

Index Page

Replies to initial written questions and supplementary questions raised by Finance Committee Members in examining the Estimates of Expenditure 2016-17

Reply serial no.	Question serial no.	Name of Member	Head	Programme
THB (T) 140	1005	Hon CHAN Hak-kan	186	1 - Planning and Development
THB (T) 141	1824	Hon CHAN Han-pan	186	1 - Planning and Development
THB (T) 142	1836	Hon CHAN Han-pan	186	4 - Management of Transport Services
THB (T) 143	1838	Hon CHAN Han-pan	186	4 - Management of Transport Services
THB (T) 144	1839	Hon CHAN Han-pan	186	2 - Licensing of Vehicles and Drivers
THB (T) 145	1842	Hon CHAN Han-pan	186	1 - Planning and Development
THB (T) 146	1844	Hon CHAN Han-pan	186	3 - District Traffic and Transport Services
THB (T) 147	1845	Hon CHAN Han-pan	186	1 - Planning and Development
THB (T) 148	0161	Dr Hon Kenneth CHAN Ka-lok	186	2 - Licensing of Vehicles and Drivers
THB (T) 149	0729	Hon CHAN Kam-lam	186	3 - District Traffic and Transport Services
THB (T) 150	0743	Hon CHAN Kam-lam	186	1 - Planning and Development
THB (T) 151	2671	Hon CHAN Kam-lam	186	4 - Management of Transport Services
THB (T) 152	3160	Hon CHAN Kam-lam	186	2 - Licensing of Vehicles and Drivers
THB (T) 153	3078	Hon Frederick FUNG Kin-kee	186	2 - Licensing of Vehicles and Drivers
THB (T) 154	2825	Hon Mrs Regina IP LAU Suk-yee	186	4 - Management of Transport Services
THB (T) 155	2486	Hon Jeffrey LAM Kin-fung	186	2 - Licensing of Vehicles and Drivers
THB (T) 156	1214	Hon LEE Cheuk-yan	186	3 - District Traffic and Transport Services
THB (T) 157	1356	Hon LEUNG Che-cheung	186	1 - Planning and Development
THB (T) 158	0667	Dr Hon Priscilla LEUNG Mei-fun	186	1 - Planning and Development
THB (T) 159	1414	Ir Dr Hon LO Wai-kwok	186	3 - District Traffic and Transport Services
THB (T) 160	1415	Ir Dr Hon LO Wai-kwok	186	3 - District Traffic and Transport Services
THB (T) 161	2541	Hon Alice MAK Mei-kuen	186	1 - Planning and Development

THB	(T)	162	2107	Hon Claudia MO	186	2 - Licensing of Vehicles and Drivers
THB	(T)	163	2322	Hon Charles Peter MOK	186	1 & 3 & 4
THB	(T)	164	1720	Hon POON Siu-ping	186	1 - Planning and Development
THB	(T)	165	2349	Hon POON Siu-ping	186	2 - Licensing of Vehicles and Drivers
THB	(T)	166	2641	Dr Hon Elizabeth QUAT	186	3 - District Traffic and Transport Services
THB	(T)	167	0467	Hon Abraham SHEK Lai-him	186	3 - District Traffic and Transport Services
THB	(T)	168	0210	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
THB	(T)	169	0211	Hon TANG Ka-piu	186	1 - Planning and Development
THB	(T)	170	0212	Hon TANG Ka-piu	186	1 - Planning and Development
THB	(T)	171	0213	Hon TANG Ka-piu	186	2 - Licensing of Vehicles and Drivers
THB	(T)	172	0214	Hon TANG Ka-piu	186	2 - Licensing of Vehicles and Drivers
THB	(T)	173	0215	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
THB	(T)	174	2282	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
THB	(T)	175	1798	Hon James TIEN Pei-chun	186	1 - Planning and Development
THB	(T)	176	1799	Hon James TIEN Pei-chun	186	1 - Planning and Development
THB	(T)	177	1294	Hon Tony TSE Wai-chuen	186	3 - District Traffic and Transport Services
THB	(T)	178	1295	Hon Tony TSE Wai-chuen	186	3 - District Traffic and Transport Services
THB	(T)	179	0316	Hon WONG Kwok-hing	186	3 - District Traffic and Transport Services
THB	(T)	180	0317	Hon WONG Kwok-hing	186	3 - District Traffic and Transport Services
THB	(T)	181	2449	Hon WONG Kwok-hing	186	3 - District Traffic and Transport Services
THB	(T)	182	3091	Hon WONG Ting-kwong	186	2 - Licensing of Vehicles and Drivers
THB	(T)	183	2621	Hon WU Chi-wai	186	1 - Planning and Development
THB	(T)	184	2622	Hon WU Chi-wai	186	3 - District Traffic and Transport Services
THB	(T)	185	2623	Hon WU Chi-wai	186	1 - Planning and Development
THB	(T)	186	2961	Hon Alvin YEUNG Ngok-kiu	186	- Not Specified

THB	(T)	187	1436	Hon Frankie YICK Chi-ming	186	1 - Planning and Development
THB	(T)	188	1437	Hon Frankie YICK Chi-ming	186	2 - Licensing of Vehicles and Drivers
THB	(T)	189	1438	Hon Frankie YICK Chi-ming	186	2 - Licensing of Vehicles and Drivers
THB	(T)	190	1439	Hon Frankie YICK Chi-ming	186	2 - Licensing of Vehicles and Drivers
THB	(T)	191	1440	Hon Frankie YICK Chi-ming	186	3 - District Traffic and Transport Services
THB	(T)	192	1441	Hon Frankie YICK Chi-ming	186	3 - District Traffic and Transport Services
THB	(T)	193	1442	Hon Frankie YICK Chi-ming	186	3 - District Traffic and Transport Services
THB	(T)	194	1443	Hon Frankie YICK Chi-ming	186	3 - District Traffic and Transport Services
THB	(T)	195	1545	Hon YIU Si-wing	186	1 - Planning and Development
THB	(T)	196	1557	Hon YIU Si-wing	186	4 - Management of Transport Services
THB	(T)	197	1564	Hon YIU Si-wing	186	3 - District Traffic and Transport Services
THB	(T)	330	5443	Hon CHAN Chi-chuen	186	1 - Planning and Development
THB	(T)	331	5539	Hon CHAN Chi-chuen	186	3 - District Traffic and Transport Services
THB	(T)	332	3528	Dr Hon Kenneth CHAN Ka-lok	186	1 - Planning and Development
THB	(T)	333	3529	Dr Hon Kenneth CHAN Ka-lok	186	1 - Planning and Development
THB	(T)	334	3530	Dr Hon Kenneth CHAN Ka-lok	186	2 - Licensing of Vehicles and Drivers
THB	(T)	335	3531	Dr Hon Kenneth CHAN Ka-lok	186	3 - District Traffic and Transport Services
THB	(T)	336	3532	Dr Hon Kenneth CHAN Ka-lok	186	- Not Specified
THB	(T)	337	4542	Hon Albert CHAN Wai-yip	186	3 - District Traffic and Transport Services
THB	(T)	338	6030	Dr Hon Fernando CHEUNG Chiu-hung	186	2 - Licensing of Vehicles and Drivers
THB	(T)	339	6416	Dr Hon Fernando CHEUNG Chiu-hung	186	3 - District Traffic and Transport Services
THB	(T)	340	6456	Dr Hon Fernando CHEUNG Chiu-hung	186	3 - District Traffic and Transport Services

THB	(T)	341	6542	Hon CHEUNG Kwok-che	186	3 - District Traffic and Transport Services
THB	(T)	342	6543	Hon CHEUNG Kwok-che	186	3 - District Traffic and Transport Services
THB	(T)	343	6850	Hon CHEUNG Kwok-che	186	3 - District Traffic and Transport Services
THB	(T)	344	6851	Hon CHEUNG Kwok-che	186	3 - District Traffic and Transport Services
THB	(T)	345	6852	Hon CHEUNG Kwok-che	186	3 - District Traffic and Transport Services
THB	(T)	346	6853	Hon CHEUNG Kwok-che	186	3 - District Traffic and Transport Services
THB	(T)	347	3594	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	348	4854	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	349	4855	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	350	4856	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	351	4857	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	352	4858	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	353	4859	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	354	4860	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	355	4861	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	356	4863	Dr Hon KWOK Ka-ki	186	1 - Planning and Development
THB	(T)	357	4864	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	358	4865	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	359	4866	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	360	4867	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	361	4868	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	362	4869	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	363	4870	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	364	4871	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	365	4872	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	366	4873	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services

THB	(T)	367	4874	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	368	4875	Dr Hon KWOK Ka-ki	186	- Not Specified
THB	(T)	369	6660	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	370	6661	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	371	6662	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	372	6663	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	373	6664	Dr Hon KWOK Ka-ki	186	3 - District Traffic and Transport Services
THB	(T)	374	4027	Hon LEUNG Yiu-chung	186	3 - District Traffic and Transport Services
THB	(T)	375	4030	Hon LEUNG Yiu-chung	186	3 - District Traffic and Transport Services 4 - Management of Transport Services
THB	(T)	376	4576	Hon Claudia MO	186	3 - District Traffic and Transport Services
THB	(T)	377	4585	Hon Claudia MO	186	3 - District Traffic and Transport Services
THB	(T)	378	4586	Hon Claudia MO	186	3 - District Traffic and Transport Services
THB	(T)	379	4600	Hon Claudia MO	186	1 - Planning and Development
THB	(T)	380	4601	Hon Claudia MO	186	1 - Planning and Development
THB	(T)	381	3458	Hon Charles Peter MOK	186	3 - District Traffic and Transport Services
THB	(T)	382	5756	Hon Charles Peter MOK	186	2 - Licensing of Vehicles and Drivers
THB	(T)	383	4930	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
THB	(T)	384	4931	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
THB	(T)	385	4937	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
THB	(T)	386	4128	Hon WONG Kwok-hing	186	- Not Specified
THB	(T)	387	4129	Hon WONG Kwok-hing	186	- Not Specified
THB	(T)	388	4130	Hon WONG Kwok-hing	186	- Not Specified

THB	(T)	389	4546	Hon WONG Yuk-man	186	2 - Licensing of Vehicles and Drivers
THB	(T)	390	4741	Hon WU Chi-wai	186	1 - Planning and Development
THB	(T)	391	4742	Hon WU Chi-wai	186	1 - Planning and Development
THB	(T)	392	4743	Hon WU Chi-wai	186	1 - Planning and Development
THB	(T)	393	4744	Hon WU Chi-wai	186	3 - District Traffic and Transport Services
THB	(T)	394	4745	Hon WU Chi-wai	186	4 - Management of Transport Services
THB	(T)	395	4746	Hon WU Chi-wai	186	1 - Planning and Development
THB	(T)	396	4747	Hon WU Chi-wai	186	3 - District Traffic and Transport Services
LWB	(WW)	0273	0733	Hon CHAN Kam-lam	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB	(WW)	0274	0741	Hon CHAN Kam-lam	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB	(WW)	0275	2549	Dr Hon CHEUNG Chiu-hung, Fernando	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB	(WW)	0276	0388	Hon Albert HO Chun-yan	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB	(WW)	0277	3213	Hon Claudia MO	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB	(WW)	0278	0319	Hon WONG Kwok-hing	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB	(WW)	1247	4541	Hon Albert CHAN Wai-yip	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for

				the Elderly and Eligible Persons with Disabilities
LWB (WW) 1248	6032	Dr Hon Fernando CHEUNG Chiu-hung	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1249	6417	Dr Hon Fernando CHEUNG Chiu-hung	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1250	4347	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1251	4348	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1252	4349	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1253	4350	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1254	4351	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1255	4352	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

LWB (WW) 1256	5106	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1257	5107	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1258	5108	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1259	5109	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1260	5110	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1261	5111	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1262	5112	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1263	5113	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1264	5114	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for

				the Elderly and Eligible Persons with Disabilities
LWB (WW) 1265	5115	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1266	6523	Hon CHEUNG Kwok-che	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1267	3987	Hon Albert HO Chun-yan	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1268	3410	Hon IP Kwok-him	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1269	4518	Hon LEUNG Kwok-hung	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
LWB (WW) 1270	4748	Hon WU Chi-wai	186	5 - Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities
FSTB (Tsy) 040	2662	Hon CHAN Kam-lam	186	2 - Licensing of Vehicles and Drivers
S-THB (T) 03	S0035	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
S-THB (T) 04	S0038	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
S-THB (T) 05	S0039	Hon TANG Ka-piu	186	3 - District Traffic and Transport Services
S-THB (T) 06	S0040	Hon TANG Ka-piu	186	1 - Planning and Development
S-THB (T) 07	S0041	Hon TANG Ka-piu	186	2 - Licensing of Vehicles and Drivers

CONTROLLING OFFICER'S REPLY

THB(T)140

(Question Serial No. 1005)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will continue to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories. Please list out the nine new towns. Please specify what additional associated facilities will be provided, and whether publicity will be enhanced to encourage the public to use bicycles as a mode of public transport to support green transport system.

Asked by: Hon CHAN Hak-kan (Member Question No. 12)

Reply:

The nine new towns in the New Territories are Shatin/Ma On Shan, Tai Po, Sheung Shui/Fanling, Yuen Long, Tin Shui Wai, Tuen Mun, Tsuen Wan, Tung Chung and Tseung Kwan O.

As part of a consultancy study on improving the cycle track network in the nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The first batch of improvement works for about 100 sites, including provision of additional bicycle parking spaces, enhancement of cycling signage and widening of bends at existing cycle tracks, will start in 2016 in phases, with a target for completion in two years. The TD is working on the remaining improvement proposals and will implement them in stages.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. Therefore, the Government has been fostering a "bicycle-friendly" environment in new towns and new development areas. The Government will continue to enhance publicity on cycling safety and the dissemination of information on existing and new cycling facilities.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)141

(Question Serial No. 1824)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, there are shortage of parking spaces and traffic congestion in each district in Hong Kong. Will the Government inform this Committee of the following:

- (1) the manpower and expenditure incurred by the Government on studies on the increase of parking spaces in the past three years; and
- (2) whether the Government will commence more comprehensive and extensive studies to explore how to solve the traffic congestion problems in each district.

Asked by: Hon CHAN Han-pan (Member Question No. 7)

Reply:

- (1) The Transport Department (TD) has been, as its ongoing task, monitoring the supply and demand for parking spaces in Hong Kong. It has identified suitable spaces for parking and provided additional parking spaces in the districts whenever opportunities arise and the situation permits. These are undertaken as part of the normal duties in the TD, and there is no separate breakdown of expenditure for such work.
- (2) The Government adopts a three-pronged approach in tackling road traffic congestion, namely improving transport infrastructure, expanding and improving the public transport system, and managing road use. While improving transport infrastructure and expanding and improving the public transport system often have regional or even territory-wide impact, the TD monitors the road traffic congestion situation in different districts at a micro level, and implements traffic management measures such as imposing restriction zones to prohibit kerbside activities and fine-tuning traffic signal plans at signalised junctions to increase junction capacities.

The Government agrees in-principle to take forward in phases the host of short, medium and long-term measures recommended by the Transport Advisory Committee (TAC) in December 2014 to alleviate road traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc. One of the recommendations made by the TAC is that the Government should commence the early planning of a pilot scheme of Electronic Road Pricing (ERP), which has been proved to be a useful tool to tackle localised traffic congestion in a number of overseas cities. To take this forward, the Government has commenced a three-month public engagement exercise for the ERP Pilot Scheme in Central and its adjacent areas in December 2015, and will commission an in-depth feasibility study to develop the details for further discussion. We will also commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)142****(Question Serial No. 1836)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information on the respective management fees payable to the contractors for management, operation and maintenance (MOM) services of various tunnels and bridges operated by the Government and provide the operating results of these tunnels and bridges in the table below:

	2015-16 surplus / (deficit) (\$)	2014-15 surplus / (deficit) (\$)	2013-14 surplus / (deficit) (\$)
Cross-Harbour Tunnel			
Lion Rock Tunnel			
Shing Mun Tunnels			
Tseung Kwan O Tunnel			
Aberdeen Tunnel			
Eagle's Nest Tunnel			
Lantau Link			

Asked by: Hon CHAN Han-pan (Member Question No. 19)Reply:

The MOM of all these tunnels and the Lantau Link have been outsourced to private contractors. The names of the existing contractors and the management fees payable to the contractors from 2013-14 to 2015-16 are as follows:

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)		
		2015-16	2014-15	2013-14
Cross-Harbour Tunnel	Serco Group (H.K.) Limited	63	63	63
Lion Rock Tunnel	Greater Lucky (H.K.) Company Limited	34	34	33

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)		
		2015-16	2014-15	2013-14
Shing Mun Tunnels	Greater Lucky (H.K.) Company Limited	33	33	32
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Company Limited	33	33	32
Aberdeen Tunnel	Transport Infrastructure Management Limited / Serco Group (H.K.) Limited ^{Note 1}	43	40	37
Route 8K ^{Note 2}	Serco Lam JV / Transport Infrastructure Management Limited ^{Note 3}	101	101	116
Route 8T ^{Note 2}		57	57	61
Lantau Link ^{Note 4}	TIML MOM Limited / Transport Infrastructure Management Limited ^{Note 5}	106	104	98
Non-Lantau Link ^{Note 4}		109	106	101

Note 1 – The Transport Infrastructure Management Limited has taken up the MOM contract from the Serco Group (H.K.) Limited since 29 September 2014 upon expiry of the previous MOM contract.

Note 2 – 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). The Eagle's Nest Tunnel forms part of Route 8K.

Note 3 – Serco Lam JV has taken up the MOM contract from the Transport Infrastructure Management Limited since 19 September 2013 upon expiry of the previous MOM contract.

Note 4 – The MOM contract for the Tsing Ma Control Area covers both the Lantau Link and the non-Lantau Link portion.

