Commissioner for Transport may issue a full driving licence directly without driving examination to an applicant on the strength of his driving licence issued by a competent authority in any country or place listed in the Fourth Schedule of the Regulations. There are at present a total of 32 countries / places in the Fourth Schedule (see Annex).

An applicant applying for direct issue of a Hong Kong full driving licence on the strength of a driving licence issued by any country or place listed in the Fourth

Schedule has to satisfy in full the requirements set out in the law, including that his driving licence must be obtained through successful completion of a driving test held in the issuing country or place. The driving entitlement(s) applied for must be equivalent to the class(es) of vehicle which he is authorised to drive by the issuing country or place.

Direct issue of a full driving licence only applies to vehicle classes of private car, light goods vehicle, motorcycle and motor-tricycle. Applicants for entitlements to drive other vehicle classes are subject to driving tests.

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

Licence issuing countries / places	Total number of applications approved (from February 2007 to December 2012[Note 1])	Number of new applications approved in 2012
The Mainland of China	100 160	22 200
United States of America	20 339	3 502
Canada	15 676	2 234
United Kingdom	11 154	2 057
Australia	10 998	1 621
Others	32 236	5 259
Total	**190 563**	**36 873**

Note 1: Before the Vehicles and Drivers Licensing Integrated Data System was upgraded to the fourth generation in February 2007, the TD did not have breakdown of applications for "direct issue of a Hong Kong full driving licence" according to the countries or places which issued the driving licences held by the applicants. As such, the figures shown in the table reflect only the breakdown after February 2007.

(b) The numbers of traffic accidents from 2010 to 2012 involving drivers with driving licence obtained by way of direct issue are as follows -

Year	Number of traffic accidents involving direct issue drivers[Note 2]
2010	151
2011	238
2012	258

Note 2: The figures on direct issue drivers shown in the table denote accidents involving drivers with a driving licence obtained by way of direct issue after February 2007.

(c) To promote road safety, the TD has published the "Road Users' Code" which contains a wide range of rules, advice and information for all types of road users covering most road and traffic conditions. A copy is made available to every successful driving licence applicant, including those who obtain driving licence by way of direct issue, to facilitate a better understanding of the road traffic rules and regulations in Hong Kong. Driving licence holders are also encouraged to read the

leaflets / pamphlets published by the TD from time to time on road safety related issues. While hard copies of these publications / leaflets / pamphlets are available for collection at the Licensing Offices of the TD, the same materials have also been uploaded onto the TD's website at http://www.td.gov.hk.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Annex

Road Traffic (Driving Licences) Regulations (Cap. 374B)

Schedule 4
List of Countries or Places for Purposes of Regulation 11(3)

Australia
Austria
Bangladesh, People's Republic of
Belgium
Canada
China, People's Republic of
Denmark
Finland
France
Germany, Federal Republic of
Iceland, Republic of
India
Ireland, Republic of
Israel
Italy
Japan
Korea, Republic of
Luxembourg
Malaysia
Netherlands
New Zealand
Nigeria, Federal Republic of
Norway
Pakistan
Portugal
Singapore
Spain
Sweden
Switzerland
Republic of South Africa together with S.W. Africa
United Kingdom together with Alderney (with Channel Islands), Bermuda, Guernsey, Isle of Man, Jersey
United States of America

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)160

Question Serial No.

1721

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 Department advises that it will "continue to implement the helping measures for the six major outlying island ferry routes, and complete a mid-term review on these measures" in 2013-14. Would the Administration advise –

(a) the details of the "helping measures" and the "mid-term review" and the resources involved;

(b) the number of sailings, patronage, revenue and expenses of the six major outlying island ferry routes in the past three years (i.e. from 2010-11 to 2012-13); and

(c) whether the Department has a plan to subsidise outlying island ferry services by public funds. If yes, what are the details?

Asked by: Hon. LEUNG Che-cheung

Reply:

(a) and (c) To enhance the long-term financial viability of the six major outlying island ferry routes[1] and maintain fare stability, the Government has been providing special helping measures to these six ferry routes. In November 2010, the Finance Committee of the Legislative Council approved a commitment of $114.963 million for the implementation of the special helping measures for the current three-year licence period from April / July 2011[2] to March / June 2014, as follows:

[1] The six ferry routes are "Central – Cheung Chau"; "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; "Central – Mui Wo"; "Central – Peng Chau"; "Central – Yung Shue Wan"; and "Central – Sok Kwu Wan".

[2] The licence period for "Central – Mui Wo" route commenced on 1 April 2011 and those for the remaining five routes commenced on 1 July 2011.

(i) waiving annual vessel survey fee and private mooring fee;
(ii) reimbursing pier electricity, water and cleansing charges;
(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 established arrangement;
(iv) reimbursing vessel maintenance cost;
(v) reimbursing revenue foregone due to provision of child fare concessions;
(vi) reimbursing vessel insurance cost; and
(vii) re-launching a "visiting scheme to outlying islands" by providing fare subsidy to encourage institutions such as schools, non-governmental organisations, community and local groups to organise activities to the outlying islands served by the six ferry routes.

The Government is conducting a mid-term review on the measures. The review includes examination of, amongst other things, the latest financial position and service level of the six ferry routes, as well as the utilisation of the special helping measures. The Government aims to complete the review by mid-2013. The review is conducted by the existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department, and there is no separate breakdown of expenditure for the purpose.

(b) The revenue and expenses of the six major outlying island ferry routes are commercially sensitive information of the ferry operators. The number of sailings and patronage of the six ferry routes in the past three years are as follows –

	Number of sailings		
Ferry Route	2010-11	2011-12	2012-13 (Up to December 2012)
Central – Cheung Chau	29 881	30 416	22 959
Inter-islands	7 300	7 320	5 500
Central – Mui Wo	21 601	21 963	16 498
Central – Peng Chau	19 158	19 438	14 657
Central – Yung Shue Wan	22 196	22 532	16 998
Central – Sok Kwu Wan	8 720	8 742	6 570

Ferry Route	Patronage		
	2010-11	2011-12	2012-13 (Up to December 2012)
Central – Cheung Chau	8 031 817	8 414 373	6 653 595
Inter-islands	337 498	337 229	253 245
Central – Mui Wo	2 026 770	1 986 878	1 561 204
Central – Peng Chau	1 943 867	2 011 217	1 553 866
Central – Yung Shue Wan	2 904 061	3 100 084	2 393 889
Central – Sok Kwu Wan	348 618	357 587	289 278

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)161

Question Serial No.

1803

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Under *Matters Requiring Special Attention in 2013-14* of Programme (3), it is stated that the Transport Department will "provide traffic and transport input for the investigation and preliminary design of the higher-ranking proposals for the hillside escalator links and elevator systems which are found technically feasible".

(a) Please provide the project details and plans for the higher-ranking proposals.

(b) Is the construction of the hillside elevator system at the Peng Chau Clinic a higher-ranking proposal? If not, what are the ranking, plan and timetable of the project?

Asked by: Hon. LEUNG Che-cheung

Reply:

(a) The Administration conducted an assessment in 2010 for 20 proposals for provision of hillside escalators and elevator systems received from the public earlier. The Administration has taken forward the top ten ranking proposals by conducting preliminary technical feasibility studies. The details are set out in the table below:

Rank	District	Proposed System	Progress
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan	To be implemented under the Shatin to Central Link project. Works commenced on 11 July 2012 for completion in mid-2016
2	Eastern	Braemar Hill Pedestrian Link	Preliminary technical feasibility studies completed and further investigation in progress
3	Kwai Tsing	Lift System and Pedestrian Walkways at Cheung Hang Estate	
4	Central & Western	Escalator Link and Pedestrian Walkway System at Pound Lane	
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	Preliminary technical feasibility studies completed and further investigation to be arranged
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	
8	Wong Tai Sin	Pedestrian Link at Chuk Yuen North Estate	
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill	Preliminary technical feasibility studies completed and further investigation in progress
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	Preliminary technical feasibility study in progress

(b) The Islands District Council formed the "Working Group on Access to Peng Chau Clinic" in February 2012. The Working Group recommended to consider the proposal to construct a lift tower near Peng Chau Clinic under the District Minor Works Programme. The Islands District Office is now discussing with the relevant departments on related matters.

We take note of this proposal which, however, is not among the 20 proposals ranked in 2010.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)162

Question Serial No.
1804

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Under *Matters Requiring Special Attention in 2013-14* of Programme (3), the Transport Department mentioned that it will "continue to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points." Please advise:

(a) the utilisation rate and vehicular traffic of various types of vehicles using Shenzhen Bay Port (SBP) since its commissioning; and

(b) whether the utilisation rate and vehicular traffic meet the target when the boundary control point was designed? If not, what is the discrepancy?

Asked by: Hon. LEUNG Che-cheung

Reply:

(a) The average daily numbers of trips of various types of cross-boundary vehicles using the SBP since its commissioning on 1 July 2007 are given in the following table -

Year	Private Car	Coach	Goods Vehicle	Total
2007	1 813	392	960	3 165
2008	3 832	537	1 595	5 964
2009	5 101	756	1 616	7 473
2010	5 680	830	2 284	8 794
2011	6 250	775	2 503	9 528
2012	6 810	897	2 186	9 893

Sources of figures: the Immigration Department and the Customs and Excise Department.

(b) The cross-boundary vehicular traffic at the SBP has been growing steadily since its commissioning in 2007. In 2012, the average daily two-way vehicular and passenger flows at the SBP were about 9 900 and 77 200 respectively. The two-way daily vehicular and passenger flows were estimated to be 29 800 vehicles and 30 800 passengers during the initial period of opening. Compared with the estimates, the actual vehicular traffic flow is lower while the actual passenger flow is much higher.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)163

Question Serial No.

2530

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 new Driving Offence Points (DOP) summonses issued, please provide a breakdown of the related enforcement figures by the 18 District Council districts in the past three years (i.e. 2010, 2011 and 2012).

Asked by: Hon. POON Siu-ping

Reply:

The DOP System is a measure designed to promote road safety. Committing any of the scheduled offences covered by the DOP System will result in the incurring of DOP. A driver incurring 15 or more DOP within a period of two years shall be liable to be disqualified under the DOP system.

The number of new DOP summonses (which are issued to drivers having incurred 15 or more DOP within a period of two years) issued in 2010, 2011 and 2012 are 2 660, 1 968 and 1 966 respectively. We do not have figures by District Council districts.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)164

Question Serial No.

2531

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:

In the fare increase exercise of the Kowloon Motor Bus Company (1933) Limited in 2013, Professor Anthony Cheung Bing-leung, Secretary for Transport and Housing, stated that some bus routes were overlapping and under-utilised, and appealed to the public for supporting bus route rationalisation. It is however noted that the estimated number of bus route rationalisation packages to be processed in 2013 is lower than those of the past two years (i.e. 2011 and 2012). Please explain the reasons for the decrease and provide a detailed timetable for taking forward the bus route rationalisation packages.

Asked by: Hon. POON Siu-ping

Reply:

Rationalisation of bus routes is an on-going task of the Transport Department (TD). As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. These may include proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. In assessing the RDP proposals, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. The number of rationalisation proposals planned or processed in any given year varies as it depends on the submissions by bus companies and the considerations set out above. The actual number of proposals implemented also depends on the outcome of District Council (DC) consultation. The TD will process 67 bus route rationalisation proposals in 2013 under the annual RDP exercise, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. Each of the 18 DCs will be consulted on the proposals related to them. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013.

Under a more vigorous approach in bus route rationalisation, we aim to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emissions. In addition to the annual RDP exercise, the TD will also adopt a new "area approach" on bus route rationalisation whereby bus services will be reviewed and re-organised on a district basis. Under the area approach, a bus route rationalisation plan is devised for a particular region or district, which may entail the introduction of new bus-bus interchange (BBI) schemes or improvement of existing ones, with more route choices and attractive fare concessions. There may also be proposals on introduction of new routes or frequency improvement on routes of high demand by making use of the resources spared from other proposals on frequency reduction, re-routeing, as well as cancellation or amalgamation of overlapping and under-utilised routes. To encourage more passengers to make use of the BBI schemes, the TD will also explore with the bus companies provision of enhanced interchange facilities at major locations.

As a start, the TD and the bus company are now working on a bus route rationalisation plan under the area approach for North District. The TD has started to consult the North DC in early 2013 for target implementation after mid-2013. The TD and bus companies are also actively exploring applying the area approach to other districts / regions for local consultation and implementation in phases starting from the second half of 2013.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)165

Question Serial No.
1614

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:

Regarding the Ad Hoc Quota Trial Scheme for Cross-Boundary Private Cars (the Scheme), will the Transport Department (TD) inform this Committee of the following:

(1) Since the first phase of the Scheme, which allows Hong Kong private cars to enter the Mainland, has been implemented for almost a year, has there been any assessment on the operation of the Scheme? If yes, what are the details? If no, what are the reasons?

(2) In view of the constraints of the roads and environment in Hong Kong and the availability of convenient transport to Hong Kong, will the original plan regarding the second phase of the Scheme be shelved permanently? If yes, what are the details? If no, what are the reasons?

(3) As a reciprocal arrangement, will the TD consider withdrawing the arrangement for Hong Kong private cars to enter the Mainland under the first phase of the Scheme? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

(1) Since the commencement of the first phase of the Scheme on 30 March 2012, we have been closely monitoring its implementation and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, thereby enhancing work efficiency and service quality.

(2) & (3) As the first phase of the Scheme has only been in operation for about a year, its effect and demand should be further observed. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out extensive consultation and listen to the views of the community. There is no concrete timetable for implementing the second phase of the Scheme.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)166

Question Serial No.

1615

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 awarding management contract for government car parks, will the Administration provide information on the following:

(a) What were the respective ratios of management companies with contract renewed and newly signed to the total number of management contracts in the past three years (up to 2012)?

(b) What was the utilisation rate of government car parks in the past three years (up to 2012)?

(c) Will the Administration consider lowering the car park fees during public holidays in the contract terms to facilitate drivers and increase the utilisation rate? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

(a) The management, operation and maintenance of 15 government car parks have been outsourced under two contracts to the private sector through open tender. When the contracts were re-tendered in 2011, both incumbent contractors were successful in obtaining new three-year contracts which commenced on 1 May 2011.