Note 5 – The contractor changed its company name from the Transport Infrastructure Management Limited to the TIML MOM Limited upon contract renewal on 19 November 2013.

The operating results (before tax) of the above tunnels and bridges for the past three years are as follows:

	2014-15 surplus / (deficit) (\$ million)	2013-14 surplus / (deficit) (\$ million)	2012-13 surplus / (deficit) (\$ million)
Cross-Harbour Tunnel ^{Note 1}	667.8	666.0	672.6
Lion Rock Tunnel ^{Note 2}	192.4	195.2	187.3
Shing Mun Tunnels ^{Note 2}	38.4	37.5	35.4
Tseung Kwan O Tunnel ^{Note 2}	44.2	43.2	41.8
Aberdeen Tunnel ^{Note 2}	45.2	51.0	52.7
Route 8K (Eagle's Nest Tunnel forms part of Route 8K) ^{Note 2}	(120.3)	(141.6)	(174.1)
Lantau Link ^{Note 2}	247.1	222.4	188.3

Note 1: The Cross-Harbour Tunnel was a "Build-Operate-Transfer" project. The capital cost of the Cross-Harbour Tunnel was not contributed by the Government. The figures provided in the above table represent the difference between revenue (including the tolls) and management fee paid to the contractor for the year concerned.

Note 2: These tunnels and bridges were constructed by the Government. The operating results have taken into account the depreciation charges of the capital costs of the tunnels and bridges for the years concerned.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)143****(Question Serial No. 1838)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What are the numbers of parking spaces for private cars and commercial vehicles provided by public car parks (including roadside parking spaces) in each of the 18 districts of Hong Kong? Please make reference to the following example in the reply.

Furthermore, the Government indicated that a new parking meter scheme will be launched. What are the details of the scheme and the expenditure incurred?

Example:

	Public car parks	On-street metered parking spaces	Public car parks	On-street metered parking spaces
District	Number (No.) and utilisation rate of private car parking spaces	No. and utilisation rate of private car parking spaces	No. and utilisation rate of commercial vehicle parking spaces	No. and utilisation rate of commercial vehicle parking spaces
Wong Tai Sin	No. (%)	No. (%)	No. (%)	No. (%)

Asked by: Hon CHAN Han-pan (Member Question No. 21)

Reply:

The numbers of parking spaces provided on-street (metered) and in government and private car parks available for use by the public in each of the 18 districts as at end February 2016 are shown in the following table:

District	Public car parks*	On-street metered parking spaces	Public car parks*	On-street metered parking spaces
	No. of private car parking spaces	No. of private car parking spaces	No. of commercial vehicle ⁺ parking spaces	No. of commercial vehicle ⁺ parking spaces
Central and Western	10 334	398	783	103
Wan Chai	8 907	835	69	28
Eastern	12 998	539	796	113
Southern	7 317	596	501	87
Yau Tsim Mong	13 418	1 492	1 883	426
Sham Shui Po	9 287	1 177	2 072	159
Kowloon City	8 136	2 287	1 885	251
Wong Tai Sin	6 128	275	362	116
Kwun Tong	14 077	380	1 483	128
Tsuen Wan	10 278	429	1 238	60
Tuen Mun	8 517	981	1 296	192
Yuen Long	8 304	822	440	248
North	5 576	914	595	240
Tai Po	5 826	1 342	445	175
Sai Kung	9 519	1 003	577	217
Sha Tin	16 631	1 368	1 188	218
Kwai Tsing	10 817	354	6 840	132
Islands	6 925	149	265	38
Total	172 995	15 341	22 718	2 931
	188 336		25 649	

* Including government and private car parks available for use by the public

+ Including goods vehicle and non-franchised bus

As some of the public parking spaces are managed by private entities and the on-street metered parking spaces are designed for short duration of stay only, we do not have a complete breakdown of the utilisation rates of the above parking spaces.

At present, there are some 9 800 electronic parking meters installed at about 18 000 on-street parking spaces throughout the territory. These parking meters are approaching the end of their planned serviceable life and will need to be replaced. Meanwhile, contactless transaction payment cards and other related technologies are developing rapidly in recent years. The Government will launch a new parking meter system trial scheme (the Trial Scheme) to examine the scope for introducing a new generation of parking meters with new features and functions including the testing of multi-payment methods.

The field trial is expected to commence in 2017. The expenditure of the Trial Scheme is about \$3.8 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)144****(Question Serial No. 1839)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

How many public buses could provide student transport service in the current and the past three years? Please provide the information in the following table:

Year	Non-franchised public buses (NFBs) with student service endorsement	Private school buses operated directly by schools or school sponsoring bodies	School private light buses	School buses operated under other licences (please specify)

Asked by: Hon CHAN Han-pan (Member Question No. 22)Reply:

The Transport Department (TD) has been closely monitoring the supply of vehicles that can provide school bus service and making arrangements to cater for its demand as and when appropriate. There are three types of student service vehicles (SSVs): (i) NFBs with student service endorsement; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”). There is no SSV operated under other licences. It is observed that the ratio between students at Form three or below and the total seating capacity of the SSVs has remained largely stable over the last few years.

The numbers of the SSVs by types involved in the current and past three years are set out as follows:

	NFBs with student service endorsement ^{Note}	Private school buses operated by schools or school sponsoring bodies	School private light buses
2015-16 (as at end February 2016)	3 168	87	1 957
2014-15	3 261	75	1 924
2013-14	3 445	71	1 775
2012-13	3 459	64	1 528

Note: NFBs with student service endorsement can also apply for other types of service endorsement(s) from the TD to provide services for other types of passengers.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)145****(Question Serial No. 1842)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Since the implementation of the Area Approach rationalisation plans, how many routes have frequency reduced or been cancelled; and how many new routes have been introduced in each district? How have such adjustments affected the overall patronage of each district? Please provide information in the following table:

District	Number of routes with frequency reduction or cancelled	Number of new routes introduced	Percentage change in overall patronage after rationalisation (+/-%)
North District			

- (2) What are the positive or negative financial implications of Area Approach rationalisation on the bus companies involved?

Asked by: Hon CHAN Han-pan (Member Question No. 25)Reply:

- (1) Bus route rationalisation is an ongoing task. Since 2013, following announcement in the Policy Address, the Transport Department (TD) and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. The Area Approach rationalisation was implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po and Kowloon over the past three years. Details of the rationalisation proposals are set out below:

District	Number of routes cancelled, truncated, or with frequency reduced	Number of new routes introduced, or routes with service improved	Percentage change in overall patronage after rationalisation* (+/-%)
North	8	15	+6%
Tuen Mun	10	9	+6%
Yuen Long	5	17	+8.8%
Sha Tin	9	10	+2.7%
Tsing Yi	7	3	+3.5%
Tai Po	5	12	+3.6%
Kowloon	1	5	Not applicable [#]

* Including interchanging passenger trips

As the bus rationalisation proposals for Kowloon have only been implemented for a few months, the travelling pattern of the passengers will take some time to stabilise. The TD and the bus companies will continue to closely monitor the situation.

- (2) Generally speaking, the Area Approach rationalisation enables the use of the bus resources in a more cost-effective manner and enhances the efficiency of the bus network. Moreover, rationalising overly circuitous routes and deploying resources from low-utilisation routes to high-demand ones can optimise the use of road resources. The increase in the overall patronage of the routes serving the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi and Tai Po is an indication of the improvement in the bus network's popularity. The route rationalisation proposals may affect routings, frequencies and patronage, thereby affecting both the expenditure and revenue of bus companies. Yet, it should be noted that the patronage of franchised bus routes may also be affected by other external factors such as demographic changes in the districts, commissioning of infrastructural development and introduction of promotional fare schemes by other public transport modes, other than the rationalisation proposals themselves. It is difficult to assess the individual impact of each of these factors on the financial situation of the bus companies. As such, it is difficult to ascertain the financial implications of route rationalisation proposals on the bus companies.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)146****(Question Serial No. 1844)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

Road	2015 (till now)	2014	2013	2012	2011
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	2015 (till now)	2014	2013	2012	2011
Cross-Harbour Tunnel					
Eastern Harbour Crossing					
Western Harbour Crossing					
Lion Rock Tunnel					
Tate's Cairn Tunnel					
Route 8 (section between Cheung Sha Wan and Sha Tin)					

- (2) Does the Government have any measures for improving the car journey speeds? If yes, what are these measures? Please tabulate the expenditure involved and the anticipated completion date for each of these measures.

Asked by: Hon CHAN Han-pan (Member Question No. 27)

Reply:

- (1) The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads and tunnels from 2011 to 2015 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)]^Ω									
	2015		2014^α		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound) [#]	34	-	31	-	47	-	46	-	53	-
Canal Road Flyover (north bound) [#]	10	-	10	-	12	-	9	-	10	-
Gloucester Road (east bound) ⁺	19	17	15	14	28	-	17	-	22	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	60	-	53	-	68	-	68	-	66	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	20	-	28	-	29	-	24	-	19	-
Connaught Road West (east bound)	40	39	38	42	19	24	23	28	23	25
Connaught Road West (west bound)*	56	50	61	53	-	-	-	-	-	-
Connaught Road East [^]	-	-	-	-	-	-	-	-	-	-
Connaught Road Central (east bound) ⁺	22	19	21	14	16	-	10	-	10	-
Connaught Road Central (west bound) ⁺	25	24	28	20	19	-	17	-	16	-
Pedder Street [§]	-	-	-	-	5	8	5	6	4	4
Harcourt Road (Central bound) [#]	45	40	48	39	46	-	39	-	45	-

Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] ^Ω									
	2015		2014 ^α		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hennessy Road (Central bound)	14	12	15	10	15	12	15	14	14	13
Queen's Road Central (Central bound)	19	9	19	10	19	10	19	11	15	9
Kowloon										
Chatham Road North (south bound) [#]	4	-	6	-	5	-	5	-	6	-
Chatham Road North (north bound) [#]	32	-	34	-	37	-	41	-	39	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	16	49	9	43	14	52	9	41	9	34
Gascoigne Road (east bound) [#]	12	-	10	-	14	-	14	-	11	-
Gascoigne Road (west bound) [#]	18	-	25	-	15	-	27	-	26	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	64	-	59	-	64	-	58	-	63	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	59	-	66	-	67	-	66	-

^Ω Figures are rounded to the nearest km/hr.

^α The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the "Occupy Movement". The survey was conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

[#] The CJTS does not cover the evening peak hours of these roads.

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

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

[^] There is no road named Connaught Road East.

[§] The CJTS only covered Pedder Street before 2014.

Tunnel	Average speed at the morning and evening peak hours (km/hr) ^Ω									
	2015		2014 ^α		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross-Harbour Tunnel	31	37	34	32	32	29	34	33	31	29
Eastern Harbour Crossing	33	46	28	43	29	48	38	48	35	43
Western Harbour Crossing [@]	56	56	55	51	57	58	62	-	57	-
Lion Rock Tunnel	35	39	32	37	36	44	34	42	34	37
Tate's Cairn Tunnel	34	49	32	54	43	58	35	58	37	53
Route 8 (section between Cheung Sha Wan and Sha Tin)**	55	-	54	-	58	-	64	-	62	-

^Ω Figures are rounded to the nearest km/hr.

^α The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the "Occupy Movement". The survey was conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

[@] The CJTS only covered the morning peak hours for the Western Harbour Crossing before 2013.

^{**} The CJTS only covers the morning peak hours for the Route 8. Speeds shown are for the tunnel sections.

- (2) The Government has been adopting a three-pronged approach, (i.e. improving transport infrastructure, expanding and improving the public transport system and managing road use), to tackle road traffic congestion, thereby improving the vehicle speed. In particular, the Government will continue to take forward in phases the range of short, medium and long-term measures recommended by the Transport Advisory Committee in December 2014 to alleviate road traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc.

For example, we commenced a three-month public engagement exercise for the Electronic Road Pricing (ERP) Pilot Scheme in Central and its adjacent areas (the Central District ERP Pilot Scheme) in December 2015 and will commission an in-depth feasibility study to develop the details for further public engagement.

We have proposed to raise the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. To reduce vehicles circulating on roads looking for available parking space, the Transport Department (TD) has contacted operators of commercial public car parks to encourage them to provide real-time information on parking vacancies of their car parks. The TD is also enhancing its traffic information system so that the real-time parking vacancies data can be disseminated to the public through the TD's websites and mobile applications. The Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the expenditure, scope and programme, etc. are being worked out.

Apart from the \$1.9 million spent on the publicity material and organising meetings with different stakeholders etc. in relation to the public engagement exercise for the Central District ERP Pilot Scheme, the above work was absorbed by the Transport Branch (TB) of the Transport and Housing Bureau and the TD. There is no separate breakdown of the corresponding expenditure.

As ongoing measures, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulation. On the enforcement side, whilst police duties will continue to prioritise offence that impact road safety, the Hong Kong Police Force (HKPF) will seek to increase monitoring the particularly congested areas under the latest Selective Traffic Enforcement Policy. The above ongoing work will be absorbed by the TB, the TD, the HKPF and other relevant departments.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)147

(Question Serial No. 1845)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) stated that they would assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards. What are the details of the policy concerned? What are the programme and expenditure?

Asked by: Hon CHAN Han-pan (Member Question No. 28)

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope, programme and expenditure, etc. are being worked out.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)148

(Question Serial No. 0161)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The validity period of the use of the current site of the Ap Lei Chau Driving School as a government designated driving school will expire on 15 June this year. The Government has indicated that the matter would be handled through established procedures to maintain the operation of the driving school. What is the progress of such work? What are the relevant details such as the proposed validity period of renewal of designation and the gazettal timetable? Is the Government providing any assistance in identifying other sites on the Hong Kong Island for use as government designated driving schools? What are the details?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 9)

Reply:

At present, the lot occupied by the Ap Lei Chau Driving School is undergoing rezoning, and part of the lot will be rezoned for residential development. In view of the keen demand of the public for driver training and driving test service, the Government will continue to use the portion of the lot that is not zoned for residential development (together with an adjacent piece of land) for maintaining the operation of the driving school by way of short term tenancy up to June 2018. The work concerned is being done in a timely manner, and the new designation will be published in the Hong Kong Government Gazette before the current designation expires on 15 June 2016. The Government will continue to identify suitable sites for use as designated driving schools on the Hong Kong Island.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)149

(Question Serial No. 0729)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Estimates have mentioned the work of 'planning and introducing new green minibus (GMB) services'.

Please advise on the following:

- (a) How many GMB routes were introduced in each of the past five years? Please list out details of the respective routes.
- (b) How much resources will be set aside this year for the relevant planning work? What is the target number of GMB routes to be introduced this year?

Asked by: Hon CHAN Kam-lam (Member Question No. 25)

Reply:

- (a) In the past five years, a total of 15 new GMB routes were introduced. They are:

Year	Origin – Destination
2011	(1) LOHAS Park Station Public Transport Interchange – Tseung Kwan O Industrial Estate (Chun Cheong Street) (2) Tai Kok Tsui (Cherry Street) – Mong Kok East Station (Circular) (3) San Po Kong (The Latitude) – Festival Walk Public Transport Terminus
2012	(4) Siu Hang Tsuen (Tuen Mun) – Tuen Mun Town Centre (Circular) (5) Sai Kung – Nam Shan San Tsuen (Sai Kung) (6) Sai Kung – Tui Min Hoi (Seaside Villas) (Sai Kung) (7) Wonderland Villas (Kwai Chung) – Cheung Sha Wan (Cheung Fat Street) (8) San Po Kong (The Latitude) – Kwun Tong (Circular)

Year	Origin – Destination
2013	(9) Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)
2014	(10) Allway Gardens (Tsuen Wan) – Tsuen Wan Chung On Street
2015	(11) Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular) (12) Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular) (13) The Beaumont (Tseung Kwan O) – Hang Hau (Circular) (14) Shui Chuen O (Shatin) – Shek Mun Station (15) Shui Chuen O (Shatin) – Hin Keng (Che Kung Miu Road)

- (b) The Transport Department (TD) plans to introduce five new GMB routes in 2016. The work involved in the planning and introduction of new GMB services is absorbed by the TD's existing resources.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)150****(Question Serial No. 0743)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

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 2015	To increase by 5%	Increased by 3.5%

Asked by: Hon CHAN Kam-lam (Member Question No. 37)Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2015-16 is as follows:

(A) GMB

GMB route		Application date	Fare adjustment applied for	Result
1.	Kln 19	April 2015	To increase by 11.4%	Increased by 9.1%
2.	Kln 19A	April 2015	To increase by 5.9%	Increased by 2.9%
3.	Kln 19M	April 2015	To increase by 11.1%	Increased by 8.3%
4.	HKI 66	May 2015	To increase by 21.4%	Increased by 7.1%
5.	HKI 66A	May 2015	To increase by 21.4%	Increased by 7.1%
6.	HKI 68	May 2015	To increase by 25%	Increased by 4.5%
7.	NT 40	May 2015	To increase by 9.1%	To be increased by 9.1%
8.	NT 41	May 2015	To increase by 9.8%	To be increased by 7.8%
9.	HKI 56	June 2015	To increase by 14.9%	Increased by 5.7%