(b) The average daily utilisation rates of the government car parks in the past three years are shown in the table below -

Government Car Parks	Average Daily Utilisation Rate (%)		
	2010	2011	2012
Aberdeen Car Park	44	56	68
City Hall Car Park	10	12	15
Kennedy Town Car Park	93	92	91
Kwai Fong Car Park	11	15	22
Middle Road Car Park	29	27	31
Murray Road Car Park	29	31	33
Rumsey Street Car Park	36	37	43
Shau Kei Wan Car Park	39	51	60
Sheung Fung Street Car Park	29	43	57
Sheung Shui Park-and-Ride Car Park	53	55	58
Star Ferry Car Park	28	31	35
Tin Hau Car Park	34	42	51
Tsuen Wan Car Park	22	27	34
Tsuen Wan Transport Complex Car Park	13	17	22
Yau Ma Tei Car Park	18	22	25

(c) To facilitate drivers and increase the utilisation rate of government car parks during public holidays, Day Park / Night Park fees have been introduced in government multi-storey car parks. For the Star Ferry Car Park, the City Hall Car Park, the Murray Road Car Park and the Rumsey Street Car Park, a special Day Park concession of $90 is charged for the whole period from 08:00 to 24:00 on Sundays and public holidays as specified in the car park contracts. We will continue to explore ways to increase the utilisation rate of government car parks.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)167

Question Serial No.

0503

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:

It is mentioned in Programme (3) that the Administration will continue to pursue bus route rationalisation in 2013-14. In this connection, please provide the following information:

(a) Has the Administration conducted a comprehensive assessment on the effectiveness of the bus route rationalisation proposals processed in 2011-12 and 2012-13, including the costs, traffic situation and roadside emission standards? Please provide the information in table form.

(b) It is estimated that the Administration will process 67 bus route rationalisation proposals and implement 90 franchised service route development programme (RDP) items for buses in 2013-14. How does the Administration come to such estimation?

Asked by: Hon. TANG Ka-piu

Reply:

(a) The Transport Department (TD) implemented 122 and 78 bus rationalisation proposals in 2011 and 2012 respectively. The proposals include frequency reduction, replacement of double-deck with single-deck buses, route truncation and cancellation. The implementation of these proposals has resulted in a reduction of 80 buses. It also resulted in a net reduction of 860 daily bus trips on the busy traffic corridors in Central, Causeway Bay and Mong Kok. The reduction of bus trips on the relevant roads, especially along the busy traffic corridors, has helped reduce traffic and alleviate traffic congestion. Reducing bus trips is also an effective way to mitigate roadside air pollution and hence reducing the health risks to members of the public, as well as enabling better use of bus capacity and hence can enhance overall bus operational efficiency.

(b) As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. These may include

proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. In assessing the RDP proposals, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. The objective is to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emission.

The TD will process 67 bus route rationalisation proposals in 2013 under the annual RDP exercise, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. Each of the 18 District Councils (DCs) will be consulted on the proposals related to them. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013. A breakdown of the bus route rationalisation proposals is set out below -

Nature	**Number of Rationalisation Proposals to be Implemented in 2013**
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	**67**

Regarding implementation of the RDPs, the TD has planned to implement 90 franchised service RDP items in 2013. These include the agreed items brought forward from the RDPs of 2012-13, as well as the projected items planned for implementation under the RDPs of 2013-14. A breakdown of the proposals is set out below -

Nature	**Number of RDP Items to be Implemented in 2013**
Introduction of new route	4
Route cancellation	18
Frequency adjustment	40
Replacement of double-deck buses with single-deck buses	3
Adjustment of routeing (including route truncation)	25
Total:	**90**

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)168

Question Serial No.

2923

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:

Hong Kong is small and densely populated, and competitive use of roads between vehicles and pedestrians is frequent. Traffic accidents occur occasionally, leading to considerable number of casualties. Will the Administration provide the information below:

(a) Tabulate the number of traffic accident black spots in the past three years (2010-11, 2011-12 and 2012-13) in the 18 districts in the territory; and

(b) Is there any increase in resource allocation in 2013-14 to improve safety facilities at the traffic accident black spots of various districts, to increase staff for enforcement, and to strengthen publicity? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. TANG Ka-piu

Reply:

(a) The number of traffic accident black spots amongst the 18 districts in 2010, 2011 and 2012 is as follows:

	District	Number of traffic accident black spots		
		2010*	2011*	2012*
1	Central & Western	4	4	2
2	Wan Chai	3	2	2
3	Eastern	0	1	4
4	Southern	0	0	0
5	Yau Tsim Mong	26	30	21
6	Sham Shui Po	19	11	8
7	Kowloon City	9	12	9

	District	Number of traffic accident black spots		
		2010*	2011*	2012*
8	Wong Tai Sin	1	3	2
9	Kwun Tong	7	5	8
10	Tsuen Wan	3	5	3
11	Tuen Mun	1	1	0
12	Yuen Long	0	2	3
13	North	0	0	0
14	Tai Po	2	2	0
15	Sai Kung	0	0	0
16	Sha Tin	3	1	1
17	Kwai Tsing	0	0	0
18	Islands	0	0	0
Total :		78	79	63

***** Figures as at 31 December of the year

(b) The Transport Department (TD) will continue to implement road safety improvement measures at traffic accident black spots. The related expenditure will be increased from $2.0 million in 2012-13 to an estimate of $2.2 million in 2013-14.

The TD and the Hong Kong Police Force (HKPF) will collaborate with the Road Safety Council in organising road safety publicity and educational activities, targeting various road user groups including pedestrians, drivers and cyclists. The related expenditure will be increased from $4.7 million in 2012-13 to $5.2 million in 2013-14. Publicity and educational activities include disseminating road safety messages through different publicity channels, e.g. broadcast on television and radio, advertisements in newspapers, on bus bodies and at prominent sites, distribution of posters and stickers, and organisation of seminars and workshops. In particular, the TD will continue to organise the Safe Driving and Health Campaign to promote proper driving behaviour and health awareness of commercial vehicle drivers, and the estimated expenditure is $3 million in 2013-14.

The HKPF will strengthen, as appropriate, enforcement efforts to combat traffic offences with a view to enhancing road safety. Such enforcement actions are part of routine policing duties.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)169

Question Serial No.

2926

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration has stepped up enforcement of the Driving Offence Points (DOP) System in recent years. In this connection, will the Administration provide the figures of the various vehicle types related to the following items in the past two years (i.e. 2011-12 and 2012-13) in tubular form:

(a) new DOP summonses issued; and

(b) new Mandatory Attendance of Driving Improvement Courses (MDIC) summonses issued.

Asked by: Hon. TANG Ka-piu

Reply:

The DOP System and the MDIC Scheme are measures designed to promote road safety. If a driver commits any of the scheduled offences covered by the DOP system, he incurs DOP. A driver who incurs ten or more DOP within a period of two years, or has been convicted of serious traffic offences, is required by law to attend a driving improvement course at his own cost under the MDIC Scheme. A driver incurring 15 DOP or more within a period of two years shall be liable to be disqualified under the DOP System.

New DOP summonses are issued to drivers having incurred 15 or more DOP within a period of two years, whereas new MDIC summonses are issued to drivers who are required by law to attend a driving improvement course but have not done so within the stipulated time period. The number of new DOP summonses and new MDIC summonses in 2011-12 and 2012-13 are tabulated below. Since the two summonses were issued to drivers due to their driving offence, the number of new DOP summonses and new MDIC summonses issued could not be broken down by vehicles types.

	2011-12	2012-13 (up to February 2013)
(1) New DOP summonses issued	1 851	1 911
(2) New MDIC summonses issued	1 278	1 195

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)170
Question Serial No.
1814

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 (TD) will continue to rationalise and improve bus services to improve quality and efficiency. In this regard, please provide the following information:

(a) the number of bus routes serving the territory in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13) by franchised bus companies and the 18 District Council districts;

(b) the objectives of the TD in bus route rationalisation in 2013-14, as well as the justifications and criteria;

(c) the respective manpower and expenditure involved in processing bus route rationalisation packages in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13);

(d) the lost trip rates of each of the franchised bus companies in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13);

(e) the basis for calculating the lost trip rates; and

(f) the manpower and breakdown of expenditure currently involved in monitoring the problem of lost trips.

Asked by: Hon. TIEN Puk-sun, Michael

Reply:

(a) Statistics on the numbers of franchised bus routes broken down by the respective franchised bus company and by the district they serve over the past five years (from 2008 to 2012) are given in Annex I.

(b) Rationalisation of bus routes is an annual on-going task of the TD. The objective is to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emissions. In assessing the proposed route development programmes (RDPs) submitted by franchised bus companies, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. RDPs may include proposals such as introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. The TD consults each of the 18 District Councils on proposals related to them as an annual exercise. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013.

(c) The processing of the bus route rationalisation proposals is mainly handled by staff of the Bus and Railway Branch of the TD as part of their normal duties. The expenditure during the past five years was absorbed by the existing provision of the TD.

(d) The lost trip rates of individual franchised bus companies from 2008 to 2012 are given in Annex II.

(e) Lost trips refer to the negative difference between the number of trips actually operated on a daily basis as against the number of trips specified in the Schedules of Service approved by the TD.

Lost trip rate is the percentage of the number of lost trips over the number of scheduled trips.

(f) The Bus and Railway Branch of the TD is responsible for handling bus and railway policy, planning and development matters. The Transport Operations (Urban) Division and the Transport Operations (New Territories) Division in the TD are responsible for monitoring the operation of the public transport services, and the planning and provision of facilities at the district level. Staff of the three branch/divisions monitor the bus lost trip situation and handle relevant matters from planning and operational perspectives as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Annex I

Number of Franchised Bus Routes by Franchised Bus Company and by District from 2008 to 2012[Note 1]

2008

I. Hong Kong Island and Kowloon

Franchised Bus Company[Note 2]	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	100	108	98	146	104
NWFB	49	56	44	25	16	12	11	24	13
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	4	7	6	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company[Note 2]	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	78	72	40	33	25	35	92	27	0
NWFB	1	0	0	0	0	0	7	8	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	15	0	0	0	0	0	1	17
LW	5	16	4	2	1	1	4	0	15
NLB	0	0	0	1	0	0	0	0	22

2009

I. Hong Kong Island and Kowloon

Franchised Bus Company[Note 2]	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	100	108	98	144	102
NWFB	51	57	44	25	16	12	11	24	13
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	4	7	6	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company[Note 2]	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	78	72	39	32	25	35	92	27	0
NWFB	1	0	0	0	0	0	7	8	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	15	0	0	0	0	0	1	17
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

2010

I. Hong Kong Island and Kowloon

Franchised Bus Company[Note 2]	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	100	108	98	142	100
NWFB	51	57	43	25	15	11	10	24	12
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	4	7	6	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company[Note 2]	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	76	71	39	32	25	35	92	27	0
NWFB	1	0	0	0	0	0	7	9	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	15	0	0	0	0	0	1	17
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

2011

I. Hong Kong Island and Kowloon

Franchised Bus Company[Note 2]	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	101	108	99	141	99
NWFB	51	57	43	25	15	11	10	24	12
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	5	8	7	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company[Note 2]	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	76	71	39	32	25	34	92	27	0
NWFB	1	0	0	0	0	0	7	9	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	16	0	0	0	0	0	2	18
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

2012

I. Hong Kong Island and Kowloon

Franchised Bus Company[Note 2]	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	101	108	99	141	99
NWFB	51	57	43	25	15	11	10	24	12
CTB(F1)	57	66	40	40	11	6	4	19	6
CTB(F2)	5	4	3	1	5	8	7	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company[Note 2]	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	76	71	39	33	25	34	92	27	0
NWFB	1	0	0	0	0	0	7	9	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	16	0	0	0	0	0	2	18
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

Note 1: The same bus route may operate in more than one districts, and figures provided above included bus routes terminating or passing through the district.

Note 2: KMB : Kowloon Motor Bus Company (1933) Limited
NWFB: New World First Bus Services Limited
CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)
CTB(F2): Citybus Limited (Franchise for Airport and Lantau Network)
LW: Long Win Bus Company Limited
NLB: New Lantao Bus Company (1973) Limited

Annex II

Lost Trip Rates by Franchised Bus Company from 2008 to 2012

Franchised Bus Company[Note]	2008	2009	2010	2011	2012
KMB	3.2%	3.3%	6.5%	8.0%	4.6%
CTB(F1)	1.9%	1.5%	1.5%	1.9%	3.0%
CTB(F2)	0.9%	0.5%	0.4%	0.9%	1.0%
NWFB	2.9%	2.2%	2.5%	3.1%	4.7%
LW	0.8%	0.5%	1.2%	2.6%	2.6%
NLB	0.5%	0.0%	0.0%	0.1%	0.1%

Note: KMB : Kowloon Motor Bus Company (1933) Limited
CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)
CTB(F2): Citybus Limited (Franchise for Airport and Lantau Network)
NWFB: New World First Bus Services Limited
LW: Long Win Bus Company Limited
NLB: New Lantao Bus Company (1973) Limited

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)171

Question Serial No.

0322

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:

Under Programme (2), there will be a net increase of 31 posts in 2013-14. Please state the types of these 31 posts, including the numbers of civil service and non-civil service staff and their ranks, and the estimated total salary expenditure.

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

There will be a net increase of 31 non-directorate civil service posts in 2013-14 as a result of the creation of 34 posts, to be offset by the deletion of three posts. The annual staff cost for these posts, in terms of notional annual mid-point salary, is $11,059,320. The ranks and numbers of the posts to be created and deleted are as follows -

Rank	Number of post
Creation	
Motor Vehicle Examiner I	2
Motor Vehicle Examiner II	1
Vehicle Tester	3
Senior Executive Officer	3
Executive Officer I	2
Executive Officer II	3
Clerical Officer	2
Assistant Clerical Officer	17
Analyst/Programmer I	1

Rank	Number of post
Deletion	
Executive Officer I	-1
Executive Officer II	-2
Net increase:	**31**

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)172

Question Serial No.

2310

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 (TD) will work with consultants in updating and enhancing the transport model for planning purpose. What are the specific content, cost and staff involved, and the implementation timetable? Is it necessary to recruit additional staff for the task; if affirmative, what are the numbers of additional civil servants and non-civil service contract staff required? Has the Government formulated any specific targets; if so, what are the details?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

The TD engaged consultants in July 2010 to carry out the Comprehensive Transport Study Model enhancement project. The scope of the project comprises -

(a) planning the Travel Characteristics Surveys to collect the latest travel characteristics of people and goods vehicles as database for the re-calibration and enhancement of the Model;

(b) using the re-calibrated and enhanced Model to project future traffic and transport demand on major transport infrastructure;

(c) devising an interface programme for data transfer from the enhanced Model to the environmental models of the Environmental Protection Department; and

(d) developing a dedicated module to facilitate the analysis of traffic flows at tolled tunnels.