GMB route		Application date	Fare adjustment applied for	Result
10.	HKI 56A	June 2015	To increase by 14.9%	Increased by 5.7%
11.	NT 50K	June 2015	To increase by 13.7%	Increased by 7.8%
12.	NT 50A	June 2015	To increase by 13.7%	Increased by 7.8%
13.	NT 51K	June 2015	To increase by 11.1%	Increased by 7.4%
14.	NT 57K	June 2015	To increase by 12.2%	Increased by 6.1%
15.	NT 58K	June 2015	To increase by 13.6%	Increased by 6.8%
16.	NT 58S	June 2015	To increase by 14.3%	Increased by 8.6%
17.	NT 78A	August 2015	To increase by 7.3%	Increased by 7.3%
18.	NT 81	August 2015	To increase by 22.4%	To be increased by 6.1%
19.	NT 81M	August 2015	To increase by 29%	To be increased by 6.5%
20.	NT 82	August 2015	To increase by 32.7%	To be increased by 6.1%
21.	NT 82M	August 2015	To increase by 62.2%	To be increased by 5.4%
22.	NT 19S	August 2015	To increase by 9.5%	Being processed
23.	NT 108A	August 2015	To increase by 14.6%	Being processed
24.	NT 59K	August 2015	To increase by 16.9%	Being processed
25.	Kln 76A	September 2015	To increase by 11.8%	Being processed
26.	Kln 76B	September 2015	To increase by 11.8%	Being processed
27.	Kln 43M	September 2015	To increase by 15.2%	Being processed
28.	Kln 62S	September 2015	To increase by 8.7%	Being processed
29.	Kln 63	September 2015	To increase by 25%	Being processed
30.	Kln 59	September 2015	To increase by 8.8%	Being processed
31.	Kln 59M	September 2015	To increase by 11.1%	Being processed
32.	Kln 2	October 2015	To increase by 18.8%	Being processed
33.	Kln 2A	October 2015	To increase by 18.8%	Being processed
34.	Kln 6	October 2015	To increase by 17.7%	Being processed
35.	Kln 6A	October 2015	To increase by 17.7%	Being processed
36.	Kln 6X	October 2015	To increase by 17.7%	Being processed
37.	Kln 17M	October 2015	To increase by 15.6%	Being processed
38.	Kln 25M	October 2015	To increase by 12.7%	Being processed
39.	Kln 74	October 2015	To increase by 8.6%	Being processed
40.	Kln 74S	October 2015	To increase by 8.6%	Being processed
41.	Kln 12	October 2015	To increase by 33.3%	Being processed
42.	Kln 57M	October 2015	To increase by 18.4%	Being processed
43.	NT 39	October 2015	To increase by 12.7%	Being processed
44.	NT 39A	October 2015	To increase by 12.7%	Being processed
45.	NT 601	October 2015	To increase by 9.4%	Being processed
46.	NT 601B	October 2015	To increase by 8.5%	Being processed
47.	NT 602	October 2015	To increase by 9.4%	Being processed
48.	NT 603	October 2015	To increase by 9.4%	Being processed
49.	NT 604	October 2015	To increase by 19.6%	Being processed
50.	NT 605	October 2015	To increase by 9.4%	Being processed
51.	NT 606S	October 2015	To increase by 4.3%	Being processed
52.	Kln 9M	November 2015	To increase by 25%	Being processed
53.	NT 308M	November 2015	To increase by 19.2%	Being processed
54.	NT 308A	November 2015	To increase by 19.2%	Being processed
55.	NT 44	November 2015	To increase by 11.8%	Being processed
56.	NT 44A	November 2015	To increase by 11.8%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
57.	NT 44B	November 2015	To increase by 12.3%	Being processed
58.	NT 44B1	November 2015	To increase by 12.3%	Being processed
59.	NT 45	November 2015	To increase by 12.5%	Being processed
60.	NT 49S	November 2015	To increase by 12.1%	Being processed
61.	NT 1	November 2015	To increase by 7.1%	Being processed
62.	NT 1A	November 2015	To increase by 7.1%	Being processed
63.	NT 1S	November 2015	To increase by 13.4%	Being processed
64.	NT 2	November 2015	To increase by 8.6%	Being processed
65.	NT 7	November 2015	To increase by 9.6%	Being processed
66.	NT 9	November 2015	To increase by 9.4%	Being processed
67.	NT 109M	November 2015	To increase by 6.1%	Being processed
68.	NT 10M	November 2015	To increase by 25%	Being processed
69.	NT 13	November 2015	To increase by 20.7%	Being processed
70.	NT 110	November 2015	To increase by 22.4%	Being processed
71.	Kln 27M	December 2015	To increase by 23.2%	Being processed
72.	Kln 28M	December 2015	To increase by 21.4%	Being processed
73.	Kln 29A	December 2015	To increase by 22.2%	Being processed
74.	Kln 29B	December 2015	To increase by 22.2%	Being processed
75.	Kln 77M	December 2015	To increase by 6.3%	Being processed
76.	Kln 78	December 2015	To increase by 7.8%	Being processed
77.	Kln 78A	December 2015	To increase by 7.8%	Being processed
78.	NT 801	December 2015	To increase by 14.9%	Being processed
79.	NT 43	December 2015	To increase by 9.7%	Being processed
80.	NT 43S	December 2015	To increase by 9.7%	Being processed
81.	NT 43A	December 2015	To increase by 9.6%	Being processed
82.	NT 43B	December 2015	To increase by 10.1%	Being processed
83.	NT 43C	December 2015	To increase by 10.2%	Being processed
84.	NT 52A	December 2015	To increase by 15.6%	Being processed
85.	NT 52K	December 2015	To increase by 17.5%	Being processed
86.	NT 52B	December 2015	To increase by 17.5%	Being processed
87.	NT 54A	December 2015	To increase by 15.6%	Being processed
88.	NT 54K	December 2015	To increase by 21.3%	Being processed
89.	NT 55K	December 2015	To increase by 10%	Being processed
90.	NT 56A	December 2015	To increase by 15.6%	Being processed
91.	NT 56B	December 2015	To increase by 10.5%	Being processed
92.	NT 56C	December 2015	To increase by 9.6%	Being processed
93.	NT 56K	December 2015	To increase by 9.9%	Being processed
94.	NT 89	December 2015	To increase by 17.8%	Being processed
95.	NT 89A	December 2015	To increase by 17.8%	Being processed
96.	NT 89B	December 2015	To increase by 17.8%	Being processed
97.	NT 89P	December 2015	To increase by 17.8%	Being processed
98.	NT 89M	December 2015	To increase by 19%	Being processed
99.	NT 89S	December 2015	To increase by 19%	Being processed
100.	NT 98	December 2015	To increase by 19%	Being processed
101.	HKI 49M	January 2016	To increase by 13.2%	Being processed
102.	HKI 50M	January 2016	To increase by 13.5%	Being processed
103.	HKI 69	January 2016	To increase by 14.5%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
104.	HKI 69A	January 2016	To increase by 28.6%	Being processed
105.	HKI 69X	January 2016	To increase by 15.8%	Being processed
106.	HKI 32	January 2016	To increase by 20%	Being processed
107.	HKI 32A	January 2016	To increase by 20%	Being processed
108.	HKI 33	January 2016	To increase by 15.6%	Being processed
109.	HKI 33M	January 2016	To increase by 20%	Being processed
110.	Kln 41M	January 2016	To increase by 18.9%	Being processed
111.	Kln 41A	January 2016	To increase by 18.9%	Being processed
112.	Kln 42	January 2016	To increase by 12.1%	Being processed
113.	NT 26	January 2016	To increase by 7.7%	Being processed
114.	NT 26A	January 2016	To increase by 8.3%	Being processed
115.	HKI 16A	February 2016	To increase by 14.8%	Being processed
116.	HKI 16M	February 2016	To increase by 14.8%	Being processed
117.	HKI 16X	February 2016	To increase by 55.6%	Being processed
118.	HKI 18M	February 2016	To increase by 19.7%	Being processed
119.	HKI 20M	February 2016	To increase by 15.4%	Being processed
120.	HKI 63	February 2016	To increase by 15.9%	Being processed
121.	HKI 63A	February 2016	To increase by 12.8%	Being processed
122.	Kln 5M	February 2016	To increase by 22.7%	Being processed
123.	Kln 37A	February 2016	To increase by 10.5%	Being processed
124.	Kln 37M	February 2016	To increase by 10.5%	Being processed
125.	Kln 7	February 2016	To increase by 8%	Being processed
126.	Kln 16	February 2016	To increase by 13.3%	Being processed
127.	Kln 16A	February 2016	To increase by 11.8%	Being processed
128.	Kln 16B	February 2016	To increase by 11.8%	Being processed
129.	Kln 16S	February 2016	To increase by 11.8%	Being processed
130.	Kln 46	February 2016	To increase by 18.1%	Being processed
131.	Kln 33A	February 2016	To increase by 10%	Being processed
132.	Kln 33M	February 2016	To increase by 10%	Being processed
133.	NT 11	February 2016	To increase by 28.8%	Being processed
134.	NT 11A	February 2016	To increase by 30%	Being processed
135.	NT 11B	February 2016	To increase by 28.8%	Being processed
136.	NT 11M	February 2016	To increase by 29.2%	Being processed
137.	NT 11S	February 2016	To increase by 29.1%	Being processed
138.	NT 12	February 2016	To increase by 29.7%	Being processed

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

In addition, another 51 GMB routes had applied for fare increase but their applications were withdrawn or were rejected by the TD.

(B) Franchised ferry service

Franchised ferry service		Application date	Fare adjustment applied for	Result
1.	Tsim Sha Tsui – Central	September 2015	To increase by a weighted average of 14.1%	Being processed
2.	Tsim Sha Tsui – Wan Chai	September 2015	To increase by a weighted average of 12.7%	Being processed

(C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Ma Wan – Central	July 2015	To increase by 4.9% for registered users, and 9.8% for non-registered users	Being processed
2.	Ma Wan – Tsuen Wan	July 2015	To increase by 4.1% for registered users, and 8.1% for non-registered users	Being processed

(D) Taxi

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	April 2015	To increase by a weighted average of 12.6%	As explained in the Government's paper to the Legislative Council Panel on Transport in November 2015, in view of the community's opinion on the quality of taxi service, the Government considers that the more pressing task is to focus on implementing the various short-term improvement measures, rather than processing the fare increase applications, so that service quality would meet public expectations and the competitiveness of the trade would be enhanced. The TD is discussing with the taxi trade their proposed improvement measures and keeping in view the public opinion towards taxi service. Meanwhile, the TD notes that the trade may give updated information to the Department with regard to their fare increase applications.
New Territories Taxi	April 2015	To increase by a weighted average of 14.9%	
Lantau Taxi	April 2015	To increase by a weighted average of 15.3%	

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. Separately, there was no fare adjustment application for franchised bus and tram services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)151****(Question Serial No. 2671)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

2015-16

Government multi-storey car parks	Average peak hour usage (%)	Average non-peak hour usage (%)	Actual revenue (\$)	Management fees to contractors (\$)

2016-17 (Estimate)

Government multi-storey car parks	Average peak hour usage (%)	Average non-peak hour usage (%)	Actual revenue (\$)	Management fees to contractors (\$)

Asked by: Hon CHAN Kam-lam (Member Question No. 50)Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2015, and their actual operating revenue in 2015-16 (up to January 2016) 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)
	2015		2015-16 (up to January 2016)
Aberdeen Car Park	88	75	4.8
City Hall Car Park	66	28	6.8
Kennedy Town Car Park	87	79	5.4
Kwai Fong Car Park	85	80	9.7
Murray Road Car Park	73	41	19.2
Rumsey Street Car Park	86	61	42.5
Shau Kei Wan Car Park	88	80	8.8
Sheung Fung Street Car Park	92	81	6.0
Star Ferry Car Park	90	48	17.5
Tin Hau Car Park	86	71	13.8
Tsuen Wan Car Park	91	84	15.1
Yau Ma Tei Car Park	84	59	26.9

Note:

1. Average peak hour usage: the average usage of the hour with the highest usage within a day in 2015.
Average non-peak hour usage: the average usage of the hours other than the peak hour within a day in 2015.
2. Actual operating revenue represents revenue collected before deduction of relevant management fees to contractors.

For the purpose of compiling the revenue estimates for 2016-17, the Transport Department (TD) estimated that the aggregate total operating revenue of 13 car parks managed by the TD (i.e. 12 government multi-storey car parks and the open-air Sheung Shui Park-and-Ride Car Park) for 2016-17 is \$235 million. The revenue projection was calculated taking into account past revenue trends and other relevant known factors within 2016-17, such as any addition or closure of car parks. Since the revenue projection was made based on the aggregate total of all car parks managed by the TD, the TD does not have a ready breakdown of the revenue estimate for individual car parks. As regards the projected peak hour and non-peak hour usage in 2016-17, it is difficult to estimate for individual car parks as parking demand is affected by various factors, such as the fee levels and the availability of other car parking facilities in the vicinity.

The government multi-storey car parks, together with the open-air Sheung Shui Park-and-Ride Car Park, are under two three-year management, operation and maintenance contracts from May 2014 to April 2017. The value of Contract TD 24/2013 (comprising car parks at Aberdeen, City Hall, Kwai Fong, Murray Road, Rumsey Street, Sheung Fung Street and Star Ferry) is \$36.918 million. The value of Contracts TD 25/2013 (comprising car parks at Kennedy Town, Shau Kei Wan, Sheung Shui Park-and-Ride, Tin Hau, Tsuen Wan and Yau Ma Tei) is \$47.698 million. Contracts TD 25/2013 also include the design, production, distribution and sale of tickets for government tunnels and toll roads.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)152****(Question Serial No. 3160)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the vehicle examination service provided by the designated car testing centres (DCTCs), please:

- (1) list out the operators of the existing DCTCs, their operating hours and numbers of Approved Car Testers (ACTs);
- (2) list out the average waiting time for vehicle examination at each of the above DCTCs in the last financial year; and
- (3) advise whether the Transport Department (TD) has any plans to formulate measures to shorten the waiting time? If yes, what are the details?

Asked by: Hon CHAN Kam-lam (Member Question No. 55)Reply:

- (1) Details of the existing 27 DCTCs and their operating hours are as follows:

Operator (District)		Operating hours	
Hong Kong Island			
1	Crown Motors Limited (North Point)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
2	Dah Chong Hong (Motor Service Centre) Limited (Quarry Bay)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed
3	Dah Chong Hong (Motor Service Centre) Limited (Ap Lei Chau)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:30 to 18:00 08:30 to 17:30 Closed

Operator (District)		Operating hours	
4	Universal Cars Limited (Chai Wan)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
5	Zung Fu Company Limited (Aberdeen)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
6	M.D. Motors (Aberdeen)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
Kowloon			
7	Crown Motors Limited (Kwun Tong)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
8	Dah Chong Hong (Motor Service Centre) Limited (Kowloon Bay)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed
9	Inchcape Motor Services Limited (Yau Tong)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
10	Jebsen Motors Limited (Kowloon Bay)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 Closed Closed
11	Motormech Service Station Limited (Cheung Sha Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 17:30 Closed Closed
12	Sime Darby Motor Services Limited (To Kwa Wan)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
13	Wallace Harper and Company Limited (Kwun Tong)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
14	Zung Fu Company Limited (Hung Hom)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 Closed Closed
15	B.M.W. Concessionaires (H.K.) Limited (To Kwa Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
New Territories			
16	Action Motor Limited (Tuen Mun)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 19:00 08:30 to 17:00 Closed
17	Ankor Motors Limited (Tuen Mun)	Monday to Friday: Saturday: Sunday & Public Holiday:	09:00 to 18:00 Closed Closed

Operator (District)		Operating hours	
18	Crown Motors Limited (Tsuen Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
19	Crown Motors Limited (Yuen Long)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
20	Dah Chong Hong (Motor Service Centre) Limited (Yuen Long)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed
21	Inchcape Motor Services Limited (Kwai Chung)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
22	Inchcape Motor Services Limited (Shatin)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
23	Perfect Moto (Tsuen Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
24	Universal Cars Limited (Kwai Chung)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
25	Universal Cars Limited (Shatin)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
26	Wallace Harper and Company Limited (Yuen Long)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:00 to 19:00 09:00 to 18:00 Closed
27	Zung Fu Company Limited (Kwai Chung)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed

As at early 2016, there were about 300 ACTs authorised by the TD.

- (2) In 2015-16, the average waiting time for booking of vehicle examination was about three to four weeks, depending on the demand situation of individual DCTCs. By end February 2016, the average waiting time has been reduced to about one week.
- (3) The marked reduction in waiting time for booking of vehicle examination is attributable to the implementation of a number of improvement measures introduced last year by the TD. Starting from June 2015, the TD has upgraded the computer appointment system to enable the system to eliminate double, repeated or invalid bookings, thereby shortening the waiting time. The TD has also provided a new online checking service on the appointment status of different DCTCs via the GovHK website, such that those who need vehicle examination services can check the booking status of the DCTCs, and make booking by phone with the preferred DCTC in a timely manner. In 2016-17, the TD will further enhance the system to enable the public to

make direct booking with the DCTCs online. The system enhancement is scheduled for completion in mid-2017.

Also, in order to increase the capacity of vehicle examination which will further reduce the waiting time for booking of vehicle examination, the TD invited applications for designation as a DCTC in May 2015. So far, five new DCTCs have been designated and more are expected to commence operation progressively in 2016.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)153****(Question Serial No. 3078)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government inform this Committee of the following:

What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2013-14						
2014-15						
2015-16						

How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2013-14						
2014-15						
2015-16						

What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2013-14			
2014-15			
2015-16			

What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2013-14				
2014-15				
2015-16				

What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Do the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?

What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2016-17?

Will the second phase of the Scheme be implemented in 2016-17? Please advise details of the plan and the estimated expenditure for 2016-17.

Asked by: Hon Frederick FUNG Kin-kee (Member Question No. 51)

Reply:

The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2013-14 to 2015-16 (up to end February 2016) is tabulated below:

Year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end ^{Note}
2013-14	25 866	146	129 692
2014-15	37 646	121	167 338

Year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end ^{Note}
2015-16 (up to end February 2016)	34 280	112	201 618

Note: The cumulative figures shown in the table were data since February 2007 when the TD's system was upgraded and started to capture the issuing places of the driving licences held by the drivers applying for "direct issue of a Hong Kong full driving licence".

Direct issue of Hong Kong full driving licences is handled by the team of staff involved in a wide range of driving licence matters. We cannot isolate the number of staff and expenditure relating to direct issue applications from Mainland drivers.

The information in respect of the LHD vehicles from the Mainland from 2013-14 to 2015-16 (up to February 2016) is tabulated below:

Year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2013-14	11	0	279
2014-15	18	0	250
2015-16 (up to end February 2016)	82	0	254

Registration and licensing of the LHD vehicles from the Mainland are handled by the team of staff which is involved in a wide range of vehicle licence matters. We cannot isolate the number of staff and expenditure relating to applications from the Mainland LHD vehicles.

The information in respect of traffic accidents of the Mainland LHD vehicles in Hong Kong from 2013-14 to 2015-16 (up to February 2016) is tabulated below:

Year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2013-14	6	14	0
2014-15	10	18	0
2015-16 (up to end February 2016)	12	14	0

Traffic offences detected in a traffic accident investigation are prosecuted by the Hong Kong Police Force by way of summons instead of fixed penalty tickets, regardless of whether the vehicles involved are the Mainland LHD vehicles.

The procedures for applications for first registration and licensing of the LHD vehicles, including those from the Mainland, are the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing as well as issue of the LHD permit. Similar to other commercial vehicles and private cars aged six years or above in Hong Kong, the LHD vehicles of the same class and age are subject to examination when applying for annual renewal of vehicle licence.

The first phase of the Scheme was rolled out on 30 March 2012. Since then and up to 29 February 2016, the TD has received a total of 7 805 applications for the Scheme with 7 252 applications approved. In both 2013-14 and 2014-15, the annual expenditure for the Scheme was \$3.13 million. The estimated expenditure in 2015-16 is \$3.31 million. The estimated expenditure in 2016-17 is \$3 million, which mainly covers staff cost and system maintenance charges.

In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable. The position remains the same.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)154

(Question Serial No. 2825)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for handling the traffic and transport incidents in Hong Kong. In view of the frequent major and minor railway incidents of the MTR Corporation Limited (MTRCL) which have resulted in service delays and affected passenger safety, will the Government advise this Committee on:

- (1) the record of railway incidents causing delay in service in the past three years;
- (2) the measures taken by the TD to improve the service of the MTRCL and minimise the occurrence of railway incidents; and
- (3) apart from the free shuttle buses provided by the MTRCL, whether the TD has any measures in place to ensure effective diversion of affected passengers in the event of railway incidents? If yes, what will be the estimated financial commitment?

Asked by: Hon Mrs Regina IP LAU Suk-yee (Member Question No. 36)

Reply:

- (1) The MTRCL is required to report to the TD incidents causing delay in service for eight minutes or more. The numbers of such railway incidents in 2013, 2014 and 2015 are 254, 273 and 232 respectively. Due to the expansion of the railway network and the continuous growth in patronage, train frequency has increased significantly in recent years, and the total distance travelled by trains has also increased. Taking into account these factors, the incident numbers in terms of every million revenue car-kilometres are 0.84, 0.89 and 0.73 in 2013, 2014 and 2015 respectively, which show that the railway service performance remains stable over the years.

- (2) The TD closely monitors the train service provided by the MTRCL and follows up railway incidents with the MTRCL. For major railway incidents, the TD will require the MTRCL to provide incident reports, arrange review meetings with the MTRCL and other relevant government departments to identify the causes and to seek further improvements in the contingency arrangements by drawing on the actual operational experiences gained. The TD will follow up with the MTRCL on the improvement measures identified, and monitor the progress of implementing such measures.
- (3) In the event of railway service disruptions, the MTRCL will endeavour to make the best use of the unaffected railway sections to provide train service to the farthest extent. Besides, the MTRCL will arrange emergency free shuttle buses where appropriate and necessary as a supplementary measure to take the affected train passengers to the nearest MTR station where train service is still available to continue their journeys.

Depending on the nature and duration of the incidents, the TD's Emergency Transport Co-ordination Centre will co-ordinate with other public transport operators to strengthen their services as appropriate to cater for the increase in demand, and disseminate relevant information to the public through the media and other channels. As these services are operated by public transport operators, there is no financial commitment on the part of the Government.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)155****(Question Serial No. 2486)****Head:** (186) Transport Department**Subhead (No. & title):** (-) Not Specified**Programme:** (2) Licensing of Vehicles and Drivers**Controlling Officer:** Commissioner for Transport (Mrs Ingrid YEUNG)**Director of Bureau:** Secretary for Transport and Housing**Question:**

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

Number of registered vehicles																						
Year of first registration	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	Liquefied Petroleum Gas	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1990																						
1991																						
1992																						
1993																						
1994																						
1995																						
1996																						
1997																						
1998																						
1999																						
2000																						
2001																						
2002																						
2003																						
2004																						
2005																						
2006																						
2007																						
2008																						
2009																						
2010																						
2011																						
2012																						
2013																						
2014																						
2015																						
2016																						

Asked by: Hon Jeffrey LAM Kin-fung (Member Question No. 48)

Reply:

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

Annex

Number of registered vehicles as at 7 March 2016																						
Year of first registration	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others*
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	Liquefied Petroleum Gas	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1990	123	0	476	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	417
1991	158	0	774	0	0	0	5	0	8	1	0	0	1	0	0	0	0	0	3	0	0	583
1992	108	0	941	0	0	0	14	0	2	9	0	0	1	0	0	0	0	0	1	0	0	669
1993	174	0	1 446	0	0	0	21	0	10	4	0	0	1	0	0	1	0	0	0	0	0	835
1994	180	0	2 309	0	0	0	15	0	6	7	0	0	0	0	0	3	0	0	6	0	0	1 137
1995	201	0	2 405	0	0	0	379	0	12	172	0	0	36	0	0	8	0	0	61	0	0	1 248
1996	160	0	3 383	1	0	0	726	0	3	301	0	0	83	0	0	26	0	0	60	0	0	1 464
1997	259	0	10 544	0	1	0	1 265	0	4	633	0	0	172	0	0	97	0	0	111	0	0	1 868
1998	120	0	11 285	0	0	0	1 132	0	11	458	0	0	102	0	0	751	0	0	142	0	0	1 702
1999	1	0	12 986	0	20	0	1 347	0	17	572	0	0	68	0	0	578	0	0	231	0	0	1 962
2000	0	0	18 608	0	1 047	0	1 998	0	68	973	0	0	95	0	0	462	0	0	229	0	0	2 002
2001	0	0	22 195	0	5 175	0	1 676	248	52	587	214	0	99	18	0	400	92	0	251	0	18	2 576
2002	1	0	22 365	0	2 143	0	0	2 223	0	0	1 137	0	0	143	0	0	613	0	48	25	296	2 973
2003	1	0	18 700	0	1 298	0	0	1 970	0	0	1 254	0	0	90	0	0	508	0	28	256	211	3 308
2004	1	0	24 453	0	552	0	0	2 789	0	0	1 966	0	0	85	0	0	511	0	0	894	0	3 631
2005	0	0	24 998	0	413	0	0	3 782	0	0	1 958	0	0	36	0	0	429	0	0	1 203	0	3 535
2006	0	0	26 154	0	367	0	0	4 179	0	0	1 987	0	0	62	0	0	530	0	0	155	0	3 437
2007	0	0	31 855	0	325	0	0	4 440	0	0	2 004	0	0	79	0	0	585	0	0	237	0	3 640
2008	0	0	33 502	0	549	0	0	5 110	0	0	2 427	0	0	117	0	0	721	0	0	451	0	3 544
2009	83	0	27 262	0	342	0	0	2 294	0	0	888	0	0	134	0	0	527	0	0	212	0	2 480
2010	149	55	38 741	0	393	0	0	3 682	0	0	2 406	0	0	378	0	0	787	0	0	305	0	2 683
2011	104	119	40 856	0	268	4	0	4 343	1	0	2 441	1	0	531	0	0	863	0	0	233	4	3 203
2012	58	107	42 584	0	289	0	0	3 927	584	0	914	1 217	0	254	450	0	381	621	0	84	196	3 639
2013	349	66	43 719	0	684	6	0	0	5 783	0	0	2 778	0	0	678	0	0	1 010	0	0	340	4 509
2014	1 546	857	43 841	0	1 675	2	0	0	8 298	0	0	4 257	0	0	713	0	0	1 208	0	0	523	5 226
2015	1 592	2 607	45 840	0	2 293	0	0	0	8 711	0	0	4 729	0	0	1 021	0	0	1 668	0	0	568	6 140
2016	116	501	5 998	0	291	0	0	0	1 162	0	0	519	0	0	143	0	0	224	0	0	49	821

* Including motorcycles, motor tricycles and special purpose vehicles

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1214)

Head: (186) Transport Department
Subhead (No. & title): (700) General non-recurrent
Programme: (3) District Traffic and Transport Services
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)
Director of Bureau: Secretary for Transport and Housing

Question:

Item 890 Upgrading public transport ancillary facilities to benefit passengers through provision of one-off subsidy to franchised bus operators for installing seats and display panels for provision of real-time bus arrival information at bus stops/termini is added under Subhead 700. Please inform this Committee of:

- (a) the justifications of adding this item and the details of the subsidy scheme; and
- (b) the estimated expenditure in 2016-17 and the expected cash flow in each subsequent financial year.

Asked by: Hon LEE Cheuk-yan (Member Question No. 25)

Reply:

- (a) Government's policy is to promote public transport. Every day, over 90% of passenger trips (or some 12 million in total) are made through the public transport system in Hong Kong. Of these, around 30% (or some 4 million trips) are made by franchised buses. To enhance bus services, ancillary facilities should be improved from time to time. Real-time bus arrival information panels and seats at bus stops are ancillary facilities that would provide a greater degree of convenience for passengers and help passengers make informed choices. In line with Government's policy that public transport services should be run on commercial principles by the private sector to maximise efficiency and cost effectiveness, usually it is for the franchised bus operators to make available ancillary facilities at their own cost. However, to reduce fare pressure and to help expedite provision of these ancillary facilities, the Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops.

Of some 3 000 covered bus stops, about 140 are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time. For franchises commencing in 2013 and onwards, the franchised bus operators are required to provide seats for any new covered bus stops built as far as practicable.

The Government will also provide subsidy to the franchised bus operators for their installation of real-time arrival information display panels at covered bus stops with electrical installations. Currently, there are some 1 300 covered bus stops with electrical installations. The subsidy for the display panels will be offered on a matching basis. For every display panel which a franchised bus operator has committed to install, the Government will provide subsidy for the installation of another display panel. Funding has been earmarked for subsidising the installation of around 800 display panels. This means as many as around 1 600 display panels would be installed territory-wide (half of these funded by the Government under the subsidy scheme and the other half funded by the franchised bus operators). This should cover all covered bus stops with electrical installations. We expect that the installation of 550 display panels (half funded by the Government and half funded by the franchised bus operators) can be completed within the first phase of around three years. Thereafter, the franchised bus operators will make annual proposals to the Government as to the number and locations of remaining bus stops to be provided with display panels. We expect that the installation of the remaining display panels can be completed in another three years' time.

The subsidy by the Government for the installation of seats and display panels will cover the capital cost (and associated installation cost). Franchised bus operators will be reimbursed for the cost incurred after satisfactory completion of the installation works. The expenditure arising from the daily maintenance / repair and operation of these facilities (including electricity expenses and the cost of data transmission (if applicable)) will be absorbed by the franchised bus operators.

- (b) The Transport Department is making preparation for rolling out the subsidy scheme and will start accepting applications for subsidy from the franchised bus operators from mid-2016 onwards. It is expected that the franchised bus operators will invite tender in the second half of 2016, subject to further discussion with the TD. The exact annual expenditure for the subsidy scheme will be known upon completion of the tendering exercise, after which the Government could estimate the cash flow requirements of the scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1356)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) includes the monitoring of the existing railway services. In connection with the services of the West Rail Line (WRL) and the Light Rail, will the Government advise this Committee on:

- (1) the number of trains replaced or added to the WRL and the Light Rail in the past two years, and the effect on improving the level of crowdedness inside compartments;
- (2) the loading, peak frequency, non-peak frequency, peakiest frequency of the WRL and the Light Rail services in the past two years; and
- (3) the progress and timetable of the Public Transport Strategy Study (PTSS); how the TD will deal with the problems of crowdedness inside compartments of the WRL and the Light Rail as well as the crowding Light Rail platform with a view to improving the situation before the completion of the PTSS?

Asked by: Hon LEUNG Che-cheung (Member Question No. 12)

Reply:

- (1) For the WRL, the MTR Corporation Limited (MTRCL) has been progressively converting the existing seven-car trains to eight-car trains since January 2016 under the Shatin-to-Central Link (SCL) project. The conversion will be completed upon commissioning of the East-West Corridor of the SCL, and the overall carrying capacity of the WRL will be enhanced by about 14% by then. For the Light Rail, the MTRCL has completed the refurbishment of the 69 Phase I Light Rail Vehicles to increase carrying capacity in 2014. With the above service improvement measures in the past two years, the overall carrying capacity of the WRL and the Light Rail has increased.

- (2) The MTRCL is compiling the 2015 statistics on capacity and loading of various railway lines (the WRL and the Light Rail included) during morning peak hours. The information will be provided to the Subcommittee on Matters Relating to Railways (the Subcommittee) of the Legislative Council (LegCo) Panel on Transport for the meeting on 19 April 2016. For the Light Rail, according to the on-site observation and surveys conducted by the MTRCL, the loading in the busiest one hour during the morning peak in 2014 and 2015 were about 80% and 82% respectively. Further details will be covered in the report to the Subcommittee.

For train frequency, the peak (including the peakiest frequency) and non-peak frequency of the WRL and the Light Rail services in 2014 and 2015 are as follows:

	Frequency (minutes)			
	2014		2015	
	Peak	Non-peak	Peak	Non-peak
WRL	2.9 - 3.5	5 - 7	2.9 - 3.5	5 - 7
Light Rail routes				
505	5 - 9	7 - 14	5 - 9	7 - 14
507	6 - 9	6 - 16	6 - 9	6 - 16
610	5 - 10	6 - 17	5 - 10	6 - 17
614	10 - 17	14 - 24	10 - 17	14 - 23
614P	6 - 13	7 - 22	7 - 13	9 - 20
615	10 - 18	11 - 23	10 - 18	11 - 23
615P	7 - 12	9 - 20	7 - 12	10 - 20
705	4 - 7	6 - 12	5 - 7	6 - 11
706	4 - 7	5 - 13	5 - 7	5 - 13
751	4 - 9	6 - 21	4 - 9	6 - 19
751P*	5 - 15	-	5 - 15	-
761P	3 - 7	5 - 14	3 - 7	5 - 14

* Route 751P operates in peak hours only.

- (3) In late 2014, the Government has rolled out the PTSS to conduct a systematic review on the roles and positioning of public transport services other than heavy rail. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services. The long-term development of the Light Rail would be studied. The whole PTSS is expected to be completed by mid-2017. Upon completion of the PTSS, we will submit a consolidated report. Meanwhile, in the report to the Subcommittee for its discussion on 19 April 2016, information on some short-term measures to relieve crowdedness of the Light Rail will be covered.

For the WRL, as mentioned in part (1) above, the MTRCL has been progressively converting the seven-car trains to eight-car trains since January 2016, with a view to enhancing carrying capacity.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)158

(Question Serial No. 0667)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The road traffic between both sides of the Victoria Harbour is very busy, with the progressive commissioning of the Kai Tak Cruise Terminal and the West Kowloon Cultural District. All along, there has been a proposal to introduce water taxi service operated by small vessels in the harbour. The proposal will provide an additional choice of transport modes for crossing the harbour and relieve cross-harbour road traffic; and provide tourists with harbour tour service of more flexible schedule. Will the Government advise this Committee on the following:

- (1) How much resources have been spent on the study on the relief of cross-harbour traffic in the past three years? What were the expenditures involved?
- (2) Will the Government consider introduction of water taxi service in the Victoria Harbour? If yes, what are the details? If no, what are the reasons? Will the Government spend any resources on the study of ancillary cross-harbour transport modes other than the MTR, cross-harbour buses and ferries?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 46)

Reply:

- (1) With railway as the backbone of the public transport system, there is a comprehensive public transport network of rail, road and waterborne transport services across the Victoria Harbour to meet the traffic and transport needs of the community. There are also sight-seeing tour services operated by ferry service operators in the market.

The Government commissioned a consultancy study on the detailed traffic assessment of toll arrangements for road harbour crossings (RHCs) in May 2011 to formulate toll scenarios for the three RHCs with a view to achieving a better distribution of traffic. The study was completed in January 2014 and presented to the Legislative Council and the public subsequently. The total expenditure of the consultancy study was \$1,412,000, among which \$694,000 was spent in 2013-14. The study was monitored by in-house staff in the Transport Department (TD).

- (2) The Government notes that the nature, operation modes, berthing facilities and regulatory regimes of water taxi services in other cities are different from one another. Apart from the fact that there already exists a comprehensive public transport network and the market-driven sight-seeing ferry tour services, whether water taxi services are suitable to be introduced should take into account a number of factors. These include financial viability, as well as operational feasibility and safety concerns considering that the Victoria Harbour is very busy. The TD has no plan to commission any study on the ancillary waterborne public transport at this stage. It should be noted that there is no universal definition of water taxi. A regular ferry service, which, as defined under the law, provides conveyance by water for reward at separate fares between two or more points within the waters of Hong Kong, might also be taken as a form of water taxi. In this connection, the existing regulatory framework already allows anyone who is interested in operating such water taxi to submit an application to the TD. The TD and the other relevant government departments stand ready to consider such application when submitted, taking into account the factors outlined above.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)159

(Question Serial No. 1414)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

As indicated in the “Matters Requiring Special Attention in 2016-17”, the Government will commence the planning work for installation of field detection facilities in strategic routes to strengthen real-time traffic information collection and incident detection capability. On this regard, will the Government inform the Committee of the following:

- (1) What are the related manpower and expenditure in 2016-17?
- (2) It is noted that currently related field detection facilities have been installed and operated along the Tolo Highway and the New Territories Circular Route, and will be extended to other strategic routes, mainly from the New Territories to Kowloon. What are the related works programme and progress of implementation?
- (3) The related data will be transmitted to the mobile application platforms of the Transport Department (TD), such as “Hong Kong eRouting” for public use. What measures does the Government have for strengthening publicity to enable the public to get hold of and use such traffic information and grasp the traffic condition?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 22)

Reply:

- (1) In 2016-17, one Senior Engineer and one Engineer/Assistant Engineer will be deployed to manage the planning work for the field detection facilities installation project, and the estimated total expenditure will be \$2.5 million.