The current cost estimate for the consultancy project is $8 million. The project is managed by an in-house project team in the TD comprising one senior engineer, one engineer, one assistant engineer and three technical staff. All the staff involved are civil servants, and it is not necessary to deploy additional staff for the project. The project is expected to be completed in early 2015.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)173

Question Serial No.

3286

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

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of "agency workers", please provide the following information:

	2012-13 (latest position)
Number of contracts with employment agencies (EAs)	( )
Contract sum for each EA	( )
Total expenditure on the commission for each EA	( )
Term of service for each EA	( )
Number of agency workers supplied by EA contracts	( )
Details of positions of the agency workers supplied by EA contracts	
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	( )
• $6,240 to $6,500	( )
• Below $6,240	( )
Year of service of agency workers	
• More than 15 years	( )
• 10 to 15 years	( )
• 5 to 10 years	( )
• 3 to 5 years	( )
• 1 to 3 years	( )
• Less than 1 year	( )
Percentage of agency workers out of the total number of staff of the Department (%)	( )
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department (%)	( )
Number of agency workers with paid meal breaks	( )
Number of agency workers without paid meal breaks	( )
Number of agency workers under five-day work week	( )
Number of agency workers under six-day work week	( )

Figures in ( ) denote year-on-year changes in percentage as compared with 2011-12

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below –

	Type of Contract	**2012-13**[Note 1]	
Number of contracts with EAs	Others	16 *(no change)*	
	T-contract[Note 2]	1 *(no change)*	
Contract sum for each EA (in $ million) for the whole contract term	Others		
	Total:	$6.4 *(+4.9%)*	
	Range:	$0.06 to $1.24	
	T-contract	$25.8 *(+11.2%)*	
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 information on this matter.	
Term of service for each EA	Others	9 months	
	T-contract	6 months to 1 year for individual agency workers supplied through T-contract	
Number of agency workers supplied by EA contracts	Others		
	Total:	64 *(+4.9%)*	
	Range:	1 to 14	
	T-contract	63 *(+5%)*	
Details of positions of the agency workers supplied by EA contracts	Others	To provide temporary executive support, general support, assistance in project management and record services	
	T-contract	To provide temporary IT support services	
Monthly wages of agency workers supplied		Others	T-contract
• $30,001 or above		0 *(no change)*	-
• $16,001 to $30,000		0 *(no change)*	-
• $8,001 to $16,000		64 *(+12.3%)*	-
• $6,501 to $8,000		0 *(-100%)*	-
• $6,240 to $6,500		0 *(no change)*	-
• Below $6,240		0 *(no change)*	-
Years of service of agency workers	Others	The TD does not keep information on the years of service of agency workers.	
	T-contract		
• More than 15 years			
• 10 to 15 years			
• 5 to 10 years			
• 3 to 5 years			
• 1 to 3 years			
• Less than 1 year			
Percentage of agency workers out of the total number of staff of the Department (%)	Others	4.4% *(+0.2%)*	
	T-contract	4.3% *(+0.2%)*	

	Type of Contract	2012-13[Note 1]
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department (%)	Others	1.3% *(+0.1%)*
	T-contract	5.4% *(+1%)*
Number of agency workers with paid meal breaks	Others	The TD does not keep information on whether the agency workers have paid meal breaks or not.
	T-contract	
Number of agency workers without paid meal breaks	Others	
	T-contract	
Number of agency workers under five-day work week	Others	64 *(+4.9%)*
	T-contract	63 *(+5%)*
Number of agency workers under six-day work week	Others	0 *(no change)*
	T-contract	0 *(no change)*

Figures in ( ) denote year-on-year percentage change

Notes

1. The figures refer to position as at 1 February 2013.

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

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)174

Question Serial No.

1252

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 2013-14, the Transport Department (TD) will continue to support the implementation of the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) at the Shenzhen Bay Port. Would the Administration advise how many applications have been received and approved so far? Is there any review conducted for the Scheme? What is the estimated expenditure for the Scheme in the coming year?

Asked by: Hon. WONG Ting-kwong

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the TD has received 1 593 applications with 1 442 applications approved. We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, thereby enhancing work efficiency and service quality.

The estimated expenditure for the Scheme in 2013-14 is $3.26 million, covering system development and maintenance, staff cost, postage and handling charges.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)175

Question Serial No.
1253

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 provision for 2013-14 is $16.3 million (5.9%) higher than the revised estimates for 2012-13, mainly due to filling of vacancies and creation of 31 posts. What are the duties of these 31 posts?

Asked by: Hon. WONG Ting-kwong

Reply:

There will be a net increase of 31 non-directorate posts in 2013-14 as a result of the creation of 34 posts, to be offset by the deletion of three posts. The duties of the new posts to be created are summarised as follows –

Rank	**No. of Post**	**Duties**
Creation		
Motor Vehicle Examiner I	1	To enhance various driving and vehicle licensing services.
Vehicle Tester	1	
Executive Officer II	1	
Assistant Clerical Officer	8	
Senior Executive Officer	1	To upgrade the licensing processing computer system (VALID IV).
Analyst/Programmer I	1	

Rank	No. of Post	Duties
Senior Executive Officer	1	To strengthen the executive support in the provision of licensing services to members of the public, to be offset by the deletion of one post of Executive Officer I.
Executive Officer I	1	To strengthen the executive support to meet the increasing workload arising from direct issue of Hong Kong full driving licence, to be offset by the deletion of one post of Executive Officer II.
Executive Officer I	1	To strengthen the executive support to meet the increasing workload arising from issues relating to the Driving Offence Points System, to be offset by the deletion of one post of Executive Officer II.
Executive Officer II	1	To strengthen prevention, detection and investigation capabilities against First Registration Tax fraud cases.
Clerical Officer	1	
Assistant Clerical Officer	4	
Motor Vehicle Examiner I	1	To phase out pre-Euro IV diesel commercial vehicles.
Motor Vehicle Examiner II	1	
Vehicle Tester	2	
Senior Executive Officer	1	
Executive Officer II	1	
Clerical Officer	1	
Assistant Clerical Officer	5	

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)176

Question Serial No.

2208

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:

Excluding the 27 bus-bus interchange (BBI) schemes to be introduced upon the commencement of the new bus franchises, the Transport Department (TD) estimated that nine BBI schemes will be implemented in 2013. It is also expected that the number of bus route rationalisation packages processed by the TD will decrease from 78 in 2012 to 67 in 2013. Please inform this Committee:

(1) What are the BBI schemes and bus route rationalisation packages to be taken forward in 2013? Please provide the bus routes involved, interchange arrangements, fare discounts and numbers of passengers to be benefited under the two arrangements.

(2) Since the Chief Executive and the bus companies have stated that efforts will be stepped up in pursuing bus route rationalisation, please explain why there is no significant increase in the number of BBI schemes, and that the number of BBI schemes even decreases.

(3) What is the progress of bus companies in taking forward the bus route rationalisation under the "area approach" in various districts? What kind of assistance will the TD provide? What are the government expenditure and manpower involved and will the resources required be significantly increased?

Asked by: Hon. WU Chi-wai

Reply:

(1) A total of nine BBI schemes, which are expected to benefit about 27 000 passengers each day, are proposed for implementation in 2013. A breakdown by region of the BBI schemes is set out below -

	Number of BBI Schemes	Number of Bus Routes Involved	Fare Discounts
Kowloon	4	17	$3.7 - $8.5
The New Territories	5	27	$3.7 - $14.2

Regarding bus route rationalisation proposals, a total of 67 proposals are planned for implementation in 2013, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. A breakdown of the bus route rationalisation proposals is set out below -

Nature	Number of Rationalisation Proposals in 2013
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	**67**

Details of the BBI schemes and bus rationalisation packages, interchange arrangements, fare discounts and numbers of passengers to be benefited are being worked out, taking into account views of the local communities to be canvassed.

(2) The planning and implementation of BBI schemes is an on-going task of the TD. In formulating BBI schemes, the TD, in conjunction with the franchised bus companies, will take into account passenger demand, bus network coverage and efficiency, as well as operational and financial implications. The BBI schemes would also be proposed in connection with bus route rationalisation proposals. The number of BBI schemes planned or processed in individual years varies as it depends on the submissions by bus companies and the aforementioned considerations. The nine proposed BBI schemes in 2013 are planned to facilitate the bus route rationalisation to be introduced in the year.

(3) The TD has been making continued effort in implementing bus route rationalisation proposals. As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. They may include proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. Apart from the RDPs, we are also drawing up bus route rationalisation plans using the "area approach" whereby bus services will be reviewed and re-organised on a district basis. The BBI schemes would be introduced as far as possible to facilitate bus route rationalisation.

Under the area approach, a bus route rationalisation plan is devised for a particular region or district, which may entail the introduction of new BBI schemes or improvement to existing ones, with more route choices and attractive fare concessions.

There may also be proposals on introduction of new routes or frequency improvement on routes of high demand by making use of the resources spared from other proposals on frequency reduction, re-routeing, as well as cancellation or amalgamation of overlapping and under-utilised routes. To encourage more passengers to make use of the BBI schemes, the TD will also explore with the bus companies provision of enhanced interchange facilities at major locations.

As a start, the TD and the bus company are now working on a bus route rationalisation plan under the area approach for North District. The TD has started to consult the North District Council in early 2013 for target implementation after mid-2013. The TD and bus companies are also actively exploring applying the area approach to other districts/regions for local consultation and implementation in phases starting from the second half of 2013.

The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The work involved is undertaken by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by existing resources of the TD.

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Post Title:	Commissioner for Transport
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CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)177

Question Serial No.
2209

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:

At present, how many bus-bus interchange (BBI) schemes are there in Hong Kong? Please provide the list of the BBI schemes by number of people benefitted. What is the average daily number of passengers benefitted from the schemes? How does the Transport Department (TD) encourage more passengers to make use of the schemes?

Asked by: Hon. WU Chi-wai

Reply:

As at end 2012, there were 251 BBI schemes in Hong Kong. The number of the BBI schemes by region and the respective number of average daily passengers making use of the BBI schemes are summarised in the table below :-

Region	**Number of BBI schemes**	**Number of average daily passengers making use of the BBI in 2012**
Hong Kong Island	103	8 000
Kowloon	54	25 000
New Territories West	40	66 000
New Territories East	45	15 000
Lantau	9	4 000
Total	**251**	**118 000**

To encourage more passengers to make use of the BBI schemes, the TD will continue to encourage the bus companies to improve the existing schemes or introduce new schemes with more attractive fare concessions, and more route choices and destinations. The TD will also explore with the bus companies the provision of enhanced interchange facilities at major locations, such as passenger shelters, large route information panels with light boxes,

new route signage, queue railing with seating facilities, next bus arrival time display and free Wi-Fi.

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CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)178

Question Serial No.

2210

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 is the expenditure incurred by the Transport Department (TD) to devise the public transport re-organisation plan in connection with the West Island Line and the South Island Line (East) respectively, and how long does the task take? What is the Government's estimation on the daily number of passengers that will be facilitated to interchange with the new railway lines? How many bus and green minibus routes will be involved in the re-organisation plan? When will the relevant District Councils (DCs) be consulted at the earliest?

Asked by: Hon. WU Chi-wai

Reply:

Commissioning of new railways will affect the passenger travelling pattern and the utilisation of different transport modes. The TD has commissioned a consultancy study to assess the impact of the West Island Line and South Island Line (East) on other public transport modes and devise a public transport re-organisation plan. The study commenced in June 2011 for completion by mid-2013. The consultancy study was conducted at a fee of $4.17 million. The staff cost involved was absorbed by existing resources in the TD.

The study entails assessment on 105 franchised bus routes and 50 green minibus routes that operate in the areas along the new railway lines. The study will come up with a public transport re-organisation plan with proposed feeder services to the new railway stations and service adjustment proposals on existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. When the study is completed and the proposed public transport re-organisation plan is finalised, the TD will consult the relevant DCs in the second half of 2013.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)179

Question Serial No.

2211

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 intelligent transport systems as mentioned in the programme "District Traffic and Transport Services", will additional journey time indication system (JTIS) and speed map panels (SMPs) be installed in various districts to enhance the dissemination of information? How to improve the timely dissemination of real-time traffic information? What are the details of the projects and the expenditure involved?

Asked by: Hon. WU Chi-wai

Reply:

The JTIS was completed in 2010 with ten sets of journey time indicators installed on Hong Kong Island and in Kowloon, providing motorists with the estimated journey times of vehicles crossing the three harbour tunnels. In January 2013, five sets of SMPs with map-type display were installed on major routes in the New Territories, advising motorists on the congestion levels/estimated journey times along different routes to Kowloon. The project costs of the JTIS and the SMP systems are about $54.0 million and $70.9 million respectively. The Transport Department (TD) will monitor the operation of both systems and review the need for expansion as appropriate.

Real-time traffic information comprising traffic speeds on major roads, Closed Circuit Television snapshot traffic images, the JTIS and SMP displays are available on the TD's website. Since dissemination of traffic information can be more effective through applications on smartphones, the TD has enhanced, in January 2013, the point-to-point driving route searching application (i.e. HKeRouting) on smartphones to facilitate retrieval of the above real time traffic information. Similar enhancement for the multi-modal public transport route search application (i.e. HKeTransport) on smartphones is being carried out for completion by mid-2013. The estimated cost of enhancing the said services is about $0.95 million.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)180

Question Serial No.
2212

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 details of the four green minibus (GMB) routes planned to be introduced by the Transport Department (TD). What are the criteria adopted for planning and introducing new GMB routes? How can the TD avoid receiving no application in the tender exercise of the GMB routes?

Asked by: Hon. WU Chi-wai

Reply:

The details of the four GMB routes that the TD plans to introduce in 2013 are as follows:

Origin – Destination		**Maximum Full Fare**
1.	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	$6.6
2.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	$7.9
3.	Hilltop Garden/King Lai Court – Diamond Hill Station	$4.6
4.	Hilltop Garden – Wong Tai Sin Station	$6.6

The TD takes into account the following factors in planning and introducing new GMB services:

(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) requests and suggestions from the public.

The TD will publish notices in the Government Gazette and newspapers setting out all the details of new GMB routes required to facilitate interested parties to submit applications to

operate these routes. Invitation letters are sent to all existing GMB operators and red minibus associations. A briefing session will be held to brief interested parties on the relevant details. However, whether a potential operator would indeed apply to operate the new GMB route(s) remains a commercial decision. If no application is received, the TD will review and refine the new GMB route proposals, and then arrange for re-invitation of applications as and when appropriate.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

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CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)181

Question Serial No.
3207

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 2012, the compliance rates in respect of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence and conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence were 33% and 57% respectively, which do not meet the 95% target. The decrease in compliance rates was due to a decrease in number of applications. Please advise this Committee: What are the savings associated with reduction of road tests conducted? In view of the problem of shortage of commercial vehicle drivers, will the Administration increase the number of road tests for light bus, bus, medium and heavy goods vehicle and articulated vehicle? If yes, what are the details? If not, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

Following a continuous decline in the number of applications for driving licence for ten years, there has been an upsurge of almost 10% per year in the total number of applications for motorcycle, private car, light goods vehicle, light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences received since 2010. The statistics in the past five years are set out below -

Year*	Number of Applications		
	Motorcycle, private car and light goods vehicle	Light bus, bus, medium and heavy goods vehicle and articulated vehicle	Total (percentage change over previous year)
2008	84 159	11 612	95 771
2009	82 779	11 556	94 335 (-1.5%)
2010	92 382	10 987	103 369 (+9.6%)
2011	100 860	11 387	112 247 (+8.6%)

Year*	Number of Applications		
	Motorcycle, private car and light goods vehicle	Light bus, bus, medium and heavy goods vehicle and articulated vehicle	Total (percentage change over previous year)
2012	107 304	15 250	122 554 (+9.2%)

**Calendar Year*

Despite the recruitment of 13 new Driving Examiners in 2012, the compliance rates have further decreased as the increase in manpower still failed to cope with the continuous upsurge of driving test demand. The compliance rate in respect of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence was 33%. As for the applications for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences, although the compliance rate decreased due to an unexpected upsurge of applications in early 2012, the waiting time for driving test has resumed to within 82 days since July 2012. The whole-year average compliance rate was 57%. The Transport Department (TD) expects that the 95% compliance target in this group could be achieved in 2013 if the number of applications is maintained at the 2012 level.

In view of the increase in applications, the TD has commenced another recruitment exercise of Driving Examiners in September 2012 which is expected to be completed in the third quarter of 2013. With the additional resources, the compliance rate of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence may improve should the increasing trend cease. The TD will continue to monitor the situation closely and consider further measures to improve the service.

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Post Title:	Commissioner for Transport
Date:	28.3.2013

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CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)182

Question Serial No.
3272

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise how many green minibus (GMB) routes were cancelled in the past three years (i.e. 2010-11, 2011-12 and 2012-13). The Transport Department (TD) originally planned to introduce eight GMB routes in 2012, but only five GMB routes were finally introduced. Please advise the details of the GMB routes introduced (including serving district, fare and date of introduction), and the reasons for not introducing the other GMB routes. Please also advise the details of the four GMB routes planned by the TD for introduction in 2013, and the factors and data to be taken into account in the consideration of introducing new public light bus (PLB) routes in Tung Chung new town as alternatives for the local residents.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The number of GMB routes which were cancelled in 2010-11, 2011-12 and 2012-13 (up to 28 February 2013) are six, six and seven respectively.

Details of the five GMB routes introduced by the TD in 2012 are as follows:

	Origin – Destination	**Full Fare**	**Date of Introduction**
1.	Siu Hang Tsuen – Tuen Mun Town Centre (Circular)	$5.5	1 January 2012
2.	Sai Kung – Nam Shan San Tsuen	$4.1	27 February 2012
3.	Sai Kung – Tui Min Hoi (Seaside Villas)	$3.1	27 February 2012
4.	Wonderland Villas – Cheung Sha Wan (Cheung Fat Street)	$6.8	24 March 2012
5.	San Po Kong (The Latitude) – Kwun Tong (Circular)	$6.0	6 April 2012

Three GMB routes were not introduced in 2012 as planned because the selected operator failed to fulfill his undertaking to start operating the services.

The TD plans to introduce four GMB routes in 2013. Details are as follows:

Origin – Destination		**Maximum Full Fare**
1.	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	$6.6
2.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	$7.9
3.	Hilltop Garden/King Lai Court – Diamond Hill Station	$4.6
4.	Hilltop Garden – Wong Tai Sin Station	$6.6

PLB plays a supplementary role in the public transport system, providing services to areas where operation of high-capacity transport modes is not feasible. Tung Chung new town is well served by railway and franchised bus services at present, and thus there is no plan to introduce PLB services for the area. The TD will continue to monitor the passenger demand in Tung Chung and will consider introducing PLB or other types of public transport services as and when necessary.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)185

Question Serial No.
3086

Head: Capital Works Reserve Fund Head 708 – Capital Subventions and Major Systems and Equipment

Subhead (No. & title): 8116ZN – Replacement of Tunnel Ventilation Supply Fan System in the Lion Rock Tunnel

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

The approved project estimate for the "Replacement of tunnel ventilation supply fan system in the Lion Rock Tunnel" is $30 million. As at 31 March 2012, the actual expenditure was only some $5.3 million. Of the remaining $24.7 million of the approved project estimate, the revised estimate for 2012-13 is only some $19 million while the estimate for 2013-14 is some $3.1 million.

What is the timetable of using the remaining sum of the approved project estimate? How can the progress of the project be speeded up for early provision of service to the public? Can the allocation of resources involved be listed out in details? If no, what are the reasons?

Asked by: Hon. QUAT, Elizabeth

Reply:

The project "Replacement of tunnel ventilation supply fan system in the Lion Rock Tunnel" has been completed. The detailed breakdown of the latest estimated project cost is as follows:

(a) Project Contract Sum (supply and installation of the system) :	$24 million
(b) Electrical & Mechanical Services Trading Fund (EMSTF) Charges:	$3.8 million
(c) Contingency Reserve:	$2.2 million
Total (a) + (b) + (c):	$30 million

So far, $24.61 million has been spent. The remaining $5.39 million, which includes EMSTF charges and contingency reserve, will be spent by 2014-15 upon the expiry of the defect liability period.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)186

Question Serial No.
3244

Head: Capital Works Reserve Fund Head 708 – Capital Subventions and Major Systems and Equipment

Subhead (No. & title): 8123ZN – Replacement of Radio Re-broadcasting System in the Tseung Kwan O Tunnel

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

The approved project estimate for the "Replacement of radio re-broadcasting system in the Tseung Kwan O Tunnel" is some $6.4 million. As at 31 March 2012, the actual expenditure was only $1.3 million. Of the remaining some $5.1 million of the approved project estimate, the revised estimate for 2012-13 is only $1.9 million while the estimate for 2013-14 is $0.4 million.

What is the timetable of using the remaining sum of the approved project estimate? How can the progress of the project be speeded up for early provision of service to the public? Can the allocation of resources involved be listed out in details? If no, what are the reasons?

Asked by: Hon. QUAT, Elizabeth

Reply:

The original estimated cost of the project "Replacement of radio re-broadcasting system in the Tseung Kwan O Tunnel" was $6.45 million, which was calculated based on similar projects implemented previously. Upon conclusion of the tendering exercise, the project was awarded at a lower price of $3.19 million, including the Electrical & Mechanical Services Trading Fund (EMSTF) charges. The reasons for the lower project cost are the mature development of radio re-broadcasting system which has caused a significant drop in product price; and competitive bids received during the tendering stage.

The project has been completed. The detailed breakdown of the latest estimated project cost is shown as follows:

(a) Project Contract Sum (purchase and installation of the system) :	$2.75 million
(b) EMSTF Charges	$0.44 million
(c) Contingency Reserve:	$0.4 million
Total (a) + (b) + (c):	$3.59 million

So far, $3.19 million has been spent. The remaining $0.4 million of contingency reserve will be spent, if necessary, in 2013-14 upon the expiry of the defect liability period.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)288

Question Serial No.

4904

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:

What are the number of inspections conducted by the Transport Department (TD) for checking the compliance of franchised bus companies with the conditions of franchises in the past three years (i.e. from 2010-11 to 2012-13)? What are the number, nature and follow-up actions of the breaches found? Please provide a breakdown of the relevant figures by individual franchised bus companies.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The franchised bus companies are required to provide a proper and efficient public bus service. To monitor the level of bus service provided by each franchised bus company, the TD has been conducting regular surveys (for example, surveys on availability and passenger occupancy) to monitor the performance of the bus companies. The TD also conducts ad hoc surveys (for example, termini surveys, en-route bus stop surveys, journey time surveys and on-board surveys) and site inspections in response to complaints, suggestions, or problems identified from the regular returns of bus companies.

The numbers of surveys and inspections conducted on bus service level by the TD in 2010, 2011 and 2012 are given in the table below:

	2010	**2011**	**2012**
Surveys	1 009	1 121	1 465
Site inspections	97	216	267
Total	1 106	1 337	1 732

While some surveys are specific to individual bus companies, many of the surveys are carried out on an area or district basis involving a number of bus routes operated by different franchised bus companies, or cross-harbour routes jointly operated by two bus

companies. There are no statistics of the findings of the survey broken down by individual bus companies.

Non-compliance cases may range from cleanliness, non-stopping at bus stops, staff attitude, unreliable services, to inadequate services. The TD does not keep record on the number of cases in which franchised bus companies are found to have failed to comply with the required level of bus service. Instead, the TD would take follow-up actions if any problem or service deficiency is found in the surveys or inspections. For minor operational issues such as cleanliness, staff attitude, and noise level of a bus television broadcasting system, the TD will refer the case to the bus companies for immediate rectification. If the problem of missing trips is found on a particular bus route or group of routes due to traffic congestion, the TD will address the problem by collaborating with relevant parties and recommend improvement measures, such as implementation of traffic management schemes, alteration of bus routeing or adjustment of service timetables. If the missing trip problem arises from bus companies' operational malpractice, shortage of bus captains or high breakdown rates of buses, the TD will request the franchised bus companies to make improvement. In the case of inadequate services, the TD would follow up with the bus companies to make improvement as appropriate. Follow-up surveys will also be arranged to ascertain the effectiveness of improvement measures made by the franchised bus companies.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)289

Question Serial No.
4905

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:

What were the total patronage, the number of complaints lodged by passengers to the Transport Department, the number of substantiated complaints, as well as the nature of complaints in respect of the major public transport operators in each of the past three years (i.e. 2010-11 to 2012-13)? Please provide the respective figures for individual public transport operators.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The complaint figures in respect of the public transport operators in Hong Kong are compiled on the basis of calendar years. The situation related to the major operators of various public transport modes is set out below:

(A) Railway – MTR Corporation Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	1 609	342 (211)	- inadequate passenger services and facilities - inadequate frequency and carrying capacity - irregular service - unsatisfactory staff conduct and performance - unsatisfactory cleaning conditions of compartments - high fare level and inadequate
2011	1 691	356 (312)	
2012	1 771	470 (301)	

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
			fare concessions - others, e.g. passengers' disputes with staff

In the past three years, there was roughly 0.13 to 0.18 substantiated complaint out of every one million patronage.

(B) <u>Franchised Bus</u>

1. The Kowloon Motor Bus Company (1933) Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	946.7	1 981 (1 694)	- inadequate frequency and carrying capacity - irregular service - improper driving behaviour - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	936.4	2 519 (2 148)	
2012	942.9	4 326 (2 711)	

2. New World First Bus Services Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	172.1	541 (450)	- inadequate frequency and carrying capacity - irregular service - improper driving behaviour - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	175.2	527 (469)	
2012	179.1	793 (539)	

3. Citybus Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	221.1	536 (471)	- inadequate frequency and carrying capacity - irregular service - improper driving behaviour - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	219.9	675 (569)	
2012	227.4	1 019 (700)	

4. Long Win Bus Company Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	29.4	67 (38)	- inadequate frequency and carrying capacity - irregular service - improper driving behavior - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	30.3	94 (87)	
2012	31.3	139 (96)	

5. New Lantao Bus Company (1973) Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	19.1	38 (27)	- inadequate frequency and carrying capacity - irregular service - improper driving behavior - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	20.9	21 (21)	
2012	22.3	31 (27)	

Insofar as the above five franchised bus operators are concerned, there was roughly 1 to 3 substantiated complaints out of every one million patronage in the past three years.

(C) Ferry

1. The "Star" Ferry Company Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	23	4 (4)	- improper pier management - no permission for carriage of bicycles on Tsim Sha Tsui – Central vessels - charging for carriage of bicycles on Tsim Sha Tsui – Wan Chai vessels - unsatisfactory staff conduct and performance
2011	22.2	4 (2)	
2012	21.7	7 (3)	

2. New World First Ferry Services Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	10.3	13 (11)	- unsatisfactory staff conduct and performance - insufficient carrying capacity - irregular service - insufficient passenger facilities - unsatisfactory vessel conditions - unsatisfactory cleaning conditions
2011	10.7	20 (10)	
2012	11	21 (20)	

Insofar as the above two major ferry operators are concerned, there was roughly 0.09 to 1.82 substantiated complaint out of every one million patronage in the past three years.

(D) Tram – Hong Kong Tramways, Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	82.8	21 (18)	- irregular service - insufficient carrying capacity - non-adherence to routeing - improper driving behaviour - unsatisfactory staff conduct
2011	79	19 (15)	
2012	74.1	160 (78)	

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
			and performance

In the past three years, there was roughly 0.2 to 1 substantiated complaint out of every one million patronage.

(E) <u>Green Minibus</u> – Various Operators

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	548.5	2 656 (2 407)	- inadequate frequency and carrying capacity - irregular service - non-adherence to routeing - improper driving behaviour - unsatisfactory conduct and performance of staff
2011	559	3 051 (2 213)	
2012	551.5	3 555 (3 088)	

In the past three years, there were roughly 4.0 to 5.6 substantiated complaints out of every one million patronage.

(F) <u>Red Minibus</u> – Various Operators

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	137	307 (276)	- improper driving behaviour - unsatisfactory driver's conduct and performance - overcharging - unsatisfactory cleaning conditions of compartments - unsatisfactory conditions of vehicles - unsatisfactory passenger services and facilities
2011	132.6	317 (300)	
2012	129.3	299 (262)	

In the past three years, there were roughly two substantiated complaints out of every one million patronage.

(G) <u>Taxi</u> – Various Operators

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	358	7 997 (3 014)	- unsatisfactory conduct and performance of drivers - improper driving behaviour - overcharging
2011	364	8 789 (3 106)	
2012	350	9 079 (3 242)	

In the past three years, there were roughly 8.4 to 9.3 substantiated complaints out of every one million patronage.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)290

Question Serial No.