(2) In some sections of the strategic routes, detectors have been installed or will be installed as part of the Traffic Control and Surveillance Systems¹ (TCSS) and the Speed Map Panels (SMP) system². Beside the detectors mentioned above, we plan to install traffic detectors in the following sections of roads that have relatively higher traffic volumes but are not covered by the two systems:

- (i) Route 1: from Aberdeen Praya Road to Sha Tin Road (excluding the Aberdeen Tunnel, the Cross-Harbour Tunnel, the Lion Rock Tunnel, and south bound of Sha Tin Road and Lion Rock Tunnel Road)
- (ii) Route 2: from the Eastern Harbour Tunnel (Kowloon Exit) to the Tate's Cairn Highway (excluding the Tate's Cairn Tunnel and south bound of the Tate's Cairn Highway)
- (iii) Route 3: from the Western Harbour Tunnel (Kowloon Exit) to the Tsing Long Highway (excluding the Cheung Ching Tunnel, the Cheung Ching Highway, the Tai Lam Tunnel, and southbound of the Tsing Long Highway)
- (iv) Route 4: from Island Eastern Corridor to Connaught Road West (excluding the Central Wanchai Bypass)
- (v) Route 5: from Kai Fuk Road to Tsuen Wan Road (excluding the Kai Tak Tunnel)
- (vi) Route 6: from Wan Po Road Junction with Pung Loi Road to Ching Cheung Road (excluding the Tseung Wan O Tunnel)
- (vii) Route 7: the North Lantau Highway from the Lantau Link (Lantau Island Exit) to the Airport
- (viii) Route 8: from Tai Po Road (Sha Tin) to the Shing Mun Tunnel (Shatin Exit) and the Shing Mun Tunnel (Tsuen Wan Exit) to Cheung Pei Shan Road

Subject to the approval of funding by the Finance Committee of the Legislative Council, we schedule to commence the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021.

1 The TCSS have been installed in the following locations: the Aberdeen Tunnel, the Cross Harbour Tunnel, the Lion Rock Tunnel, the Eastern Harbour Tunnel, the Tate's Cairn Tunnel, the Tai Lam Tunnel, the Kai Tak Tunnel, the Tseung Kwan O Tunnel, the Shing Mun Tunnel, the Tsing Ma Control Area, the Tsing Sha Control Area, the Shenzhen Western Corridor, and the Tolo Highway between Sha Tin and Tai Po near Hong Lok Yuen. The systems will also be installed at the Central Wanchai Bypass and the Tolo Highway between Tai Po near Hong Lok Yuen and Fanling.

2 The SMP system covers the southbound of strategic routes from the New Territories to Kowloon, including: the Tolo Highway near the Science Park to the Lion Rock Tunnel (Kowloon Exit), the Tate's Cairn Highway to the Tate's Cairn Tunnel (Kowloon Exit), Tai Po Road (Sha Tin) from the Tolo Highway to the Eagle's Nest Tunnel (Kowloon Exit), the Shing Mun Tunnel Road to the Shing Mun Tunnel (Kowloon Exit), the San Tin Highway near Fairview Park to Ting Kau via the Tai Lam Tunnel, the Yuen Long Highway to Tsuen Wan via Tuen Mun Road, and Castle Peak Road from Pui To Road to Tsuen Wan (West).

- (3) The Transport Department (TD) has been disseminating real-time traffic information through electronic platforms, such as websites and mobile applications of the “Hong Kong eRouting” and “Hong Kong eTransport”. After the installation of traffic detectors under the project had been completed, the traffic information collected will also be disseminated through these electronic platforms. We will publicise the arrangement through press release, announcements on the TD’s website and notifications through mobile applications. We will also inform the public that datasets containing such information are also available on the Government’s “Data.Gov.Hk” website, so that interested parties may use the datasets to develop mobile applications for wider use.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)160

(Question Serial No. 1415)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local public transport arrangements at the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB), will the Government advise this Committee of the following:

- (1) It is noted that green minibus (GMB) service will be introduced to operate between the public transport interchange (PTI) of the HKBCF and the MTR Tung Chung station. Will the Government consider extending the GMB service to other parts of the Lantau Island? If yes, what are the details? If no, what are the reasons?
- (2) Will the bus route connecting the HKBCF, the AsiaWorld-Expo and the Airport be extended to the North Commercial District of the Airport with a view to enhancing its connectivity? If yes, what are the details? If no, what are the reasons?
- (3) The Government advises that only about 650 parking spaces will be provided at the car park of the HKBCF. The number is substantially lower than the 10 000 parking spaces provided in the Hengqin Port. Will the Government consider increasing the number of parking spaces? If yes, what are the details? If no, what are the reasons?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 23)

Reply:

- (1) The Transport Department (TD) will provide a comprehensive public transport network with convenient and affordable services at the HKBCF upon commissioning of the HZMB. Among others, the TD has proposed introducing a new GMB route between the PTI of the HKBCF and the MTR Tung Chung station, where passengers may conveniently interchange other public transport services to reach other destinations on the Lantau Island. Meanwhile, intra-district transport demand will continue to be met by a well-developed franchised bus network. The TD is consulting relevant District Councils and stakeholders of the proposed local public

transport arrangements at the HKBCF. The TD will consider the views canvassed before finalising the details of the new GMB service.

- (2) The local public transport arrangements at the HKBCF are intended to meet the demand for transport services at the time of commissioning of the HZMB. The TD will consider introducing new services or adjusting existing ones to tie in with future development, including the North Commercial District of the Airport, having regard to passenger demand at appropriate junctures.
- (3) A car park of about 650 parking spaces will be provided at the HKBCF so that members of the public may drive to the HKBCF and interchange the HZMB shuttle bus service for Macao and Zhuhai. It is expected that the demand for parking spaces will increase in the longer term, particularly upon the completion of the topside development of the HKBCF. The Civil Engineering and Development Department and the Planning Department are conducting a study for the topside development at the HKBCF that will, among others, look into the need for the provision of more public transport services / facilities and more car parking spaces to meet the additional transport demand.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)161

(Question Serial No. 2541)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding planning and developing franchised bus services, please provide the following information:

- (1) What are the staff establishment and expenditure involved in the overall monitoring of the performance of franchised bus services?
- (2) For each District Council district, please list out the lost trip rates of the franchised bus services operating in the respective district in each of the past three years.
- (3) What is the method for calculating lost trip rates? What was the number of surveys conducted on the franchised bus services of each district in the past financial year, and what were the staff establishment and expenditure involved?

Asked by: Hon Alice MAK Mei-kuen (Member Question No. 35)

Reply:

- (1) Monitoring of the performance of franchised bus services is mainly undertaken by the staff of the Bus and Railway Branch (BRB), the Transport Operations (Urban) Division (URO) and the Transport Operations (New Territories) Division (NTRO) of the Transport Department (TD) as part of their normal duties. There is no separate breakdown of expenditure for such work.
- (2) The lost trip rates of franchised bus companies (FBCs) in each of the past three years are set out below:

FBC	2013	2014*	2015[@]
KMB	2.8%	2.6%	1.3%
CTB(F1)	2.0%	1.7%	1.7%
CTB(F2)	1.0%	0.8%	1.2%
NWFB	2.6%	2.3%	2.0%
LW	1.4%	1.7%	1.2%
NLB	0.1%	0.1%	0.0%
Overall	2.6%	2.4%	1.4%

* Lost trip rates for the first three quarters only to discount the impact of the Occupy Movement on the regularity of franchised bus services in the fourth quarter.

@ The TD and the FBCs have adopted a new method for calculation of lost trip rates since 2015. Please refer to the reply to part (3) below for details.

Legend:

KMB - Kowloon Motor Bus Company (1933) Limited

CTB(F1) - Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2) - Citybus Limited (Franchise for Airport and North Lantau Bus Network)

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantau Bus Company (1973) Limited

As a considerable number of franchised bus routes provide cross-district services, there is no separate breakdown of lost trip rates of the franchised bus services serving individual districts.

- (3) Lost trips refer to the negative difference between the number of trips actually operated and the number of trips specified in the Schedules of Service approved by the TD (scheduled trips). Lost trip rate is the percentage of the number of lost trips over the number of scheduled trips.

Since 2015, the TD and the FBCs have adopted a new method for calculation of lost trip rates, under which the lost trip rates of four different periods are compiled. These four periods are the morning peak period, evening peak period, inter-peak period and after evening peak period. The overall lost trip rate is the percentage of the aggregate negative difference between the number of trips actually operated and the number of scheduled trips in these four periods. Excess trips made in one period cannot compensate for lost trips in another period. As mentioned above, as a considerable number of franchised bus routes provide cross-district service, there is no separate breakdown of lost trip rates of the franchised bus services serving individual districts.

Lost trip rates of the franchised bus services are compiled by the staff of the BRB, the URO and the NTRO as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)162****(Question Serial No. 2107)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the programmes under the Transport Department (TD) is licensing of vehicles and drivers. Will the Government inform this Committee of the following:

What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2013-14						
2014-15						
2015-16						

How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2013-14						
2014-15						
2015-16						

What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2013-14			
2014-15			
2015-16			

What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2013-14				
2014-15				
2015-16				

What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Do the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?

What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2016-17?

Will the second phase of the Scheme be implemented in 2016-17? Please advise details of the plan and the estimated expenditure for 2016-17.

Asked by: Hon Claudia MO (Member Question No. 35)

Reply:

The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2013-14 to 2015-16 (up to end February 2016) is tabulated below:

Year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end ^{Note}
2013-14	25 866	146	129 692
2014-15	37 646	121	167 338

Year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end ^{Note}
2015-16 (up to end February 2016)	34 280	112	201 618

Note: The cumulative figures shown in the table were data since February 2007 when the TD's system was upgraded and started to capture the issuing places of the driving licences held by the drivers applying for "direct issue of a Hong Kong full driving licence".

Direct issue of Hong Kong full driving licences is handled by the team of staff involved in a wide range of driving licence matters. We cannot isolate the number of staff and expenditure relating to direct issue applications from Mainland drivers.

The information in respect of the LHD vehicles from the Mainland from 2013-14 to 2015-16 (up to February 2016) is tabulated below:

Year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2013-14	11	0	279
2014-15	18	0	250
2015-16 (up to end February 2016)	82	0	254

Registration and licensing of the LHD vehicles from the Mainland are handled by the team of staff which is involved in a wide range of vehicle licence matters. We cannot isolate the number of staff and expenditure relating to applications from the Mainland LHD vehicles.

The information in respect of traffic accidents of the Mainland LHD vehicles in Hong Kong from 2013-14 to 2015-16 (up to February 2016) is tabulated below:

Year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2013-14	6	14	0
2014-15	10	18	0
2015-16 (up to end February 2016)	12	14	0

Traffic offences detected in a traffic accident investigation are prosecuted by the Hong Kong Police Force by way of summons instead of fixed penalty tickets, regardless of whether the vehicles involved are the Mainland LHD vehicles.

The procedures for applications for first registration and licensing of the LHD vehicles, including those from the Mainland, are the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing as well as issue of the LHD permit. Similar to other commercial vehicles and private cars aged six years or above in Hong Kong, the LHD vehicles of the same class and age are subject to examination when applying for annual renewal of vehicle licence.

The first phase of the Scheme was rolled out on 30 March 2012. Since then and up to 29 February 2016, the TD has received a total of 7 805 applications for the Scheme with 7 252 applications approved. In both 2013-14 and 2014-15, the annual expenditure for the Scheme was \$3.13 million. The estimated expenditure in 2015-16 is \$3.31 million. The estimated expenditure in 2016-17 is \$3 million, which mainly covers staff cost and system maintenance charges.

In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable. The position remains the same.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2322)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government advise on the following:

- (1) What is the concrete work plan in 2016-17 to provide incentives to commercial public carpark operators to upload parking vacancy data and real-time information on vacant parking spaces in their car parks onto the “data.gov.hk” website?
- (2) Are there any plans to study making the current roadside parking system more intelligent to facilitate the public to pay parking meter charges via mobile application and to facilitate law enforcement officers to carry out their duties?
- (3) Regarding the preparation work on the review on parking policy and standards, what are the schedules, expenditure and manpower involved?

Asked by: Hon Charles Peter MOK (Member Question No. 192)

Reply:

- (1) The Transport Department (TD) has been in discussion with operators of commercial public car parks to encourage them to make better use of technology, including the use of mobile applications to disseminate real-time information on parking vacancies of their car parks. The TD also seeks their agreement to upload the parking vacancies data to the Government’s public sector information portal at the “data.gov.hk” website (the portal). Positive initial feedbacks have been received from some carpark operators, indicating that they are willing or considering to provide such data on the portal. We believe that the availability of parking vacancy data on the portal will provide incentives for the interested parties to develop applications serving as one-stop dissemination of real-time information on parking vacancies for use by motorists.

The TD is also enhancing its “Hong Kong eRouting” website and mobile application service for dissemination of parking vacancy information, targeted to be available for motorists’ use in mid-2016. We expect that the dissemination of carpark vacancy information will increase utilisation of commercial public car parks and is itself an incentive for commercial public carpark operators to respond positively to the TD’s request for them to upload the information onto “data.gov.hk” and “Hong Kong eRouting”.

- (2) At present, there are some 9 800 electronic parking meters installed at about 18 000 on-street parking spaces throughout the territory. These parking meters are approaching the end of their planned serviceable life and will need to be replaced. Meanwhile, contactless transaction payment cards and other related technologies are developing rapidly in recent years. The Government will launch a new parking meter system trial scheme (the Trial Scheme) to examine the scope for introducing a new generation of parking meters with new features and functions including the testing of multi-payment methods. The TD will closely liaise with the Hong Kong Police Force on enforcement issues during the Trial Scheme. The field trial is expected to commence in 2017.
- (3) In view of the community’s concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope, programme and expenditure, etc. are being worked out.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)164

(Question Serial No. 1720)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) stated that they would assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards. What are the detailed content and programme of the review?

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

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope and programme, etc. are being worked out.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)165

(Question Serial No. 2349)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) As regards the percentage of conducting road tests “within 82 days upon application for motorcycle, private car and light goods vehicles driving licence”, the compliance rates fell far short of the target in the past two years. This year, the Transport Department (TD) even will not forecast an achievement rate. Why is it that the achievement rate remains to be low and hence the TD cannot forecast an achievement rate?
- (2) Will the TD have any measures to improve the achievement rate and ease the growth in demand for driving test?

Asked by: Hon POON Siu-ping (Member Question No. 37)

Reply:

The demand for driving tests in respect of motorcycle, private car and light goods vehicle has been on an increasing trend at an average rate of 11% from 2010 to 2015 annually; and the trend may continue. However, the TD's ability to provide driving test service will continue to be constrained by resources, more significantly the limited number of driving test centres (DTCs) available for conducting tests. Given that it is not practical to increase resources on an open-ended basis to keep pace with demand and because of other constraints, it is expected that similar to that of 2015, the achievement rate of the target in 2016 will remain low; and there would not be much improvement in the achievement rate in the foreseeable future if demand keeps rising. In the circumstances, the TD is of the view that the actual number of road tests arranged can better illustrate the TD's performance in this regard and can facilitate a more meaningful comparison between the TD's performance with that of the year before.

The TD will continue to monitor the demand pattern and flexibly allocate the available resources to maximise the number of driving tests to be conducted.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)166

(Question Serial No. 2641)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the implementation timetable, details and expenditure involved in respect of the Government's plan to provide covers on certain public walkways connecting to major public transport interchanges or railway stations in the New Territories East in 2016-17.

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 36)

Reply:

The Chief Executive announced in the 2016 Policy Address that the Government would provide covers on certain walkways connecting to public transport facilities so that members of the public, especially the elderly, could walk under shelters without being exposed to the weather.

To take forward the initiative, the Government will model on the bottom-up approach of the Universal Accessibility Programme by inviting the District Councils (DCs) to consult local communities and, based on local needs, nominate one public walkway in each district for provision of cover. The Transport Department (TD) and the Highways Department (HyD) will provide advice to the DCs from traffic and construction aspects respectively. The DCs will then decide on the public walkways for which covers will be provided under the scheme after taking into account the advice of the TD and the HyD. The Government will brief the DCs on the details of the above new initiative in due course. Depending on the time needed for local consultation, as well as planning and design procedures, we expect that the projects will commence in phases starting from 2018. At this stage, details of the projects in various districts including the estimated expenditure are not yet available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)167

(Question Serial No. 0467)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government shall allocate an additional \$200 million to install traffic detectors along some strategic routes. In this connection, please advise the following information:

- (a) the expenditure breakdown of the project;
- (b) what are the reasons of installing traffic detectors along some strategic routes, instead of all strategic routes, at this stage; whether it will extend to all strategic routes in the later stage;
- (c) whether it had considered making use of mobile applications to disseminate real-time traffic information to the public; if yes, please provide details, estimated expenditure and measures to enhance publicity?

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 35)

Reply:

- (a) The estimated breakdown of the expenditure of the project is as follows:

Item	\$ million
Design and Consultancy Services	12
Construction and Installation Works Contract	160
Contingencies	28
Total	200

The exact expenditure breakdown will only be available after the tendering work for the services and works contracts has been completed.