5473

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:

As a franchised bus company, the New Lantao Bus Company (1973) Limited (NLB) enjoys exemption from diesel duty in operating its public bus services. What was the amount of diesel duty waived in the past five years (i.e. from 2008-09 to 2012-13)? Does the duty exemption also apply to the coach services operated by the NLB in Lantau Island and other areas? Has the Government reserved any manpower to monitor the NLB so as to avoid abuse of the exemption? If yes, please provide the details. If no, what are the reasons? What is the estimated amount of loss of revenue?

Asked by: Hon. CHEUNG Chiu-hung, Fernando

Reply:

According to the Dutiable Commodities Ordinance (Cap. 109), the grantee of a franchise by the Transport Department (TD) under section 5 of the Public Bus Services Ordinance (Cap. 230) can enjoy duty exemption for light diesel oil in operating public bus services as defined in that Ordinance. Therefore, the duty of light diesel oil for all franchised bus companies, including the NLB, has been waived. Since 14 July 2008, the Administration has waived the duty on Euro V light diesel oil, which is used by all diesel vehicles, including non-franchised buses, in Hong Kong. The Customs and Excise Department has since stopped collecting data on the duty waived for the respective franchised bus companies. Neither the TD nor the NLB has information on the duty waived. Since the diesel duty has been waived, there is no question of abuse of the across-the-board exemption.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)291

Question Serial No.

4940

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 will "work with consultants in updating and enhancing the transport model". Please advise -

(a) When was the current transport model first applied? What was the cost in building the model? What is the annual operating cost?
(b) Was the consultant selected through tendering? If affirmative, how many tenders were received? What were the selection criteria?
(c) What is the estimated payment to the consultant in 2013-14?
(d) When will the enhanced transport model become operational?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

(a) The strategic transport model for use in transport planning was first developed in 1999 at a cost of $16 million. The annual operating cost for the model is about $90,000.

(b) The consultant engaged for the updating and enhancement of the current model was selected through open tendering according to the established competitive selection procedures. Three consultant firms submitted proposals which were evaluated on the basis of the consultants' expertise, experience and past performance, proposed study methodology and approach, as well as the fee.

(c) The estimated expenditure for the consultancy in 2013-14 is $2.3 million.

(d) The enhanced model is scheduled to become operational in early 2015.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)292

Question Serial No.
3843

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:

Regarding the utilisation of road links between Kowloon and Sha Tin, will the Administration inform this Committee of: the traffic flow of the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan), the Lion Rock Tunnel, the Tate's Cairn Tunnel and the Shing Mun Tunnels by various types of vehicles on working days in the past two years (2011 and 2012) and at present; whether the current flow is low on the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan); measures that the Administration has to attract motorists to divert from using the Lion Rock Tunnel and the Tate's Cairn Tunnel with heavy vehicular traffic to using the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan)?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

In the past two years (2011 and 2012), the average daily traffic flows on weekdays by vehicle class at the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan), the Lion Rock Tunnel, the Tate's Cairn Tunnel and the Shing Mun Tunnels are as follows:

	Private Car, Taxi and Motorcycle		Single-decked Bus, Light Bus and Goods Vehicle less than or equal to 5.5 tonnes		Double-decked Bus, and Goods Vehicle more than 5.5 tonnes		Total	
	2011	2012	2011	2012	2011	2012	2011	2012
Tsing Sha Highway	24 000	27 000	7 200	7 900	7 300	7 700	38 500	42 600

	Private Car, Taxi and Motorcycle		Single-decked Bus, Light Bus and Goods Vehicle less than or equal to 5.5 tonnes		Double-decked Bus, and Goods Vehicle more than 5.5 tonnes		Total	
	2011	2012	2011	2012	2011	2012	2011	2012
Lion Rock Tunnel	57 800	58 200	17 200	16 100	13 400	12 800	88 400	87 100
Tate's Cairn Tunnel	39 700	41 700	8 500	8 900	7 300	7 700	55 500	58 300
Shing Mun Tunnels	27 500	28 800	13 400	13 200	9 100	8 800	50 000	50 800

*Figures rounded up to the nearest hundred

The section of the Tsing Sha Highway between Sha Tin and Cheung Sha Wan is part of Route 8, and it provides an express road link between Sha Tin and Lantau via West Kowloon, Tsing Yi and Lantau Link. It offers additional road capacity to relieve the burden on the Lion Rock Tunnel, the Tate's Cairn Tunnel and the Shing Mun Tunnels. From its opening in March 2008 to the end of 2012, the traffic flow on this section of the Tsing Sha Highway has doubled. With the continuous development of West Kowloon, North East New Territories and Lantau, the usage of the Tsing Sha Highway is expected to increase progressively over time.

Name in block letters: MRS. INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)293

Question Serial No.

3668

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

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the departmental records management work over the past three years (2010-11, 2011-12, 2012-13):

(a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management;

(b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents

(c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

(d) Please list in the table below information on records which have been approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon. HO Sau-lan, Cyd

Reply:

(a) We have designated 38 officers in various offices as Departmental Records Manager (at the Chief Executive Officer rank), Assistant Department Records Manager (at the Senior Executive Officer rank), and Records Management Officers (generally not below the rank of Transport Officer II or equivalent) to oversee records management work on top of their other duties. They are assisted by some 160 registry staff (normally clerical officers) for the day-to-day records management activities in their registries. As these officers are responsible for a wide range of duties in their daily work, the time spent on records management duties and the other work they have to undertake vary considerably.

(b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are listed below:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents
Administrative records	1995 to 2013	30 files in 1.26 linear metres	Three to five years	Yes
	1980 to 2011	136 files in 0.21 linear metres	Three to seven years	No
Programme records	1993 to 2012	363 files in 18.10 linear metres	Seven to ten years	No

(c) Records transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1967 to 1973	1 file in 0.07 linear metre	2012	Permanent	No

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents
Programme records	1994 to 2001	11 files in 0.53 linear metres	2012	Permanent	No

(d) Records approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Years that approval was granted by the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1949 to 2009	9 499 files in 29.50 linear metres	2010	One year	No
	1965 to 2009	620 files in 26.83 linear metres	2010 to 2012	One to seven years	No
	1973 to 2007	85 files in 4.61 linear metres	2012	Three to seven years	Yes
Programme records	1974 to 2004	93 files in 5.12 linear metres	2012	Three to seven years	Yes
	1977 to 2006	18 430 files in 286.63 linear metres	2010 to 2012	Three to ten years	No
	1986 to 2010	8 939 files in 358.84 linear metres	2010 to 2012	Two to thirteen years	No

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)294

Question Serial No.

3965

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise whether the Transport Department (TD) has paid or will pay any fee to Hong Kong School of Motoring (HKSM) in the current (2012-13) and coming financial year (2013-14). If yes, what is the purpose? Please also advise the number of staff of the TD that are responsible for coordination with the HKSM and the total cost involved?

Asked by: Hon. LEUNG Kwok-hung

Reply:

The Government has been adopting a "two-pronged approach" in respect of driver training. Apart from maintaining a sufficient supply of Private Driving Instructors for on-street driving training, we promote off-street driver training through designating driving schools.

There are four driving schools designated under the Road Traffic Ordinance (Cap. 374) (the Ordinance). The proprietors of the designated driving schools, including HKSM, are required to operate the schools in accordance with relevant provisions of the Ordinance and the Code of Practice as approved by the TD. These schools are operated under commercial principle. No subsidy from the Government is involved.

The TD oversees the operation of the designated driving schools as part of its services rendered to the public. We have no separate breakdown on manpower establishment or expenditure involved in such work.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)295

Question Serial No.
4308

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 work "evaluating and introducing new technologies, including intelligent transport systems, to enhance the management and operation of the transportation system of Hong Kong and deploying information technology to improve the business and planning process", would the Administration inform this Committee:

(a) What is the programme for evaluating the Speed Map Panel (SMP) System?

(b) Will the SMP System be expanded to other major routes? If yes, what are the details and expenditure involved?

(c) Will the information provided by the Journey Time Indication System (JTIS) and SMP System be integrated so that motorists can obtain the combined traffic information? If yes, what are the details? If no, what are the reasons?

(d) Will the Administration review the current arrangement for an abrupt increase in the speed limit from 50 km/hr to 70 km/hr, and consider the addition of a speed limit of 60 km/hr? If affirmative, please provide the details or otherwise the reasons for not doing so.

Asked by: Hon. WONG Kwok-hing

Reply:

(a)&(b) Five sets of SMPs, which are located in the New Territories, were commissioned in January 2013, and the Administration is now monitoring the operation of the SMP System. Evaluation on the reliability, effectiveness and public acceptance of the SMP System is being conducted and is expected to be completed by the third quarter of 2013. Subject to the result of the evaluation, expansion of the system to other routes will be considered as appropriate.

(c) The JTIS and SMP Systems collect real-time traffic information such as journey time and traffic speed, and display the information on the panels erected at strategic locations. The public can access the traffic information of the JTIS and SMP Systems through the homepage of the Transport Department as well as through the smartphone application "Hong Kong eRouting" launched in January 2013.

(d) In response to public views that there were too many types of speed limits in Hong Kong, a simple 50-80-100 km/hr three-tier speed limit structure for all new roads was proposed by the Administration and agreed to by the Legislative Council in 2000. Since then, the speed limits of existing roads have been reviewed and adjusted according to the above simple speed limit structure as far as possible.

The proposed addition of a 60 km/hr speed limit on roads goes against our policy intention of having a simple speed limit structure. At locations where speed limits change from 50 km/hr to 70 km/hr, drivers can gradually accelerate to suit the prevailing traffic condition after seeing the 70 km/hr traffic sign.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)296

Question Serial No.
5354

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

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of "outsourced workers", please provide the following information:

	2012-13 (latest position)
Number of outsourced service contracts	( )
Total amount paid to outsourced service providers	( )
Length of contract for each outsourced service provider	( )
Number of outsourced workers engaged through outsourced service providers	( )
Distribution of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.)	
Monthly wages of outsourced workers - $30,001 or above - $16,001 to $30,000 - $8,001 to $16,000 - $6,501 to $8,000 - $6,240 to $6,500 - $6,240 or below	 ( ) ( ) ( ) ( ) ( ) ( )
Length of employment of outsourced workers - More than 15 years - 10 to 15 years - 5 to 10 years - 3 to 5 years - 1 to 3 years - Less than 1 year	 ( ) ( ) ( ) ( ) ( ) ( )
Percentage of outsourced workers out of the total number of staff of the Department (%)	( )

	2012-13 (latest position)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%)	( )
Number of workers with paid meal breaks Number of workers without paid meal breaks	( )
Number of workers under five-day work week Number of workers under six-day work week	( )

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

Asked by: Hon. WONG Kwok-hing

Reply:

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, car parks, etc. Details about the positions of these contracts as at 31 March 2013 are provided below:

	2012-13 (latest position)
Number of outsourced service contracts	14 *(-)*
Total amount paid to outsourced service providers ($ billion) **(Note 1)**	4.0 *(+5.3%)* **(Note 2)**
Length of contract for each outsourced service provider	Ranging from three to six years
Number of outsourced workers engaged through outsourced service providers **(Note 3)**	2 389 *(+2.3%)* **(Note 4)**
Distribution of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.)	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks
Monthly wages of outsourced workers - $30,001 or above - $16,001 to $30,000 - $8,001 to $16,000 - $6,501 to $8,000 - $6,240 to $6,500 - $6,240 or below	- 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)

	2012-13 (latest position)
Length of employment of outsourced workers - More than 15 years - 10 to 15 years - 5 to 10 years - 3 to 5 years - 1 to 3 years - Less than 1 year	There is no requirement specified in these contracts for contractors to provide information on the number of years of service of staff employed under these contracts.
Percentage of outsourced workers out of the total number of staff of the Department (%)**(Note 5)**	170% *(-5.6%)* **(Note 6)**
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%)**(Note 7)**	622% *(-4.0%)* **(Note 8)**
- Number of workers with paid meal breaks - Number of workers without paid meal breaks	There is no requirement specified in these contracts for contractors to provide information on the number of staff with/ without paid meal breaks.
- Number of workers under five-day work week - Number of workers under six-day work week	There is no requirement specified in these contracts for contractors to provide information on the number of staff under five-day/ six-day work week.

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

Notes

(1) Total contract value represents the agreed price for the whole period of the contract.

(2) The year-on-year change in 2012-13 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for the Shing Mun Tunnels and the Tseung Kwan O Tunnel, the New Kowloon Bay Vehicle Examination Centre and extension of the existing contract for the Tsing Sha Control Area.

(3) Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.

(4) The year-on-year change in 2012-13 is mainly due to the revised contractual terms arising from the re-tendering and award of two new contracts for (i) the Kai Tak Tunnel and the Lion Rock Tunnel; and (ii) the Shing Mun Tunnels and the Tseung Kwan O Tunnel.

(5) Total number of staff of the Department refers to "Number of posts" under "Changes in the size of the establishment (as at 31 March)" of 2013 in the printed estimates of the TD.

(6) The year-on-year change in 2012-13 is mainly due to the increased size of establishment.

(7) Total salary expenditure of staff of the Department refers to the total "Personal Emoluments" under "Details of Expenditure by Subhead" of 2012-13 in the printed estimates of the TD.

(8) The year-on-year change in 2012-13 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2012, partly offset by the increase in total contract value of the outsourcing service contracts.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)297

Question Serial No.

5355

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

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the employment of "non-civil service contract (NCSC) staff", please provide the following information:

	2012-13 (latest position)
Number of NCSC staff	( )
Details of NCSC positions	
Total expenditure on the salaries of NCSC staff	( )
Monthly wages of NCSC staff	
• $30,001 or above	( )
• $16,001 to $30,000	( )
• $8,001 to $16,000	( )
• $6,501 to $8,000	( )
• $6,240 to $6,500	( )
• Below $6,240	( )
Year of service of NCSC staff	
• 15 years or above	( )
• 10 to 15 years	( )
• 5 to 10 years	( )
• 3 to 5 years	( )
• 1 to 3 years	( )
• Less than 1 year	( )
Number of NCSC staff appointed as civil servants	( )
Number of NCSC staff who had chances for appointment as civil servants through open recruitment but have failed to do so	( )
Percentage of NCSC staff out of the total number of staff in the Department	( )
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department	( )
Number of NCSC staff with paid meal breaks	( )
Number of NCSC staff without paid meal breaks	( )
Number of NCSC staff under five-day work week	( )
Number of NCSC staff under six-day work week	( )
Number of NCSC staff applying for paternity leave	( )
Number of NCSC staff granted approval for paternity leave	( )

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

Asked by: Hon. WONG Kwok-hing

Reply:

The information is as follows –

	2012-13[Note 1]
Number of NCSC staff	119 *(-27%)*
Details of NCSC positions	
• transport operations and traffic engineering duties	30 *(-34.8%)*
• executive and administrative support duties	21 *(+162.5%)*
• general clerical support and other duties	68 *(-37.6%)*
Total expenditure on the salaries of NCSC staff	$20.3 million *(-15.8%)*
Monthly wages of NCSC staff	
• $30,001 or above	10 *(-37.5%)*
• $16,001 to $30,000	40 *(+29%)*
• $8,001 to $16,000	69 *(-35.5%)*
• $6,501 to $8,000	0 *(-100%)*
• $6,240 to $6,500	0 *(no change)*
• Below $6,240	0 *(no change)*
Year of service of NCSC staff	
• 15 years or more	0 *(no change)*
• 10 to 15 years	15 *(+150%)*
• 5 to 10 years	20 *(-48.7%)*
• 3 to 5 years	31 *(-8.8%)*
• 1 to 3 years	37 *(-19.6%)*
• Less than 1 year	16 *(-57.9%)*
Number of NCSC staff appointed as civil servants	13 *(-31.6%)* The staff joined the civil service through an open, fair and competitive process.
Number 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.
Percentage of NCSC staff out of the total no. of staff of the Department (%)	8.2% *(-3.0%)*
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%)	4.0% (*-1.1%)*
Number of NCSC staff with paid meal breaks	111 *(-27.9%)*
Number of NCSC staff without paid meal breaks	8 *(-11.1%)*
Number of NCSC staff under five-day work week	119 *(-27%)*
Number of NCSC staff under six-day work week	0 *(no change)*
Number of NCSC staff who applied for paternity leave	0 *(N/A)*[Note 2]
Number of NCSC staff who were granted approval for paternity leave	0 *(N/A)*[Note 2]

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

Note 1 The figures refer to position as at 31 December 2012.
Note 2 Paternity leave is provided starting from 1 April 2012.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)298

Question Serial No.
4613

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 improvement of bus service quality, please advise this Committee on the following:

(1) the respective manpower and expenditure involved in monitoring bus service (stability of service frequency) in the past three years (2010-11, 2011-12 and 2012-13). In the light of the irregularities of service frequency observed in recent years, will the Government increase its manpower and expenditure in 2013-14?

(2) the respective numbers of warnings issued by the department to various bus companies in the past three years (2010-11, 2011-12 and 2012-13). Please provide the details.

(3) given the claim by bus companies that their lost trip rates have decreased in the past half year, whether the number of related complaints received by the Government has decreased in the past year (2012-13) by month.

Asked by: Hon. WU Chi-wai

Reply:

(1) The Bus and Railway Branch of the Transport Department (TD) is responsible for handling bus and railway policy, planning and development matters. The Transport Operations (Urban) Division and the Transport Operations (New Territories) Division in the TD are responsible for monitoring the operation of the public transport services, and planning and provision of facilities at the district level. Staff of these branch/divisions monitor the franchised bus services delivered to the travelling public from planning and operational perspectives and handle related matters as part of their normal duties. As in the past three years, the expenditure involved will continue to be absorbed by the existing resources of the TD in 2013-14.

(2) For the three-year period from 2010 to 2012, the TD issued a total of ten warning letters to two franchised bus companies for non-adherence to the requirements specified in the schedules of service approved by the TD. The yearly breakdown is provided below -

Bus Company	**Number of Warning Letter Issued**		
	2010	**2011**	**2012**
The Kowloon Motor Bus Co. (1933) Ltd.	2	6	1
The New World First Bus Services Limited	0	0	1
Total:	**2**	**6**	**2**

(3) The lost trip situations of the bus companies have in general been improving since mid-2012 due to the bus companies' enhanced and continued efforts in recruiting and retaining bus captains, as well as reviewing and adjusting the bus operation and service timetable of individual routes, taking into account the traffic situations and the actual operating conditions. Nevertheless, there was as yet no noticeable reduction in the number of complaints on "service regularity" of bus services in 2012. There could be various factors contributing to this. Increased public awareness of the obligations of franchised bus companies including that of adhering to a fixed schedule could be one. Wider access and availability of personalised telecommunication devices enabling easier complaint communication could be another. The TD will continue to closely monitor the service level provided by the franchised bus companies.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)299

Question Serial No.

4570

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:

With regard to the territory-wide Travel Characteristics Survey and the Survey on Goods Vehicle Trip Characteristics conducted in 2011-12, please inform the Committee of the current progress and the anticipated date of release of the survey results.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The data collection for the Travel Characteristics Survey and the Survey on Goods Vehicle Trip Characteristics has been completed. We are now analysing the data collected and aim to release the survey results towards the end of 2013.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
THB(T)303

Question Serial No.
4934

Head: Capital Works Reserve Fund
Head 706 – Highways

Subhead (No. & title): 6025TC – Replacement of Conventional Traffic Signals with Light Emitting Diode (LED) Traffic Signals in Hong Kong

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

(a) The revised estimate of the project 6025TC - Replacement of Conventional Traffic Signals with Light Emitting Diode (LED) Traffic Signals in Hong Kong for 2012-13 is $12.8 million. However, the estimate of this year is significantly reduced to $1.063 million. What is the reason? Will the progress of the works be affected by the reduction in estimate?

(b) The estimate of the whole project is $140.3 million and at present, only about half of the estimate is spent. What is the current progress of the works, and the anticipated completion date?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

(a) The replacement of the conventional traffic signals with LED traffic signals in the territory was substantially completed in October 2012. The estimated expenditure of $1.063 million in 2013-14 is mainly for settling the final payment of the relevant works and procurement of essential spares to ensure satisfactory operation of the LED traffic signals. As such, the estimated expenditure in 2013-14 is significantly less than the expenditure in the previous year.

(b) Due to the general downward price trends of LED products and keen market competition of LED traffic signal supplies in the past few years, the latest estimate of the total project cost is about $70 million. The project was substantially completed in October 2012.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)299

Question Serial No.
0357

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

Under the Programme "Transport services for persons with disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities", what is the respective subsidy amount to the transport operators concerned? Please provide a breakdown.

Asked by: Hon. CHAN Kam-lam

Reply:

The above Programme (5) includes Rehabus services and the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disability ("the Scheme"). For the provision of Rehabus services, the subvention for 2013-14 is about $55.06 million. For the Scheme, the 2013-14 estimate for reimbursing the relevant public transport operators their revenue forgone as a result of implementing the Scheme is listed in the table below:

Public transport operators	Estimates 2013-14 $ '000
MTR Corporation Limited	190,163
Franchised bus operators	393,952
Ferry operators	12,876
Total	596,991

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 26.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)300

Question Serial No.
0358

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

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

	2013 Estimate	2012	2011	2010	2009
Government Subvention Per Year					
Scheduled route services					
Average daily passenger trips					
Number of vehicles					
Number of persons on waiting list as at year-end					
Dial-a-ride services					
Average daily passenger trips					
Number of vehicles					
Number of orders received					
Number of orders not entertained					

Asked by: Hon. CHAN Kam-lam

Reply:

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

	2013-14 Estimate	2012-13	2011-12	2010-11	2009-10
Government Subvention Per Year [Note 1]	$55.06 million	$55.99 million	$61.16 million	$46.51 million	$44.53 million

	2013 Estimate	2012	2011	2010	2009
Scheduled route services [Note 2]					
Average daily passenger trips	1 196	1 139	1 084	1 054	992
Number of vehicles	84	80	77	74	70
Number of persons on waiting list as at year-end	60	62	58	73	62
Dial-a-ride services					
Average daily passenger trips	1 216	1 152	1 117	1 129	1 052
Number of vehicles [Note 3]	36	34	33	32	30
Number of orders received	N.A.	118 918	126 827	123 246	122 369
Number of orders not entertained	N.A.	15 105	16 839	13 755	11 105

Note 1 : Includes capital and recurrent subvention for rehabus services in the financial year concerned.

Note 2 : Scheduled route services operate during peak periods on weekdays only. No service on Sundays and public holidays.

Note 3 : 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.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)301

Question Serial No.
2036

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

The estimated number of passenger trips for rehabus dial-a-ride (DAR) services in 2013 will increase by 22 200 in comparison with that in 2012. The Administration is planning to procure six additional rehabuses in financial year 2013-14. Please advise:

(a) The respective numbers of booking orders for the DAR services not entertained in 2012 and 2011.

(b) What is the Administration's estimate of the rate of decrease in the number of booking orders for DAR services not entertained following the addition of rehabuses for the services in 2013?

Asked by: Hon. CHEUNG Chiu-hung, Fernando

Reply:

There are at present 129 rehabuses providing point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. The number of orders for dial-a-ride (DAR) services that cannot be entertained in 2011 and 2012 were 16 839 and 15 105 respectively.

The Administration plans to procure six additional rehabuses in 2013-14. Three of them will be deployed on scheduled route (SR) services and the remaining three on DAR services, covering also the feeder service to and from the Princess Margaret Hospital on a trial basis. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods. Assuming that the demand for DAR services remains at the present level, the additional rehabuses should help reduce the booking orders currently not entertained by about 30%.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 26.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)302

Question Serial No.
0659

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

As at 1 March 2013, what are the expenditure and estimate of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ("the Scheme")? Please provide their breakdown by the routes of MTR Corporation Limited, Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, CityBus Limited and Long Win Bus Company Limited.

Asked by: Hon. LEE Wai-king, Starry

Reply:

The Scheme was rolled out in phases. Phase 1 covering the Mass Transit Railway ("MTR") was launched on 28 June 2012. Phase 2 covering four franchised bus operators (i.e. Kowloon Motor Bus, New World First Bus, CityBus and Long Win Bus) was launched on 5 August 2012. Phase 3 covering ferries and New Lantao Bus was rolled out on 3 March 2013. The estimate for implementing the Scheme broken down by the routes of the operators is as follows:-

	2012-13 (Revised Estimate) $ '000	2013-14 (Estimate) $ '000
(a) Estimated reimbursement of revenue forgone to:-		
MTR Corporation Limited	86,801	190,163
Franchised bus operators	140,128	393,952
Ferry operators	989	12,876
Sub-total	227,918	596,991
(b) Operational expenses	10,483	24,995
(c) One-off cost for setting up of a centralised settlement platform and related system enhancement for the Scheme	6,288	3,812
Total	244,689	625,798

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	26.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)303

Question Serial No.
2924

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

The Administration has been providing subvention to the Hong Kong Society for Rehabilitation for the operation of rehabus services in order to strengthen the transport support for the convenience of persons with disabilities. In this connection, will the Administration please provide the following information:

(a) a list of districts which are currently not served by scheduled route (SR) services of Rehabus;
(b) passenger trips of rehabus dial-a-ride (DAR) services in remote area (including Tung Chung, Tin Shui Wai and the North District, etc) for the past three financial years (2010-11, 2011-12 and 2012-13); and
(c) passenger trips of rehabus SR services in remote area (including Tung Chung, Tin Shui Wai and the North District, etc) for the past three financial years (2010-11, 2011-12 and 2012-13).

Asked by: Hon. TANG Ka-piu

Reply:

The information sought is provided as follows –

(a) To cater for the special transport needs of persons with disabilities, the existing SR services cover the Hong Kong Island, Kowloon and the New Territories including Lantau Island and other remote areas like Pat Heung and Kwu Tung, etc. On receipt of applications, SR services will be arranged through re-scheduling of existing service routes as far as practicable, except for areas where land-link transport connection is not available.

(b) The number of passenger trips for DAR services in remote areas, including Tung Chung, Tin Shui Wai, the North District, Tuen Mun and Yuen Long, in the past three financial years was as follows:-

	2010-11	2011-12	2012-13 (Up to January 2013)
Passenger trips of DAR services in remote areas	69 500	66 400	59 900

(c) The number of passenger trips for SR services in remote areas, including Tung Chung, Tin Shui Wai, the North District, Tuen Mun and Yuen Long, in the past three financial years was as follows:-.

	2010-11	2011-12	2012-13 (Up to January 2013)
Passenger trips of SR services in remote areas	60 400	63 800	52 000

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 27.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)304

Question Serial No.
2925

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

In respect of the "Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities" ("the Scheme") implemented in 2012-13, please provide the information with the following tables:

Number of Mass Transit Railway (MTR) and bus trips taken by the elderly and the amounts involved during weekdays and holidays under the Scheme:

		Bus	MTR
Weekdays	No. of trips		
	Amount involved		
	Government expenditure		
Holidays	No. of trips		
	Amount involved		
	Government expenditure		

Number of MTR and bus trips taken by persons with disabilities and the amounts involved during weekdays and holidays under the Scheme:

		Bus	MTR
Weekdays	No. of trips		
	Amount involved		
	Government expenditure		
Holidays	No. of trips		
	Amount involved		
	Government expenditure		

Asked by: Hon. TANG Ka-piu

Reply:

For 2012-13, information on the number of franchised bus and MTR trips taken by the elderly[(Note 1)] and eligible persons with disabilities[(Note 2)] under the Scheme as well as the estimated government expenditure for reimbursing the relevant public transport operators their revenue forgone as a result of implementing the Scheme is as follows :

(a) Average daily passenger trips up to end-January 2013[(Note3)]

	Franchised buses[(Note4)]	MTR
Elderly	358 000	209 000
Eligible persons with disabilities	42 000	34 000

(b) The 2012-13 revised estimate for reimbursing the revenue forgone

	Franchised buses $ '000	MTR $ '000
Elderly	104,339	70,739
Eligible persons with disabilities	35,789	16,062

(Note 1) Elderly people aged 65 or above

(Note 2) Recipents under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group

(Note3) We have no breakdown on the days of the week.

(Note4) Sin operators, the New Lantao Bus Co. (1973) Ltd (NLB), the average daily passenger trips up to end-January ce Phase 3 of the Scheme was only implemented on 3 March 2013 to cover, among other transport 2013 did not include the patronage of NLB.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)305

Question Serial No.
3247

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question :

It has been mentioned in the Budget Speech that an additional funding of $5.9 million will be allocated for the procurement of six additional rehabuses. Will the Administration please advise:

(a) How will the additional rehabuses help improve the services? Please provide the details;

(b) What is the scope of rehabus service and how is the service charged? How many passenger trips were recorded in the last financial year?

(c) Are there any districts and residents not being served by the scheduled route services of rehabus and how many of them are persons with disabilities?