- (b) In some sections of the strategic routes, detectors have been installed or will be installed as part of the Traffic Control and Surveillance Systems¹ (TCSS) and the Speed Map Panels (SMP) System². Beside the detectors mentioned above, we plan to install traffic detectors in the following sections of roads which have relatively higher traffic volumes but are not covered by the two systems:
- (i) Route 1: from Aberdeen Praya Road to Sha Tin Road (excluding the Aberdeen Tunnel, the Cross-Harbour Tunnel, the Lion Rock Tunnel, and south bound of Sha Tin Road and Lion Rock Tunnel Road)
 - (ii) Route 2: from the Eastern Harbour Tunnel (Kowloon Exit) to the Tate's Cairn Highway (excluding the Tate's Cairn Tunnel and south bound of the Tate's Cairn Highway)
 - (iii) Route 3: from the Western Harbour Tunnel (Kowloon Exit) to the Tsing Long Highway (excluding the Cheung Ching Tunnel, the Cheung Ching Highway, the Tai Lam Tunnel, and southbound of the Tsing Long Highway)
 - (iv) Route 4: from the Island Eastern Corridor to Connaught Road West (excluding the Central Wanchai Bypass)
 - (v) Route 5: from Kai Fuk Road to Tsuen Wan Road (excluding the Kai Tak Tunnel)
 - (vi) Route 6: from Wan Po Road Junction with Pung Loi Road to Ching Cheung Road (excluding the Tseung Wan O Tunnel)
 - (vii) Route 7: the North Lantau Highway from the Lantau Link (Lantau Island Exit) to the Airport
 - (viii) Route 8: from Tai Po Road (Sha Tin) to the Shing Mun Tunnel (Shatin Exit) and the Shing Mun Tunnel (Tsuen Wan Exit) to Cheung Pei Shan Road

We will review and consider expanding the detector installation to the remaining sections of the strategic routes after completion of the project.

1 The TCSS have been installed at the following locations: the Aberdeen Tunnel, the Cross Harbour Tunnel, the Lion Rock Tunnel, the Eastern Harbour Tunnel, the Tate's Cairn Tunnel, the Tai Lam Tunnel, the Kai Tak Tunnel, the Tseung Kwan O Tunnel, the Shing Mun Tunnel, the Tsing Ma Control Area, the Tsing Sha Control Area, the Shenzhen Western Corridor, and the Tolo Highway between Sha Tin and Tai Po near Hong Lok Yuen. The TCSS will also be installed at the Central Wanchai Bypass and the Tolo Highway between Tai Po near Hong Lok Yuen and Fanling.

2 The SMP System covers the southbound of strategic routes from the New Territories to Kowloon, including: the Tolo Highway near the Science Park to the Lion Rock Tunnel (Kowloon Exit), the Tate's Cairn Highway to the Tate's Cairn Tunnel (Kowloon Exit), Tai Po Road (Sha Tin) from the Tolo Highway to the Eagle's Nest Tunnel (Kowloon Exit), Shing Mun Tunnel Road to the Shing Mun Tunnel (Kowloon Exit), the San Tin Highway near Fairview Park to Ting Kau via the Tai Lam Tunnel, the Yuen Long Highway to Tsuen Wan via Tuen Mun Road, and Castle Peak Road from Pui To Road to Tsuen Wan (West).

- (c) The Transport Department (TD) has been disseminating real-time traffic information through electronic platforms, such as websites and mobile applications of the “Hong Kong eRouting” and “Hong Kong eTransport”. After the installation of traffic detectors under the project has been completed, the traffic information collected will also be disseminated through these electronic platforms. The additional expenditure for enhancing these existing platforms is about \$50,000. We will publicise the arrangement through press release, announcements on the TD’s website and notifications through mobile applications. We will also inform the public that datasets containing such information are also available on the Government’s “Data.Gov.Hk” website, so that interested parties may use the datasets to develop mobile applications for wider use.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)168****(Question Serial No. 0210)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Paragraph 164 of the 2016 Policy Address advocates “building an age-friendly environment”. Will the Government provide the following information?

	2013	2014	2015
Traffic accidents			
Number of elderly casualties in traffic accidents and their proportion			

Asked by: Hon TANG Ka-piu (Member Question No. 68)Reply:

Statistics on the number of traffic accidents and elderly casualties are shown in the table below:

	2013	2014	2015
Traffic accidents ⁽¹⁾	16 089 [20 596]	15 790 [19 854]	16 170 [20 381]
Number of elderly casualties ⁽²⁾ in traffic accidents and their proportion ⁽³⁾	1 983 (9.6%)	1 984 (10.0%)	2 163 (10.6%)

Notes:

- (1) Figures include all reported road traffic accidents involving personal injury. The numbers of casualties involved in the traffic accidents are given in square brackets.
- (2) Elderly casualties refer to casualties of all road users (including drivers, passengers and pedestrians) aged 65 and over.
- (3) The proportions of elderly casualties over all casualties involved in the traffic accidents are given in brackets.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)169

(Question Serial No. 0211)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the provision required and operating expenditure for the Special Helping Measures (SHM) provided to the six major outlying island ferry routes, please provide the following information:

- (1) For each ferry route under the SHM in 2015-16, the respective amounts applied and approved in respect of the items:
 - (a) waiving the annual vessel survey fee and private mooring charge;
 - (b) reimbursing the pier electricity, water and cleansing charges;
 - (c) 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;
 - (d) reimbursing the vessel maintenance cost;
 - (e) reimbursing the revenue foregone due to provision of child fare concessions;
 - (f) reimbursing the vessel insurance cost; and
 - (g) launching the "Visit Scheme to Outlying Islands".
- (2) Does the Government plan to increase or reduce the SHM items in the coming financial year?
- (3) Does the Government plan to extend the SHM to other ferry routes? If no, what is the reason?

Asked by: Hon TANG Ka-piu (Member Question No. 36)

Reply:

- (1) Upon receiving ferry operators' applications for reimbursement of the SHM to the Transport Department (TD), the TD would carefully examine each application and its supporting documents before making reimbursement to the ferry operators. As at end February 2016, the total amounts of the SHM applied by the operators and approved by the TD in respect of the six major outlying island ferry routes[#] in 2015-16 are given in the following tables:

“Central – Cheung Chau”	Amounts applied and approved (\$'000)
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	297
(b) Reimbursing the pier electricity, water and cleansing charges	1,612
(c) 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 established arrangement	4,038
(d) Reimbursing the vessel maintenance cost	20,003
(e) Reimbursing the revenue foregone due to provision of child fare concessions	1,918
(f) Reimbursing the vessel insurance cost	800
(g) Launching the “Visiting Scheme to Outlying Islands”	303

“Inter-islands”	Amounts applied and approved (\$'000)
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	Not applicable*
(b) Reimbursing the pier electricity, water and cleansing charges	Not applicable*
(c) 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 established arrangement	78
(d) Reimbursing the vessel maintenance cost	Not applicable*
(e) Reimbursing the revenue foregone due to provision of child fare concessions	20
(f) Reimbursing the vessel insurance cost	Not applicable*
(g) Launching the “Visiting Scheme to Outlying Islands”	Not applicable*

[#] The six major outlying island ferry routes include “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”.

* The only vessel operated on the Inter-islands ferry route is hired from another ferry operator and the hiring charge has already included the annual vessel survey fee, private mooring charge and vessel insurance cost. The operation of the route does not incur pier water, cleansing and electricity charges because the piers used by the route are either landing steps (i.e. Chi Ma Wan) or the relevant charges are absorbed by other ferry routes using the same piers (i.e. Peng Chau, Mui Wo and Cheung Chau).

“Central – Mui Wo”	Amounts applied and approved (\$'000)
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	131
(b) Reimbursing the pier electricity, water and cleansing charges	924
(c) 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 established arrangement	972
(d) Reimbursing the vessel maintenance cost	6,659
(e) Reimbursing the revenue foregone due to provision of child fare concessions	800
(f) Reimbursing the vessel insurance cost	396
(g) Launching the “Visiting Scheme to Outlying Islands”	85

“Central – Peng Chau”	Amounts applied and approved (\$'000)
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	77
(b) Reimbursing the pier electricity, water and cleansing charges	544
(c) 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 established arrangement	977
(d) Reimbursing the vessel maintenance cost	717
(e) Reimbursing the revenue foregone due to provision of child fare concessions	321
(f) Reimbursing the vessel insurance cost	353
(g) Launching the “Visiting Scheme to Outlying Islands”	80

“Central – Yung Shue Wan”	Amounts applied and approved (\$'000)
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	31
(b) Reimbursing the pier electricity, water and cleansing charges	702
(c) 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 established arrangement	664
(d) Reimbursing the vessel maintenance cost	6,571
(e) Reimbursing the revenue foregone due to provision of child fare concessions	934
(f) Reimbursing the vessel insurance cost	571
(g) Launching the “Visiting Scheme to Outlying Islands”	271

“Central – Sok Kwu Wan”	Amounts applied and approved (\$'000)
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	19
(b) Reimbursing the pier electricity, water and cleansing charges	150
(c) 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 established arrangement	156
(d) Reimbursing the vessel maintenance cost	276
(e) Reimbursing the revenue foregone due to provision of child fare concessions	102
(f) Reimbursing the vessel insurance cost	122
(g) Launching the “Visiting Scheme to Outlying Islands”	111

- (2) & (3) The Finance Committee of the Legislative Council approved in July 2013 a commitment of \$190.359 million for the provision of the SHM to the six major outlying island ferry routes in the three-year licence period from mid-2014 to mid-2017. The Government is carrying out a mid-term review on the provision of the SHM to the six major outlying island ferry routes. We will be reporting to the Legislative Council Panel on Transport on 15 April 2016. At a later stage, we will also review whether the SHM should be extended to other outlying island ferry routes.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)170

(Question Serial No. 0212)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will develop schemes to improve existing cycle track networks and associated facilities in nine new towns in the New Territories. In this connection, please provide the following information:

- (1) the numbers of cycle track projects in the nine new towns, length of cycle tracks completed under each project, staff establishment involved and associated expenditure incurred in each of the past three years;
- (2) the locations, bicycle parking facilities and numbers of newly constructed bicycle parking spaces in the nine new towns, as well as the associated expenditure incurred, in each of the past three years; and
- (3) the respective number of cycling resting stations and cycling hubs constructed along the cycle tracks in the nine new towns, as well as the locations, facilities provided and associated expenditure incurred in each of the past three years.

Asked by: Hon TANG Ka-piu (Member Question No. 37)

Reply:

- (1) In the past three years, cycle track projects in the nine new towns^{Note 1} were implemented by the Civil Engineering and Development Department (CEDD) under Head 707. The length of cycle tracks completed, associated expenditure incurred and staff establishment involved under each project are listed as follows:

Year	Cycle track project	Length of cycle tracks completed (metres)	Expenditure on the completed section of cycle tracks (\$ million)	Staff establishment involved
2015	Cycle tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section Stage 1	Nil (Works under this project are still under construction.)	Not applicable	Three Engineer grade staff ^{Note 2} for managing consultants who are responsible for supervision of the construction works
2014	Cycle tracks connecting North West New Territories with North East New Territories – Sheung Shui to Ma On Shan section	3 190	155	
2013	Cycle tracks connecting North West New Territories with North East New Territories – Sheung Shui to Ma On Shan section	550	27	
	Cycle tracks and associated facilities along the seafront at Tseung Kwan O Town Centre South	1 600	21.5	Three Engineer grade staff ^{Note 2} (from a project team different from the above) for managing consultants who are responsible for supervision of the construction works

Note 1: The nine new towns in the New Territories mentioned in the Controlling Officer's Report are Shatin / Ma On Shan, Tai Po, Sheung Shui / Fanling, Yuen Long, Tin Shui Wai, Tuen Mun, Tsuen Wan, Tung Chung and Tseung Kwan O.

Note 2 The staff deployed are also responsible for other CEDD projects.

- (2) In the past three years, the locations, bicycle parking facilities and numbers of newly constructed bicycle parking spaces in the nine new towns are listed as follows:

Year	Location	Type of bicycle parking facilities	Number of bicycle parking spaces
2015	Yuen Long	Parking rack	40
	Tin Shui Wai	Parking rack	85
	Tuen Mun	Parking rack	78
2014	Shatin / Ma On Shan	Parking rack	550
	Sheung Shui /Fanling	Parking rack and double-deck parker	612
	Tuen Mun	Parking rack	89
	Tung Chung	Parking rack	88
	Tseung Kwan O	Parking rack	40
2013	Shatin / Ma On Shan	Parking rack	20
	Tuen Mun	Parking rack	4
	Tung Chung	Parking rack	130
	Tseung Kwan O	Parking rack	75

The above works are undertaken as part of the ongoing duties of the TD, CEDD and the Highways Department, and there is no separate breakdown on the expenditure incurred.

- (3) In the past three years, the respective number of cycling resting stations and cycling hubs constructed by the CEDD along the cycle tracks in the nine new towns, as well as the locations, facilities provided and expenditure incurred are listed as follows:

Year	Number of cycling resting stations and cycling hubs provided along cycle tracks	Location	Facilities provided	Expenditure (\$ million)
2015	One cycling resting station	Tuen Mun	Bicycle parking spaces, shelters and benches	1
2014	Two cycling hubs	Sheung Shui and Shatin	Bicycle rental kiosks, parking spaces, practicing areas, first aid stations and toilets	44

Year	Number of cycling resting stations and cycling hubs provided along cycle tracks	Location	Facilities provided	Expenditure (\$ million)
	Three cycling resting stations	Two in Shatin and one in Tuen Mun	Bicycle parking spaces, shelters and benches	1
2013	Nil	Not applicable		

- End -

CONTROLLING OFFICER'S REPLY**THB(T)171****(Question Serial No. 0213)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

As regards the driving test service, please provide the following information:

- (1) Please list out the staff establishment and the expenditure involved for each driving test centre (DTC) in each of the past three years.
- (2) Please list out the average daily number of road tests conducted for various vehicle types in each DTC in each of the past three years.
- (3) Please list out the number of applicants for road tests of various vehicle types and their passing rates in each of the past three years.

Asked by: Hon TANG Ka-piu (Member Question No. 38)Reply:

- (1) At present, there are 17 DTCs on the Hong Kong Island, in Kowloon and the New Territories. The daily deployment of Driving Examiners (DEs) to these DTCs depends on the number and types of driving tests arranged for the DTCs on the day. For example, some DTCs are dedicated for certain types of commercial vehicle driving test and the number of driving tests conducted in these DTCs varies from day to day. Hence, the number of DEs deployed to these centres also varies accordingly. As the deployment plan varies from day to day for each DTC, we are unable to provide the breakdown of DEs for each DTC. The total numbers of DE employed by the TD and the associated annual staff cost in the past three years are appended below:

Year	Number of DE posts	Annual staff cost* (\$ million)
2013	67	24.24
2014	72	26.96
2015	70	27.05

* Notional annual mid-point salary

- (2) & (3) We do not have a breakdown of the total number of driving tests conducted in a year by individual DTCs, but have kept a breakdown plus passing rate of the DTCs on the Hong Kong Island and the DTCs in Kowloon and the New Territories as follows:

Vehicle Type		2013		2014		2015	
		Hong Kong Island [^]	Kowloon and the New Territories*	Hong Kong Island [^]	Kowloon and the New Territories*	Hong Kong Island [^]	Kowloon and the New Territories*
Private Car (Combined Test)	Number of tests conducted	5 508	13 611	7 315	18 955	7 963	20 592
	Passing rate (%)	37	32	33	29	33	27
Private Car (Part B Test)	Number of tests conducted	456	2 311	485	2 776	439	2 316
	Passing rate (%)	80	84	82	83	77	84
Private Car (Part C Test)	Number of tests conducted	2 654	9 905	3 690	11 545	4 462	13 401
	Passing rate (%)	68	63	64	61	60	58
Light Goods Vehicle (Combined Test)	Number of tests conducted	4 512	24 461	5 979	31 955	6 340	34 422
	Passing rate (%)	28	29	27	26	25	22
Light Goods Vehicle (Part B Test)	Number of tests conducted	165	2 806	204	2 685	208	2 541
	Passing rate (%)	86	85	85	85	85	83
Light Goods Vehicle (Part C Test)	Number of tests conducted	3 403	17 791	4 071	21 754	5 088	22 936
	Passing rate (%)	58	60	58	58	51	54
Motorcycle (Part B Test)	Number of tests conducted	863	5 768	834	6 104	905	6 310
	Passing rate (%)	80	76	81	75	75	75
Motorcycle (Part C Test)	Number of tests conducted	1 412	5 454	1 677	6 757	1 759	6 687
	Passing rate (%)	46	47	42	46	44	43
Medium Goods Vehicle (Road Test)	Number of tests conducted	1 095	3 984	974	4 127	1 164	4 218
	Passing rate (%)	48	49	47	49	37	42
Heavy Goods Vehicle (Road Test) [#]	Number of tests conducted	-	2 557	-	2 234	-	2 985
	Passing rate (%)	-	46	-	39	-	31
Public Bus (Road Test)	Number of tests conducted	1 101	3 492	956	3 006	1 091	3 550
	Passing rate (%)	51	55	50	51	45	43
Public Light Bus (Road Test)	Number of tests conducted	61	518	50	390	68	478
	Passing rate (%)	54	35	44	39	38	33
Articulated Vehicle (Road Test) [#]	Number of tests conducted	-	1 590	-	1 383	-	1 327
	Passing rate (%)	-	51	-	53	-	44

[#] No heavy goods vehicle and articulated vehicle driving tests were conducted on the Hong Kong Island.

[^] There are four DTCs on the Hong Kong Island.

* There are 13 DTCs in Kowloon and the New Territories.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0214)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards the service performance of licensing offices, please provide the following information:

- (1) Please provide the number of complaint cases on driving test, and list out by nature of complaint matters, the follow-up actions taken, average handling time, staff establishment for handling the complaints concerned, as well as the number of successful complaint cases in each of the past three years.
- (2) The number of applicants visiting the licensing offices has been increasing. Does the Government have any plan to increase the expenditure of the related programme for establishing new licensing offices and increasing the staff establishment? If no, what is the reason?

Asked by: Hon TANG Ka-piu (Member Question No. 39)

Reply:

- (1) The numbers of complaints received concerning driving test matters in 2013, 2014 and 2015 were 206, 260 and 249 respectively. Of the complaints received during the said periods, over 95 per cent were related to the marking of candidates' performance during driving tests. Very often the candidates alleged that they had not made certain mistakes as marked by driving examiners (DEs) that had led to failure of their driving tests. There was also a small proportion of complaints concerning the conduct and behaviour of DEs, such as their manners, unclear instructions given and inconsistency in marking. In the past three years, two complaints were found substantiated.

At present, two DEs are assigned to handle driving test complaints as part of their normal duties. They investigate each and every case received by reviewing relevant test records, conducting site inspection, interviewing the DE concerned and/or complainant to verify the complaint and obtain more information if necessary. Investigation of a case is normally completed (including informing the complainant of

the investigation outcome) in about ten working days. Additional time may be required for complicated cases that require more in-depth investigation.

- (2) The Transport Department (TD) operates four licensing offices located in Admiralty, Sham Shui Po, Kwun Tong and Shatin. In order to cope with the increasing demand for counter services at the licensing offices in recent years, the TD has implemented a number of process re-engineering measures to enhance the efficiency and service capacity of its licensing offices. Such measures include encouraging the use of non-counter licensing services, implementing the Appointment Booking Service to better schedule the applications processed through the counters and optimise the utilisation of counter services by the public and the use of flexible queuing arrangements. The above re-engineering measures have effectively increased the service capacity at the licensing offices without increasing the manpower resources and physical accommodation to cater for increasing demand for licensing services. Nevertheless, we anticipate that there will be another ten-year cyclical upsurge of renewal of full driving licences starting from 2017 and the number of driving licence renewal applications will increase by four to five times. The upsurge is expected to last for around five years until 2021. To cater for this upsurge, additional manpower resources on a time-limited basis have been secured. The TD will continue to monitor the demand for licensing services and review the related resources on a regular basis to ensure that the service demand is satisfactorily met.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0215)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) in regulating and monitoring public transport services, please provide the following information regarding the casualties of MTR passengers, cases of passenger-on-track, animals or other foreign objects on track:

- (1) breakdown of the casualties of MTR passengers (including the Light Rail) in 2015-16 by railway equipment involved, seriousness of the injuries, and whether they were reportable accidents to the Electrical and Mechanical Services Department (EMSD);
 - (i) escalator / travelator
 - (ii) train door
 - (iii) platform gap
 - (iv) platform screen door / automatic platform gate
 - (v) lift
 - (vi) track
 - (vii) miscellaneous
- (2) breakdown of the passenger-on-track cases by MTR station and seriousness of the injuries in 2015-16; and
- (3) breakdown of the number of railway service disruption caused by intrusion of foreign objects or animals into track area, the kind of foreign objects or animals, duration of service disruption, time to resume service, and the follow-up actions taken by the MTR Corporation Limited (MTRCL) in 2015-16 .

Asked by: Hon TANG Ka-piu (Member Question No. 41)

Reply:

- (1) The figures on casualties of MTR passengers (including the Light Rail) from 2015 to the end of February 2016 reported to the EMSD are as follows:

Railway equipment involved in the accident	2015			2016 (up to 29 February 2016)		
	Number (No.) of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
Escalator / Travelator	565	621	0	81	91	0
Train door	101	103	0	6	6	0
Platform gap	120	120	0	18	18	0
Platform screen door / Automatic platform gate	12	12	0	1	1	0
Lift	5	5	0	0	0	0
Miscellaneous	115	115	3	22	22	1
Total	918	976	3	128	138	1

Note: Casualties caused by incidents in relation to passenger-on-track cases are detailed in part (2).

The above figures exclude cases of suicide / attempted suicide, accidents due to passengers' own sickness and trespassing. "Miscellaneous" refers to cases involving passengers or members of the public tripping or falling as a result of losing balance, and Light Rail accidents involving pedestrians or vehicles on the road. There is no individual breakdown on "minor injuries" and "serious injuries".

- (2) Breakdown of figures on passenger-on-track cases by MTR station from 2015 to the end of February 2016 is as follows (the stations not mentioned have nil case):

Railway line / Station	2015			2016 (Up to 29 February 2016)		
	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
Tseung Kwan O Line						
LOHAS Park	1	1	0	0	0	0
Total	1	1	0	0	0	0
Kwun Tong Line						
Kwun Tong	1	0	0	0	0	0
Total	1	0	0	0	0	0
East Rail Line						
Hung Hom	2	0	0	1	0	0
Mong Kok East	3	1	0	1	1	0
Tai Wai	2	0	1	0	0	0
Kowloon Tong	2	0	0	1	0	0
Sha Tin	2	0	0	0	0	0
Fo Tan	3	0	0	1	0	0
University	2	0	1	2	0	1
Tai Po Market	2	1	0	0	0	0
Tai Wo	2	1	0	0	0	0
Fanling	3	1	0	2	1	0
Sheung Shui	4	1	0	0	0	0
Lok Ma Chau	2	0	0	2	1	0
Lo Wu	6	0	0	1	0	0
Total	35	5	2	11	3	1

Ma On Shan Line						
Tai Wai	1	0	0	0	0	0
Ma On Shan	0	0	0	1	1	0
Total	1	0	0	1	1	0

- (3) Breakdown of figures on train service disruption of eight minutes or above caused by intrusion of foreign objects or animals into track area from 2015 to the end of February 2016 is as follows:

Year	Cause, Number of Incidents and Range of Delay						Total
	Animals ^{Note 1}			Foreign Objects ^{Note 2}			
	8-30 minutes	31-60 minutes	61 minutes or more	8-30 minutes	31-60 minutes	61 minutes or more	
2015	8	0	0	8	1	1	18
2016 (up to 29 February2016)	1	1	0	1	0	0	3

Note 1: Animals causing train service disruption included dogs, cats and birds.

Note 2: Foreign objects causing train service disruption included fallen trees, sky lanterns, plastic sheets, metallic balloons, etc.

The MTRCL has implemented a series of improvement measures to minimise track intrusion by dogs and enhance railway operating and response procedures when dog-on-track incidents occur in future. They include strengthening boundary fencing to prevent dogs from intruding into track, providing training and tools for staff to handle animal-on-track incidents, adopting cautious speed for trains in the affected track section while arranging staff to conduct a search for the dogs, etc. If a dog is located on the track, train within the affected section will stop immediately until the dog has left the track, whether it has been guided away by staff or left on its own accord.

Objects, for instance metallic balloons that float in the air, which may endanger proper railway operation are not allowed in MTR stations or on trains according to the Mass Transit Railway By-laws (Cap 556B). The MTRCL puts up notices, especially during festival days such as Chinese New Year and Christmas, in stations informing passengers that metallic balloons are not allowed in railway premises, and the same piece of information is also set out in the MTR Safety Booklet available in customer service centres.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2282)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

A number of policy initiatives have been proposed in the Policy Address in response to the new demand to improve transport facilities in the community for the ageing population. Please provide the following information:

- (1) Concerning the study on installation of smart devices at signalised pedestrian crossings, what are the study items and content, estimated duration of the study and the staff establishment and the expenditure involved?
- (2) Concerning disbursing government subsidies to franchised bus operators for provision of seats at bus stops and termini, how many additional seats are expected to be provided and how many bus stops and termini will be involved? Are there any plans to give priority to districts with a larger elderly population?

Asked by: Hon TANG Ka-piu (Member Question No. 43)

Reply:

- (1) The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The device to be adopted has to be compatible with the various traffic signal control equipment systems currently used in Hong Kong. The study will investigate the need for a mock up to confirm technical feasibility. The study will also identify necessary modifications to the existing traffic signal system, establish the cost-effectiveness and recommend a plan for territory-wide implementation including the resources required.

The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years. The cost of the consultancy study is

estimated to be \$4 million. An Engineer/Assistant Engineer will be deployed to oversee the consultancy study and the annual staff cost is \$0.7 million.

- (2) The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. For budgetary purpose, it is estimated that about two-thirds of the sum will likely be used on seats.

Insofar as the installation of seats is concerned, about 140 of some 3 000 covered bus stops (including bus termini, en route stops and bus interchanges) are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The franchised bus operators will propose to the Transport Department the locations of bus stops for seats to be installed. In determining the installation priority, they will take into account such factors as utilisation of the bus stops, physical environment of individual locations, any relocation / cancellation plan for the individual bus stops in near future, and feedback from the relevant districts.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)175

(Question Serial No. 1798)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department (TD) will continue to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories. In this connection, will the Government inform:

- (1) the achievements and the expenditure involved in the past three years; and
- (2) the specific measures and the estimated expenditure involved for 2016-17.

Asked by: Hon James TIEN Pei-chun (Member Question No.18)

Reply:

- (1) Based on the recommendations of a study completed in 2013, the TD implemented a pilot scheme in Tai Po to test various improvement measures on the cycle track network and parking facilities and to assess their effectiveness. The pilot scheme was largely completed¹ in early 2015. The improvement measures which were concluded to be effective are being adopted for improving the existing cycle tracks and associated facilities as an on-going task. The TD has completed the phase one improvement works, which involve more conventional measures such as widening cycle tracks and enhancing signage and road markings along cycle tracks, for 20 accident-prone sites in Sha Tin and Tai Po in 2015. In addition, the TD also completed a total of about 1 600 safety improvement works for the existing pedestrian crossings on cycle tracks, and provided about 1 800 additional parking spaces in nine new towns of the New Territories in the past three years. The total expenditure involved was about \$23 million.

¹ The remaining measure under the pilot scheme in Tai Po is the provision of double-deck bicycle parking racks outside Tai Po Market MTR station. Preparatory work involving the planning of temporary traffic diversion and trees transplanting is being carried out. It is expected that the provision of parking racks will be completed in 2016.

- (2) In 2016-17, the TD will continue to take forward the remaining improvement works for 14 accident-prone sites in Sha Tin and Tai Po (phase two improvement works) by including additional measures recommended upon the evaluation of the pilot scheme in Tai Po, such as installing elastic plastic bollards to separate cycle lanes of opposite directions. In addition, as part of a consultancy study on improving the cycle track network in the nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The first batch of improvement works for about 100 sites, including provision of additional bicycle parking spaces, enhancement of cycling signage and widening of bends at existing cycle tracks, will start in 2016 in phases, with a target for completion in two years. The TD is working on the remaining improvement proposals and will implement them in stages. The total estimated expenditure for cycling-related improvement works in 2016-17 is about \$12 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)176

(Question Serial No. 1799)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department (TD) will continue to replace the area traffic control and closed circuit television systems (Systems) for the Tai Po and North (TP&N) Districts. In this connection, will the Government advise on the following:

- (1) Last year, how many Systems were replaced in the TP&N Districts and what was the expenditure involved?
- (2) How many Systems in TP&N Districts are planned to be replaced in 2016-17, and what will be the expenditure the manpower involved?

Asked by: Hon James TIEN Pei-chun (Member Question No. 19)

Reply:

- (1) Last year, the replacement of the Systems was still in the planning stage, and hence no Systems were replaced yet.
- (2) In 2016-17, delivery and installation of the area traffic control system components for the replacement systems will commence but no systems will be completely replaced within the year. The estimated expenditure for the project in 2016-17 is about \$7.4 million, and the manpower involved in this project is absorbed by existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1294)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Policy Address proposed to examine the use of information technology to allow longer pedestrian green time at road junctions for the elderly. The Transport Department (TD) will also commence the study on installation of smart devices at signalised pedestrian crossings to extend the pedestrian green time for the elderly and persons with disabilities, and will enhance the HKeTransport service to facilitate the use by the elderly. In this regard:

- (1) when will the study on installation of smart devices at signalised pedestrian crossings commence, and what are the estimated duration, costs and manpower requirement of the study? What is the territory-wide ratio of traffic signals and devices covered by the project? What are the criteria for selection of the locations for installing the said device?
- (2) what are the specific measures, content, expenditure and manpower required for enhancing the HKeTransport to make it elderly-friendly? Are there any targets for promoting this service to the elderly? If yes, what are the details?

Asked by: Hon Tony TSE Wai-chuen (Member Question No. 12)

Reply:

- (1) The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years. The cost of the consultancy study is estimated to be \$4 million. An Engineer/Assistant Engineer will be deployed to oversee the consultancy study.

Currently, there are 1 879 signalised road junctions in Hong Kong. About 90% of them have pedestrian crossings (i.e. there are about 5 800 signalised pedestrian crossings in the territory). The study will categorise all these pedestrian crossings according to traffic and pedestrian flows, and will establish a set of criteria and priority for the subsequent installation of the smart devices at these crossings. The criteria to be formulated will take into account various factors such as the proportion of elderly using the crossings, and proximity of the crossings to places frequently visited by the elderly (e.g. elderly homes, hospitals, and rehabilitation organisations, etc.). The ratio of devices to pedestrian traffic signals can only be determined after the findings of the study are available.

- (2) The proposed enhancements of the “HKeTransport” service aim at facilitating its use by the elderly. An elderly mode will be introduced to the “HKeTransport” service on various platforms including website, mobile applications and kiosks to provide an elderly-friendly layout with larger font size, simplified route search function, and route search results showing the concessionary fares for the elderly. It will also be equipped with text-to-speech function to read out the route information and search results to the elderly. The estimated expenditure for the proposed enhancements of the “HKeTransport” service is about \$3.8 million. The TD will arrange publicity through various channels to encourage the elderly to use the service, such as liaising with elderly service organisations to promote the use and gauge feedbacks, and will monitor its usage after its launch for any subsequent actions, if necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1295)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will subsidise the franchised bus operators for installation of seats and display panels for provision of real-time bus arrival information at bus stops and termini. What are the numbers of bus stops, seats and display panels involved? What is the estimated expenditure? Will the subsidies cover the future maintenance cost of those seats and display panels? If yes, what is the expenditure involved? If no, what are the reasons?

Asked by: Hon Tony TSE Wai-chuen (Member Question No. 13)

Reply:

The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. Of some 3 000 covered bus stops, about 140 are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The Government will also provide subsidy to the franchised bus operators for their installation of real-time arrival information display panels at covered bus stops with electrical installations. Currently, there are some 1 300 covered bus stops with electrical installations. The subsidy for the display panels will be offered on a matching basis. For every display panel which a franchised bus operator has committed to install, the Government will provide subsidy for the installation of another display panel. Funding has been earmarked for subsidising the installation of around 800 display panels. This means as many as around 1 600 display panels would be installed territory-wide (half of these funded by the Government under the subsidy scheme and the other half funded by the franchised bus operators). This should cover all covered bus stops with electrical installations. We expect that the installation of 550 display panels (half funded by the Government and half funded by

the franchised bus operators) can be completed within the first phase of around three years. Thereafter, the franchised bus operators will make annual proposals to the Government as to the number and locations of remaining bus stops to be provided with display panels. We expect that the installation of the remaining display panels can be completed in another three years' time.

The subsidy by the Government for the installation of seats and display panels will cover the capital cost (and associated installation cost). Franchised bus operators will be reimbursed for the cost incurred after satisfactory completion of the installation works. As the objective of the subsidy scheme is to expedite the provision of the ancillary facilities by bus operators through provision of the upfront cost for hardware and installation, and that usually it is for the franchised bus operators to make available ancillary facilities at their own cost, the expenditure arising from the daily maintenance / repair and operation of these facilities (including electricity expenses and the cost of data transmission (if applicable)) will be absorbed by the franchised bus operators.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)179****(Question Serial No. 0316)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the provision of red light camera (RLC) system in the Area Traffic Control System, please provide the following information:

- (a) Please list out the numbers, locations and cost of newly installed RLC in each of the past three years.
- (b) What is the proportion of junctions with the RLC installed against the total number of signalised junctions and the reasons for less than 200 junctions provided with the RLC?
- (c) What are the criteria for installing the RLC system?

Asked by: Hon WONG Kwok-hing (Member Question No. 26)Reply:

- (a) The numbers, locations and cost of newly installed RLC in the past three years are listed below:

Year	Number of newly installed RLC	Location			Cost (\$ million)
		Hong Kong Island	Kowloon	New Territories	
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	34	5	19	10	32.3

- (b) We have been expanding the RLC system in four phases, and the whole process from procurement to completion of the installation work typically takes about three years for each phase. The 34 RLCs installed in 2015 are part of the phase four expansion programme, which aims at installing 40 RLCs at 40 new locations throughout the territory. The installation work of all 40 RLCs in phase four has been completed. The total number of signalised junction installed with the RLC now stands at 195. The selection of signalised junctions for RLC installation is based on a set of criteria (see (c) below). We will examine the need for further expansion of the RLC system regularly. As and when necessary, we will apply for funding from the Finance Committee of the Legislative Council for further expansion of the system.
- (c) The criteria for selecting sites for installation of the RLC are as follows:
- (i) accident records, with particular attention to accidents involving drivers disobeying traffic signals;
 - (ii) prevalence of red light jumping activities observed by the Hong Kong Police Force;
 - (iii) the need for an even distribution of the RLC locations to provide a territory-wide deterrent effect; and
 - (iv) preliminary assessment of the suitability of the location for installing the RLC.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)180

(Question Serial No. 0317)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of speed enforcement camera (SEC) system in the Area Traffic Control System, please provide the following information:

- (1) For the SEC system, please list out the total number of SEC housings and cameras installed in each of the past three years. Why is it not possible to have all camera housings to be fitted with camera unit?
- (2) What are the procurement cost and the related annual maintenance cost of each SEC system?
- (3) What are the criteria for installation of additional road-side SEC housing and camera?