Asked by : Hon. TANG Ka-piu

Reply :

The information sought is provided as follows –

(a) There are at present 129 rehabuses providing point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rehabus offers scheduled route (SR) services to carry persons with disabilities to office, schools and places of rehabilitation, and 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 six additional rehabuses in 2013-14. Three of these additional rehabuses will be deployed on SR services and the remaining three on DAR services covering also the feeder service to and from the Princess Margaret Hospital on a trial basis. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods.

If the demand for SR services remains at the present level, the three additional rehabuses will be able to cater for all applicants currently on the waiting list of SR services. Assuming that the demand for DAR services remains at the present level, the additional rehabuses should help reduce the booking orders currently not entertained by about 30%.

(b) At present, Rehabus provides services on the Hong Kong Island, Kowloon and the New Territories including Lantau Island, except areas where land-link transport connection is not available. The monthly charge for SR services in respect of the Hong Kong Island/Kowloon/New Territories routes is $184 and that for the cross-harbour routes is $264.

For DAR services, fares are charged according to the number of passengers, distance travelled and journey time of the orders concerned.

The total passenger trips for SR and DAR services in 2012 were about 337 200 and 421 800 respectively.

(c) To cater for the special transport needs of persons with disabilities, the existing SR services cover the Hong Kong Island, Kowloon and the New Territories including Lantau Island and other relatively remote areas like Pat Heung and Kwu Tung, etc. On receipt of applications, SR services will be arranged through re-scheduling of existing service routes as far as practicable, except for areas where land-link transport connection is not available. As at end-January 2013, there were 28 applicants on the waiting list for SR services including 23 persons with disabilities and five accompanying carers.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	27.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)306

Question Serial No.
1842

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

Since the announcement of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ("the Scheme") in the 2011 Policy Address, Phase 3 of the Scheme will be launched in March 2013, extending the concession to designated ferry services and franchised bus routes of the New Lantao Bus Company Limited. Will the Administration inform this Committee:

(a) of the estimated number of elderly and persons with disabilities beneficiaries before the introduction of Phases 1 and 2 of the Scheme? What is the actual number after implementation?

(b) of the estimated subsidy amount for the Scheme per annum and the actual expenditure involved? (Please provide a breakdown by different public transport modes)

(c) whether the Scheme has any limit on the implementation period?

Asked by: Hon. TIEN Puk-sun, Michael

Reply:

The Scheme was implemented in phases: Phase 1 of the Scheme was launched on 28 June 2012 covering the Mass Transit Railway ("MTR"); Phase 2 on 5 August 2012 covering four franchised bus operators; and Phase 3 on 3 March 2013 covering the remaining one franchised bus operator and ferries.

(a) According to the profile of our population, over 980 000 elderly people[1] and 130 000 eligible persons with disabilities[2] may benefit from the Scheme. We have no record as to the actual number of beneficiaries making use of the Scheme. Up to end-January 2013, the average daily passenger trips taken by the elderly people under the Scheme was 567 000, whereas that for eligible persons with disabilities was 76 000. The corresponding estimate before the launch of the Scheme was 484 800 for elderly people and 59 500 for eligible persons with disabilities respectively.

(b) The estimated expenditure for 2012-13 and that for 2013-14 for reimbursing the relevant public transport operators their revenue forgone as a result of implementing the Scheme are as follows:

Public transport operators	Revised Estimate 2012-13 $ '000	Estimate 2013-14 $ '000
MTR Corporation Limited	86,801	190,163
Franchised bus operators	140,128	393,952
Ferry operators	989	12,876
Total	227,918	596,991

As at 20 March 2013, we have reimbursed the following amount of revenue forgone to the operators since the launch of the Scheme:

Public transport operators	Reimbursement made as at 20 March 2013 $ '000
MTR Corporation Limited	86,001
Franchised bus operators	139,057
Ferry operators	344
Total	225,402

(c) The Administration will conduct a comprehensive evaluation of the Scheme three years after it has been fully implemented to assess the long-term financial, transport and welfare implications.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

[1] Elderly people aged 65 or above

[2] Recipents under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)307

Question Serial No.
0692

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

It is noted that the elderly are still very active under an aging population. In 2012, the number of trips taken by the elderly under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ("the Scheme") was 561 255 while the elderly population stood at 980 000. This number is estimated to increase to 612 451 in 2013 as stated in the Estimates. How is this estimation made?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The average daily passenger trips of 612 451 to be taken by elderly in 2013 is estimated mainly based on the past elderly passenger trip records, the projected elderly population growth and the additional passenger trips that might be induced by the Scheme.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 27.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)308

Question Serial No.
0693

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

In respect of the additional provision of $380.2 million for the implementation of Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and operation of additional rehabuses, please provide a breakdown of its allocation.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Under Programme (5), the increase in provision for 2013-14 over the revised estimate for 2012-13 is mainly due to :

(a) full-year effect of implementing the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in 2013-14 which was implemented in 2012-13 in phases (Phase 1 on 28 June 2012 covering Mass Transit Railway; Phase 2 on 5 August 2012 covering four franchised bus operators; and Phase 3 on 3 March 2013 covering the remaining one franchised bus operator and ferries) (+$369.1 million);

(b) full-year provision for conducting audits on the relevant public transport operators' internal control systems and the amount of reimbursement under the Scheme (+$5.6 million);

(c) full-year provision for conducting transport surveys to monitor the Scheme (+$3.2 million);

(d) additional provision for operating rehabuses (+$2.7 million);

(e) full-year effect in 2013-14 for vacancies filled in 2012-13 (+$2.1 million); and

(f) net increase in miscellaneous items (+$0.6 million).

partly offset by :

(g) decreased capital expenditure on replacement rehabuses (-$3.1 million).

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)734

Question Serial No.
4906

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

What are the numbers of elderly and persons with disabilities beneficiaries since the implementation of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme)? Please provide a breakdown by different public transport operators.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

According to the profile of our population, over 980 000 elderly[1] people and 130 000 eligible persons with disabilities[2] may benefit from the Scheme. We have no record as to the actual number of beneficiaries making use of the Scheme. Up to end-January 2013, the average daily passenger trips taken by beneficiaries under the Scheme were as follows –

Public transport operators	Average daily passenger trips (up to end-January 2013[(3)])	
	Elderly	Eligible persons with disabilities
MTR Corporation Limited	209 000	34 000
Franchised bus operators	358 000	42 000

1 Elderly people aged 65 or above.

2 Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group.

3 The figures exclude New Lantao Bus and ferry operators which have only implemented the Scheme on 3 March 2013.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)735

Question Serial No.
4907

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

What were the respective amounts reimbursed to transport operators under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ("the Scheme") in 2012-13? Please provide a breakdown by the transport operators concerned. What is the estimated amount of reimbursement to the transport operators under the Scheme for 2013-14?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the Mass Transit Railway ("MTR"). Phase 2 of the Scheme was launched on 5 August 2012 covering four franchised bus operators (i.e. Kowloon Motor Bus, New World First Bus, CityBus and Long Win Bus). Phase 3 of the Scheme was launched on 3 March 2013 covering ferries and New Lantao Bus.

The estimate for reimbursing the relevant public transport operators their revenue forgone as a result of implementing the Scheme for 2012-13 and 2013-14 is as follows –

Public transport operators	2012-13 (Revised Estimate) $ '000	2013-14 (Estimate) $ '000
MTR Corporation Limited	86,801	190,163
Franchised bus operators	140,128	393,952
Ferry operators	989	12,876
Total	227,918	596,991

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)736

Question Serial No.
4908

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

What were the number of orders received for the rehabus dial-a-ride (DAR) services, the number of orders entertained and the number of passenger trips carried in each of the past three years (i.e. from 2010-11 to 2012-13)?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The requested information on the utilisation of rehabus DAR services from 2010-11 to 2012-13 is as follows –

	Number of Orders Received	Number of Orders Entertained	Number of Passenger Trips Carried
2010–11	123 275	82 153	408 100
2011–12	126 205	83 342	409 800
2012–13 (up to end-January 2013	99 127	68 864	364 900

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 27.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)737

Question Serial No.
5266

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ("the Scheme"), please advise:

(a) the numbers of trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators since the implementation of the Scheme in a table;

(b) the average daily passenger trips taken by the elderly and eligible persons with disabilities using MTR domestic services and franchised bus services in the past three years (i.e. 2010-11 to 2012-13) in a table;

(c) the amounts of revenue forgone of the participating public transport operators since the implementation of the Scheme; and

(d) the average costs and marginal costs per passenger trip of the participating public transport operators.

Asked by: Hon. CHEUNG Chiu-hung, Fernando

Reply:

(1&2) In 2010-11, 2011-12 and 2012-13, the average daily passenger trips of elderly and persons with disabilities, who used the Mass Transit Railway ("MTR")[1] and the franchised bus services, were as follows :

Public transport operators	Financial year	Average daily passenger trips[2]	
		Elderly[3]	Persons with disabilities[4]
MTR Corporation Limited	2010-11	204 000	31 000
	2011-12	228 000	37 000
	2012-13 (up to end-January 2013)	260 000	43 000
Franchised bus operators	2010-11	351 000	Not available
	2011-12	370 000	Not available
	2012-13 (up to end-January 2013)	422 000	42 000

The Scheme was implemented by phases in 2012-13. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR services (excluding the Airport Express, East Rail Line services to and from Lo Wu, Lok Ma Chau and Racecourse Stations, and first-class service of East Rail Line). Phase 2 was launched on 5 August 2012 covering the routes of Kowloon Motor Bus, New World First Bus, Citybus and Long Win Bus (excluding "A" routes to and from the airport and racecourse routes). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus (excluding "A" routes to and from the airport and the routes on a pre-booking and group hire basis). The Scheme does not apply to trips at a nominal fare of $2 or below. According to such service scope, the average daily passenger trips taken by the elderly[5] and eligible persons with disabilities[6] under the Scheme since the respective launch date of different phases were as follows :

Public transport operators	Average daily passenger trips (up to end-January 2013)[7]	
	Elderly	Persons with disabilities
MTR Corporation Limited	209 000	34 000
Franchised bus operators	358 000	42 000

[1] MTR services include all heavy rail services (excluding services to Lo Wu and Lok Ma Chau and Airport Express Line), Light Rails services and MTR bus.

[2] The figures are based on passenger trips taken by elderly and persons with disabilities who used Octopus to pay their fares. For trips taken using single journey ticket or cash payment, the public transport operators do not have the breakdown by passenger types.

[3] MTR Corporation Limited and all franchised bus operators have been offering elderly fare concessions to persons aged 65 or above, except that Citybus (Franchise for Hong Kong Island and Cross Harbour Routes) offers elderly fare concessions to persons aged 60 or above.

[4] Before the launch of Phase 2 of the Scheme on 5 August 2012, persons with disabilities, when taking franchised bus services, were paying the same fare applicable to their age as other passengers. Hence, the franchised bus operators do not keep separate passenger trips taken by persons with disabilities before 5 August 2012.

[5] Elderly people aged 65 or above.

[6] Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group.

[7] The patronage for New Lantao Bus and ferry operators is excluded since they have only implemented the Scheme on 3 March 2013.

(3) Since the launch of the Scheme till 20 March 2013, we have reimbursed the following amount of revenue forgone to the operators :

Public transport operators	Reimbursement made as at 20 March 2013 $ '000
MTR Corporation Limited	86,001
Franchised bus operators	139,057
Ferry operators	344
Total	225,402

(4) According to the relevant public transport operators, they do not have separate figures on the average costs and marginal costs per passenger trip under the Scheme.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 18.4.2013

Examination of Estimates of Expenditure 2013-14

Reply Serial No.
LWB(WW)738

Question Serial No.
4522

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

In paragraph 114 of the 2013-14 Budget Speech, the Financial Secretary mentioned "allocating an additional funding of $5.9 million to acquire six additional buses, thereby increasing the fleet size of Rehabus to 135, to better meet the special transport needs of persons with disabilities." In view of this, will the Administration please advise: the number of rehabuses, number of applicants on the waiting list and average waiting time in the past five years (i.e. from 2008-09 to 2012-13) respectively (please fill in the following table):

	Number of Rehabuses	Number of Applicants on the Waiting List	Average Waiting Time
Financial Year			
Financial Year			
Financial Year			
Financial Year			
Financial Year			

What will be the Administration's target for the addition of rehabuses for the coming five years?

Asked by: Hon. CHEUNG Kwok-che

Reply:

There are at present 129 rehabuses providing point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rehabus offers scheduled route (SR) services to carry persons with disabilities to office, schools and places of rehabilitation, and dial-a-ride (DAR) services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The requested information on Rehabus services in the past five financial years is as follows:

	Number of rehabuses (Note)		Number of applicants for SR services on the waiting list as at end-March of the financial year	Average waiting time for SR services
	SR services	DAR services		
2008-09	70	30	39	About 1.5 month
2009-10	74	32	41	About 2 months
2010-11	77	33	42	About 2 months
2011-12	80	34	42	About 2 months
2012-13 (as at January 2013)	84	36	28	About 2 months

Note: Excluding rehabuses in the maintenance reserve pool.

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. We therefore cannot provide a precise estimate on the number of days required in advance to secure the provision of DAR services.

The Administration plans to procure six additional rehabuses in 2013-14. Three of these additional rehabuses will be deployed on SR services and the remaining three on DAR services covering also the feeder service to and from the Princess Margaret Hospital on a trial basis. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods.

With the availability of more accessible public transport services and facilities, persons with disabilities at present have more choices on the mode of transport than before. The Transport Department (TD) will continue to encourage public transport operators to improve the accessibility of public transport services and facilities. Meanwhile, TD reviews annually the fleet size of rehabuses having regard to potential new demand arising from commissioning of new social / community services centres, the number of applicants on the waiting list and the booking orders received for Rehabus services, and improvement on accessible public transport services and facilities, etc.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

Reply Serial No.
LWB(WW)739

Question Serial No.
3640

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

In paragraph 114(e) of the Budget Speech, the Administration has indicated that six additional rehabuses will be procured. Has the Administration made any assessment on whether the procurement of six additional rehabuses will be adequate to cope with service demand? If the demand could not be met, will the Administration have any plan for procurement of additional rehabuses? If yes, what will be the details? If not, what are the reasons?

Asked by: Hon. LEE Kok-long, Joseph

Reply:

There are at present 129 rehabuses providing point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Three out of the six new rehabuses to be procured will be deployed on scheduled route (SR) services and the remaining three on dial-a-ride (DAR) services, covering also the feeder service to and from Princess Margaret Hospital on a trial basis. Rehabuses used for SR services will be flexibly deployed on DAR services during the off-peak periods.

If the demand for SR services remains at the present level, the three additional rehabuses will be able to cater for all applicants currently on the waiting list of SR services. Assuming that the demand for DAR services remains at the present level, the additional rehabuses should help reduce the booking orders currently not entertained by about 30%.

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

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 27.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)740

Question Serial No.
4011

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

How many booking orders for the Rehabus dial-a-ride (DAR) services were not entertained in 2011-12 and 2012-13 respectively? Are there any improvement measures? What are their expected effectiveness?

Asked by: Hon. LEUNG Kwok-hung

Reply:

The number of booking orders for the Rehabus DAR services that were not entertained in 2011-12 and 2012-13 (up to January 2013) was 17 405 and 11 849 respectively.

The Administration plans to procure six additional rehabuses in 2013-14. Three of these additional rehabuses will be deployed on scheduled route (SR) services and the remaining three on DAR services covering also the feeder service to and from the Princess Margaret Hospital on a trial basis. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods. Assuming that the demand for DAR services remains at the present level, the additional rehabuses should help reduce the number of booking orders that cannot be entertained currently by about 30%.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)741

Question Serial No.
4158

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

Programme: (5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible 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 procured in 2013-14? What is the waiting time of persons with disabilities and the elderly for rehabus services respectively? How will the additional rehabuses improve their waiting time? What will be the passenger number and utilisation rate of services in 2012-13?

Asked by: Hon. LEUNG Kwok-hung

Reply:

There are at present 129 rehabuses providing point-to-point transport services for persons with disabilities (including elderly with disabilities) who have difficulties using normal modes of transport. Rehabus offers scheduled route (SR) services to carry persons with disabilities to office, schools and places of rehabilitation, and 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 six additional rehabuses in 2013-14. Three of these additional rehabuses will be deployed on SR services and the remaining three on DAR services covering also the feeder service to and from the Princess Margaret Hospital on a trial basis. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods. No replacement of existing rehabuses will be required in 2013-14.

The average waiting time for SR services was about two months in 2012-13 (up to January 2013). If the demand for SR services remains at the present level, the three additional rehabuses will be able to cater for all 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. We are therefore not in a position to give a precise estimate on the number of days required in advance to secure the provision of DAR services. Assuming that the demand for DAR services remains at the present level, the additional rehabuses should help reduce the number of booking orders that cannot be entertained currently by about 30%.

The total passenger trips for SR and DAR services in 2012-13 (up to January 2013) were about 285 800 and 364 900 respectively.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	28.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.
LWB(WW)742

Question Serial No.
4597

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

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

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Labour and Welfare

Question:

The Transport Department will procure six additional rehabuses in 2013-14. How will these six rebuses be allocated? The Government estimates that the number of rehabus routes will be increased by four to 84 routes. Please list out information of the newly added routes.

Asked by: Hon. WU Chi-wai

Reply:

Rehabus provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. The Administration plans to procure six additional rehabuses in 2013-14. Three of them will be deployed on scheduled route (SR) services and the remaining three on dial-a-ride (DAR) services, covering also the feeder service to and from the Princess Margaret Hospital on a trial basis. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods.

The four new routes for SR services to be introduced in 2013 are:

(i) one route on Hong Kong Island plying between Southern District and Eastern District;
(ii) two routes in Kowloon and the New Territories, serving passengers in Tseung Kwan O, Kwun Tong, Wong Tai Sin, Shatin and Tsing Yi; and
(iii) one cross harbour route plying between Tseung Kwan O, Kwun Tong and Pok Fu Lam.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 27.3.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO SUPPLEMENTARY QUESTION

Reply Serial No.

S-THB(T)05

Question Serial No.

SV057

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:

Pursuant to reply no. THB(T)154, the Administration is requested to provide information on:

(a) the number of applications for direct issue of a Hong Kong full driving licence on the strength of a driving licence issued by Mainland authorities in the past five years, and the number of applications that have been rejected; and

(b) whether the Transport Department (TD) can provide proof for holders of Hong Kong driving licence if they have passed the driving examination in Hong Kong.

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

(a) According to Regulation 11(3) of the Road Traffic (Driving Licences) Regulations (Cap. 374B) (the Regulations), the Commissioner for Transport may issue a Hong Kong full driving licence directly without driving examination to an applicant on the strength of his driving licence issued by a competent authority in any country or place listed in the Fourth Schedule of the Regulations. There are at present a total of 32 countries / places listed in the Fourth Schedule (see Annex).

An applicant applying for direct issue of a Hong Kong full driving licence on the strength of a driving licence issued by any country or place listed in the Fourth Schedule has to satisfy in full the requirements set out in the law, including that his driving licence must be obtained through successful completion of a driving test held in the issuing country or place. The driving entitlement(s) applied for must be equivalent to the class(es) of vehicle which he is authorised to drive by the issuing country or place.

Direct issue of a full driving licence only applies to vehicle classes of private car, light goods vehicle, motorcycle and motor-tricycle. Applicants for entitlements to drive other vehicle classes are subject to driving tests.

The numbers of direct issue applications by Mainland driving licence holders received, approved and rejected by the TD in the past five years from 2008 to 2012, are as follows:

Year	Number of applications received	Number of applications approved	Number of applications rejected
2008	13 754	13 690	64
2009	13 665	13 660	5
2010	16 392	16 290	102
2011	19 776	19 680	96
2012	22 287	22 200	87
Total	**85 874**	**85 520**	**354**

(b) For holders of Hong Kong driving licence who have passed the driving examination in Hong Kong, the TD can provide certification letters to them upon request as proof of their having passed the relevant driving examination for the issue of the driving licences concerned. The TD will also provide assistance to overseas authorities upon request in verifying the details of Hong Kong full driving licences presented to them for exchange, for example, whether the licences were obtained by passing the relevant driving examination in Hong Kong or directly issued on the strength of an overseas driving licence.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 17.4.2013

Annex

Road Traffic (Driving Licences) Regulations (Cap. 374B)

Schedule 4
List of Countries or Places for Purposes of Regulation 11(3)

Australia
Austria
Bangladesh, People's Republic of
Belgium
Canada
China, People's Republic of
Denmark
Finland
France
Germany, Federal Republic of
Iceland, Republic of
India
Ireland, Republic of
Israel
Italy
Japan
Korea, Republic of
Luxembourg
Malaysia
Netherlands
New Zealand
Nigeria, Federal Republic of
Norway
Pakistan
Portugal
Singapore
Spain
Sweden
Switzerland
Republic of South Africa together with S.W. Africa
United Kingdom together with Alderney (with Channel Islands), Bermuda, Guernsey, Isle of Man, Jersey
United States of America

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO SUPPLEMENTARY QUESTION

Reply Serial No.

S-THB(T)06

Question Serial No.

S125

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 practitioners of the transport sector have long working hours and relatively low remuneration. The accident rate would rise if they overwork and do not have enough rest, evidenced in the bus accidents and vessels tragedy last year. As such, would the Administration suggest to the newly established Standard Working Hours Committee (the Committee) that the standard working hours should be set up first for the bus/train captains and crew of the public transport (such as buses, railway, ferries, etc.), in order to ensure their occupational safety and the safety of passengers and the public?

Asked by: Hon. KWOK Wai-keung

Reply:

The Government has all along attached great importance to the safe operations of public transport modes. To ensure drivers have sufficient rest time, the Transport Department (TD) has issued guidelines in respect of the working hours and rest/meal breaks of drivers of franchised buses, trams and green minibuses. A summary of the prevailing guidelines for franchised bus, tram and green minibus drivers is at Annex. As for the MTR Corporation Limited, the number of contractual working hours for their bus and train captains is 42 per week.

As for ferry services, the MD is reviewing the working hours, rest time and meal breaks of crew in consultation with the ferry trade.

As shown above, most of the major public transport operators already have guidelines on the working hours and rest time for their drivers, which are formulated and updated as and when required in consultation with their staff. Nonetheless, the Government will keep in view of the deliberation of the Committee and take appropriate action if and when necessary.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	22.4.2013

Annex

Guidelines on Driver Working Hours and Rest Time Arrangements issued by the Transport Department

Franchised Bus

Guideline A - Bus captains should have a rest time[Note 1] of at least 30 minutes after six hours of duty and within that six-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first four hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest time.

Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.

Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.

Guideline D - The break between successive working days should not be less than 10 hours.

Guideline E - Bus captains working for a duty of not less than eight hours in a working day should have a meal break of no less than one hour.

Note 1: Meal break is also regarded as rest time.

Green Minibus

A driver's longest on-duty duration (including all breaks) in a day should not exceed 14 hours; and a driver's driving time (i.e. longest on-duty duration minus all breaks of 15 minutes or above) in a day should not exceed 11 hours.

Tram

A tram driver's longest daily driving time does not exceed 11 hours, including a minimum rest time of 30 minutes.

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO SUPPLEMENTARY QUESTION

Reply Serial No.

S-THB(T)07

Question Serial No.

S122

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:

Following the initial response from the Secretary for Transport and Housing at the special meeting of the Finance Committee, would the Administration give a detailed reply on the Western Harbour Crossing (WHC) charging a discounted toll on empty taxis for reducing their usage on other cross harbour tunnels so as to relieve the traffic pressure on these tunnels.

Asked by: Hon. WONG Kwok-hing

Reply:

The WHC currently is operating an empty taxi promotion scheme. Every day from 00:00 to 07:00 the toll of empty taxis is $10, instead of the regular toll of $50, and drivers of the empty taxis will also be given a $5 cash coupon. The Government is conducting a three-month public consultation on proposed toll adjustment options to improve the traffic distribution among the road harbour crossings. The suggestion of lowering the toll for empty taxis at the WHC is noted and will be considered together with other feedback received during the public consultation period.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 18.4.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO SUPPLEMENTARY QUESTION

Reply Serial No.

S-THB(T)08

Question Serial No.

S123

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 give further details of the initial response from the Secretary for Transport and Housing at the special meeting of the Finance Committee on the following:

The fare of cross-harbour bus routes should be lowered to the level of those of similar routes after crossing the harbour so as to relieve the burden of the public and attract more passengers.

Asked by: Hon. WONG Kwok-hing

Reply:

According to section 13 of the Public Bus Services Ordinance (Cap. 230), fares of franchised bus services are determined on the basis of a scale of fares which specifies the maximum fare level chargeable by a franchised bus company on its individual routes with respect to the route group (e.g. Urban Kowloon and New Territories routes, cross-harbour routes, recreation routes and special services, racecourse routes, etc.) and travelling distance, etc. The actual fare of individual bus routes will be determined by the franchised bus company taking into account the respective operating environment of each route and other related factors. Therefore, even with similar travelling distances, the fares of different routes may differ because of different service nature and operating environment.

The Government has been encouraging bus companies to provide fare concessions (including section fares) in accordance with their operating environment, with a view to alleviating the burden of the passengers. Nevertheless, the provision and the form of fare concessions are commercial decisions of individual operators. Franchised bus companies generally consider factors such as the service nature, number and distribution of passengers, travelling distance and journey time of individual routes, to decide on the provision of section fare and its fare levels.

Cross-harbour routes and non-cross harbour routes play different roles in franchised bus services. Cross-harbour routes are designed to cater mainly for the needs of long-haul passengers and are therefore different from non-cross harbour routes in terms of service nature, target passengers, routeing and demand patterns. They cannot replace the role of non-cross harbour routes. With regard to deployment of bus resources, if the fare of cross-harbour routes after crossing the harbour is adjusted to the level of other non-cross harbour routes, short-haul passengers may switch to use the cross-harbour services. Boarding and alighting activities as well as the journey time of these long-haul cross-harbour routes will then increase, affecting the reliability of their overall journey time and service frequency. Cross-harbour passengers will be directly affected and bus companies will have to arrange for more buses to operate these long-haul cross-harbour routes, resulting in traffic congestion and increased roadside emissions. On the other hand, as the demand for short-haul non-cross harbour routes may decrease, the service frequency of these routes may have to be reduced, resulting in less satisfactory service quality. As a result, there will be a misallocation of resources and wasteful competition between cross-harbour and non-cross harbour routes, which may lead to increase in overall operating cost and pressure for a fare increase.

In handling the views and requests for introduction of section fares of cross-harbour routes after crossing the harbour, the Transport Department (TD) will carefully consider the passenger demand patterns, balance the interests of long-haul and short-haul passengers in a prudent manner, as well as take into account the long term effect on the allocation and deployment of bus resources. The TD will continue to co-ordinate the public transport services, in order to strike a balance between the effective use of road and bus resources.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	17.4.2013

Examination of Estimates of Expenditure 2013-14

CONTROLLING OFFICER'S REPLY TO SUPPLEMENTARY QUESTION

Reply Serial No.

S-THB(T)09

Question Serial No.

S127

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:

With reference to the reply of THB(T)177 about the bus-bus interchange (BBI) schemes in Hong Kong, please advise this Committee on:

1. the utilisation (including the average daily number of passengers using the BBIs) of each of the 251 BBI schemes; and

2. the measures to be taken to improve the utilisation of those BBI schemes with lower utilisation rates (such as those on Hong Kong Island).

Asked by: Hon. WU Chi-wai

Reply:

As at end 2012, there were 251 BBI schemes in Hong Kong. The average daily total number of passengers making use of these BBIs was about 118 000 in 2012. The Government is not in a position to disclose utilisation data by individual BBIs as such information is commercially sensitive. However, we can provide a breakdown of the number of BBIs and its respective utilisation by five main regions as below:

Region	**Number of BBI schemes**	**Number of average daily passengers making use of the BBI in 2012**
Hong Kong Island	103	8 000
Kowloon	54	25 000
New Territories West	40	66 000
New Territories East	45	15 000
Lantau	9	4 000
Total	**251**	**118 000**

Since many passengers travelling within Hong Kong Island can have access to direct public transport services (including railway, franchised bus, tram and public light bus), the BBIs introduced thereat are of a smaller scale and local in nature. The utilisation of these BBIs is thus generally lower. As for Lantau, the developed areas are mainly in the Tung Chung new town and the Airport. The bus network is comparatively smaller with a lower patronage. The number and utilisation of BBI schemes in Lantau are thus also lower.

To encourage more passengers to make use of the BBI schemes, the Transport Department (TD) will continue to encourage bus companies to strengthen publicity on the individual schemes, improve the existing or introduce new schemes with more attractive fare concessions, and more route choices and destinations. The TD will also continue to explore with the bus companies new BBI locations for introduction of new BBI schemes.

Name in block letters:	MRS INGRID YEUNG
Post Title:	Commissioner for Transport
Date:	17.4.2013