Asked by: Hon WONG Kwok-hing (Member Question No. 27)

Reply:

- (1) The total numbers of the SEC and camera housings installed in each of the past three years are listed below:

Year	Total number of SEC installed	Total number of SEC housings installed
2013	0	5
2014	0	0
2015	0	0

Currently, 120 SEC housings are installed throughout Hong Kong to combat speeding activities. 20 SECs are placed inside 120 camera housings on a rotational basis. Such an operation arrangement can achieve cost effectiveness in deterring speeding activities. Also, there are situations where more than one SEC housings are installed

over a relatively short section of road. The rotational arrangement can avoid multiple prosecutions for a single speeding offence of the driver within a short section of the road.

- (2) The installation of the existing SEC system comprising 120 SEC housings and 20 SECs was completed in 2013 at a cost of \$32.19 million. The system is currently being operated and maintained by the Hong Kong Police Force (HKPF), and the annual expenditure for maintaining the system is \$5.36 million in 2015-16.
- (3) The following locations are given higher priority in the installation of the SEC:
 - (a) locations with relatively higher number of accidents on record, with particular emphasis on accidents involving speeding;
 - (b) locations where there is a prevalence of speeding activities observed by the HKPF;
 - (c) strategic or trunk roads with higher traffic speed and traffic flow; and
 - (d) long steep downhill road sections.

In addition, the need for an even distribution of the SEC housing locations to provide an area-wide effect and the geological and environmental factors surrounding the sites have been taken into account.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)181

(Question Serial No. 2449)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to safeguard road safety, please provide the following information:

- (1) the content and progress of the area studies for enhancing road safety, the manpower and expenditure involved in each of the past three years;
- (2) the content, effectiveness and progress of the road safety publicity plans, the manpower and expenditure involved in each of the past three years; and
- (3) the locations and specific content of road safety enhancement measures, the manpower and expenditure involved in each of the past three years.

Asked by: Hon WONG Kwok-hing (Member Question No. 28)

Reply:

- (1) In the past three years, we have completed the area studies at the following locations:

2013

- (a) Area along Lai Chi Kok Road (from Nathan Road to Kwai Chung Road)
- (b) Area along Hong Ning Road (from Hip Wo Street to Kwun Tong Road)

2014

- (a) Area along Hip Wo Street (from Mut Wah Street to Sau Mau Ping Road)
- (b) Area along Shanghai Street (from Bute Street to Jordan Road)

2015

- (a) Area along Kau Yuk Road (from Yuen Long Tai Yuk Road to Tai Tong Road)
- (b) Area along Tai Chung Kiu Road (from Lion Rock Tunnel Road to Siu Lek Yuen Road)

These areas were selected because they exhibited accident rates higher than the territory averages. Emphasis was placed on the identification of contributory factors that were common to a number of traffic accidents in the areas, and they might include jay walking, pedestrian negligence, disobedience of traffic light signals, lane changing collision, nose to tail collision, sightline obstruction, slippery road surface and inadequate lighting, etc. Comprehensive safety enhancement measures, as detailed below, were developed targeting to remove these factors:

- (a) Area along Lai Chi Kok Road (from Nathan Road to Kwai Chung Road)
Enhancement measures covered one road section and 18 junctions, and included signalisation of cautionary crossings, conversion of part time no stopping zone (NSZ) to full time NSZ, reinstatement of faded road markings, review of skid resistance and street light intensity, modification of junction layout, requesting bus companies to alert their drivers to take heed of passengers, repair of dilapidated pavement, erection / extension of railings, provision of traffic signs, and alteration of road markings.
- (b) Area along Hong Ning Road (from Hip Wo Street to Kwun Tong Road)
Enhancement measures covered 11 junctions and included widening of crossing facilities, modification of traffic light signals, introduction of overhead traffic light signals, improvement of junction layout, erection/extension of railings, provision of traffic signs, and alteration / extension of road markings.
- (c) Area along Hip Wo Street (from Mut Wah Street to Sau Mau Ping Road)
Enhancement measures covered three road sections and 10 junctions, and included modification of traffic light signals, construction of central dividers, requesting bus companies to alert bus drivers to take heed of passengers, erection / extension of railings, provision of traffic signs, and alteration of road markings.
- (d) Area along Shanghai Street (from Bute Street to Jordan Road)
Enhancement measures covered 13 junctions and included modification of traffic light signals, imposition of the NSZ, repair of dilapidated pavement, erection / extension of railings, provision / relocation of traffic signs, and alteration of road markings.
- (e) Area along Kau Yuk Road (from Yuen Long Tai Yuk Road to Tai Tong Road)
Enhancement measures covered one road section and four junctions, and included modification of junction layout, modification of traffic light signals, repair of dilapidated pavement and damaged traffic signs, erection / extension of railings, and alteration of road markings.
- (f) Area along Tai Chung Kiu Road (from Lion Rock Tunnel Road to Siu Lek Yuen Road)
Enhancement measures covered nine road junctions and included signalisation of cautionary crossings, modification of traffic light signals, modification of junction layout, repair of dilapidated pavement, requesting bus companies to alert their drivers to take heed of passengers, erection / extension of railings, introduction / relocation of traffic signs, and alteration of road markings.

These area studies were carried out by staff of the Transport Department (TD) as part of the TD's normal duties. The expenditure for implementing enhancement measures in these areas and at the locations mentioned in part (3) below cannot be isolated and separately listed out. The expenditure for implementing measures at all these locations was about \$2.2 million per year.

- (2) The Road Safety Council (RSC) has been collaborating with the Hong Kong Police Force and the TD, among others, in undertaking publicity and educational activities to enhance the safety awareness of road users. Road safety messages targeting pedestrians, drivers and cyclists are disseminated through different channels such as television, radio, bus body advertisements and other printed materials. Publicity activities focusing on anti-drink driving, anti-drug driving, cycling safety, elderly pedestrian safety and driving attentively are organised. The expenditures by the RSC in 2013-14, 2014-15 and 2015-16 are \$5.2 million, \$4.5 million and \$3.7 million respectively.

In addition, the TD has been conducting annual Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers in the past years. A wide range of activities targeting commercial vehicle drivers are held, including dissemination of safe driving and health messages through radio broadcasts and other publicity channels, provision of free health checks, etc. About 2 000 commercial vehicle drivers each year attended the free health checks. The expenditures of the Campaign in 2013-14, 2014-15 and 2015-16 (estimated) are \$3 million, \$3 million and \$2.5 million respectively.

The effectiveness of road safety publicity is monitored and reviewed from time to time. The publicity work involved is undertaken by the RSC and the existing manpower of the TD and other departments concerned.

- (3) Locations where road safety enhancement measures had been developed in the past three years under the accident blacksite investigation programme are listed at Annex.

The enhancement measures included:

- (a) addition or modification of traffic light signals;
- (b) improvement of road environment such as provision of anti-skid material, construction of central dividers, and addition of roadside barriers;
- (c) improvement of facilities for pedestrians including addition of crossing facilities, and erection of railings; and
- (d) improvement of traffic aids including provision of traffic signs, alteration of road markings, and installation of traffic bollards.

The road safety enhancement measures at these locations were developed by the TD staff as part of their normal duties. The expenditure involved, as mentioned in part (1), cannot be isolated and separately listed out. The expenditure for implementing measures at all these locations is about \$2.2 million per year.

Locations of road safety enhancement measures**2013**

- 1 Argyle Street / Lomond Road
- 2 Argyle Street / Shanghai Street
- 3 Argyle Street / Waterloo Road / Princess Margaret Road
- 4 Bowring Street / Parkes Street
- 5 Bute Street / Sai Yee Street
- 6 Canton Road / Haiphong Road
- 7 Castle Peak Road (Lam Tei) / Lam Tei Main Street
- 8 Castle Peak Road (Tsuen Wan) / Tai Chung Road
- 9 Castle Peak Road (Tsuen Wan) / Tai Ho Road
- 10 Castle Peak Road / Fuk Wing Street
- 11 Castle Peak Road-Yuen Long near Yuen Long Hong Lok Road
- 12 Chatham Road North / Ping Chi Street
- 13 Che Kung Mui Road / Hung Mui Kuk Road / Mei Tin Road
- 14 Cheung Sha Wan Road / Cheung Lai Street
- 15 Cheung Sha Wan Road / Hing Wah Street
- 16 Cheung Sha Wan Road / Nam Cheong Street
- 17 Cheung Sha Wan Road / Tonkin Street
- 18 Cheung Sha Wan Road / Yen Chow Street
- 19 Chi Kiang Street / Ma Tau Wai Road
- 20 Choi Hung Road / Tseuk Luk Street / Tai Shing Street
- 21 Chuen Lung Street / Ho Pui Street
- 22 Chuen Lung Street / San Tsuen Street
- 23 Clear Water Bay Road near Ngau Chi Wan Market
- 24 Connaught Road Central / Hillier Street / Chung Kong Road
- 25 Des Voeux Road West / Centre Street
- 26 Fung Tak Road / Po Kong Village Road
- 27 Harbour Road / Fleming Road
- 28 Hennessy Road / Tonnochy Road
- 29 Hennessy Road near Fleming Road
- 30 Hennessy Road near Tin Lok Lane
- 31 Hing Fat Street outside Victoria Park
- 32 Hing Ning Road near Metroplaza
- 33 Hip Wo Street / Yuet Wah Street
- 34 Hoi Fai Road / Cherry Street Roundabout
- 35 Hong Ning Road / Ming Chi Street

- 36 Hung Hom Road / Tak Man Street / Tak On Street
- 37 Island Eastern Corridor near Sun Sing Street
- 38 Johnston Road / Spring Garden Lane
- 39 Jordan Road / Shanghai Street
- 40 King's Road / Tong Shui Road
- 41 King's Road / Shu Kuk Street
- 42 King's Road near Fortress Hill Road
- 43 King's Road near Greig Road & Shipyard Lane
- 44 King's Road near Healthy Street East
- 45 King's Road near North Point Government Primary School
- 46 Lai Chi Kok Road / Nathan Road
- 47 Lam Tei Interchange near Hanlin
- 48 Lei Yue Mun Road / Cha Kwo Ling Road
- 49 Lung Cheung Road near Tin Ma Court
- 50 Ma Tau Chung Road / Sung Wong Toi Road / Fu Ning Street
- 51 Ma Tau Kok Road / Ma Tau Chung Road
- 52 Ma Tau Wai Road / Tin Kwong Road / Ma Hang Chung Road
- 53 Morrison Hill Road / Sports Road
- 54 Nathan Road / Cheung Sha Wan Road / Boundary Street
- 55 Nathan Road / Nullah Road
- 56 Nathan Road / Shantung Street
- 57 Pei Ho Street / Ki Lung Street
- 58 Pei Ho Street / Yu Chau Street
- 59 Po Kong Village Road / Fung Tak Road
- 60 Po Ning Road near Hang Hau Bus Terminus
- 61 Pok Fu Lam Road / Sassoon Road
- 62 Pok Oi Interchange / Yuen Long Highway
- 63 Prince Edward Road West / Sai Yee Street
- 64 Prince Edward Road West / Waterloo Road
- 65 Queen's Road East / Wong Nai Chung Road / Morrison Hill Road
- 66 Queen's Road West / Eastern Street
- 67 Queensway near Tamar Street
- 68 Sai Lau Kok Road near Luk Yeung Galleria
- 69 Sau Fu Street near Tung Lok Street
- 70 Shau Kei Wan Road / Nam Hong Street
- 71 Sheung Fung Street / Fei Fung Street / Wan Fung Street
- 72 Tai Chung Kiu Road / Siu Lek Yuen Road
- 73 Tam Kon Shan Interchange / Tam Kon Shan Road

- 74 Tate's Cairn Highway near Toll Plaza
- 75 Ting Kok Road / Tai Po Tai Wo Road
- 76 Tseung Kwan O Road near Tsui Ping South Estate
- 77 Tsing King Road near Tsing Yi Sports Ground
- 78 Tsuen Kam Interchange / Texaco Road North
- 79 Tsuen Tsing Interchange / Tsuen Wan Road
- 80 Tuen Mun Road near Correctional Services Department Staff Quarters
- 81 Tuen Mun Road near Harrow International School (Hong Kong)
- 82 Tuen Mun Road near Hong Kong Garden
- 83 Tuen Mun Road near Sham Tseng Interchange
- 84 Wan Chai Road near Triangle Street
- 85 Waterloo Road / Durham Road / Rutland Quadrant
- 86 Waterloo Road / Hereford Road
- 87 Waterloo Road / Lancashire Road / Essex Crescent
- 88 Waterloo Road / Pui Ching Road / Soares Avenue
- 89 Wong Chuk Hang Road near Yip Kan Street
- 90 Wu Chui Road / Tip King Road
- 91 Wu Chui Road near Melody Garden
- 92 Yen Chow Street / Tung Chau Street
- 93 Yuen Wo Road / Fo Tan Road

2014

- 1 Ap Lei Chau Bridge Road Near Lee Chi Road
- 2 Ap Lei Chau Bridge Road outside Ap Lei Chau Estate Bus Terminus
- 3 Argyle Street / Sai Yee Street
- 4 Argyle Street / Tong Mi Road / Cherry Street
- 5 Austin Road / Cox's Road
- 6 Boundary Street / Lai Chi Kok Road / Wong Chuk Street
- 7 Canton Road / Austin Road West / Austin Road
- 8 Castle Peak Road / Fat Tseung Street
- 9 Castle Peak Road (Chau Tau) near Pak Shek Au
- 10 Castle Peak Road (Hung Shui Kiu) near Yick Yuen Tsuen
- 11 Castle Peak Road (Lam Tei) near Lam Tei Main Street
- 12 Castle Peak Road (Yuen Long) / Tung Lok Street
- 13 Castle Peak Road / Fuk Wing Street
- 14 Castle Peak Road / Tai Po Road
- 15 Cha Kwo Ling Road near Wing Shan Industrial Building
- 16 Chai Wan Road / Kam Yuen Lane

- 17 Chatham Road South / Mody Road
- 18 Chatham Road North / Valley Road
- 19 Chatham Road North near Fat Kwong Street
- 20 Cheung Sha Wan Road / Tai Nan West Street
- 21 Cheung Sha Wan Road / Tonkin Street
- 22 Ching Cheung Road near Caritas Medical Centre
- 23 Ching Cheung Road near Lai Chi Kok Park Swimming Pool
- 24 Ching Hong Road near Cheung Ching Estate Bus Terminus
- 25 Chuen Lung Street / Ho Pui Street
- 26 Clear Water Bay Road / New Clear Water Bay Road
- 27 Connaught Road Central / Pedder Street / Connaught Place
- 28 Connaught Road Central near Ice House Street
- 29 Fung Tak Street near Sheung Yuen Street
- 30 Gloucester Road near Percival Street
- 31 Hennessy Road near Lee Garden Road
- 32 Hing Fong Road near Kwai Fong Estate
- 33 Hop Choi Street near Mau Tan Street
- 34 Island Eastern Corridor near Oil Street
- 35 Johnston Road near Spring Garden Lane
- 36 Junction Road / Nga Tsin Wai Road
- 37 King's Road / North Point Road
- 38 King's Road near Fortress Metro Tower
- 39 Kwai Chung Road near Lai King MTR Station
- 40 Kwun Tong Road near Kai Tak Mansion
- 41 Kwun Tong Road near Kowloon Bay MTR Station
- 42 Kwun Tong Road near Millennium City II, III
- 43 Lai Chi Kok Road / Broadway (East)
- 44 Lai Chi Kok Road / Pei Ho Street
- 45 Lai Chi Kok Road / Tong Mi Road
- 46 Lai Chi Kok Road / Tonkin Street
- 47 Lei Yue Mun Road / Ko Chiu Road
- 48 Leighton Road / Wong Nai Chung Road / Matheson Street
- 49 Lion Rock Tunnel Road (Kowloon section)
- 50 Lion Rock Tunnel Road near Hung Mui Kuk Road
- 51 Lion Rock Tunnel Road near Toll Plaza
- 52 Lok Shan Road / Ha Heung Road
- 53 Lung Cheung Road near Ching Tak Street
- 54 Lung Cheung Road near Hung Ngok House, Choi Hung Estate

- 55 Lung Cheung Road near Wong Tai Sin Shopping Centre
- 56 Ma Hang Chung Road / Pau Chung Street
- 57 Ma Tau Wai Road / Pak Kung Street
- 58 Nathan Road / Argyle Street
- 59 Nathan Road / Dundas Street
- 60 Nathan Road / Gascoigne Road / Kansu Street
- 61 Nathan Road / Granville Road
- 62 Nathan Road / Humphreys Avenue / Haiphong Road
- 63 Nathan Road / Man Ming Lane
- 64 Nathan Road / Mong Kok Road
- 65 Nathan Road / Prince Edward Road West
- 66 Nathan Road / Public Square Street
- 67 Nathan Road / Waterloo Road
- 68 Nga Tsin Wai Road / Fuk Lo Tsuen Road
- 69 Ngau Tau Kok Road near Elegance Road
- 70 Ngau Tau Kok Road outside Ngau Tau Kok Market
- 71 Pik Wan Road near Tak Lok House
- 72 Po Tung Road / Man Nin Street
- 73 Prince Edward Road East near King Tai Street
- 74 Prince Edward Road West / Pentland Street
- 75 Sai Sha Road near Che Ha
- 76 Sha Tin Centre Street near Sha Tin Plaza
- 77 Sha Tsui Road / Chuen Lung Street
- 78 Shanghai Street / Dundas Street
- 79 Siu Sai Wan Road Near Hiu Tsui Street
- 80 Tai Au Mun Road near Clear Water Bay First Beach
- 81 Tai Po Road (Piper's Hill) near Caldecott Road
- 82 Tai Po Road (Sha Tin Heights) outside carpark
- 83 Tai Po Road (Sha Tin) near Wo Che Estate
- 84 Tai Po Road / Nam Cheong Street
- 85 Tai Po Road / Shek Kip Mei St
- 86 Tai Po Road near Lei Cheng Uk Estate
- 87 Tai Tong Road near Kau Yuk Road
- 88 Tin Shui Road near Chestwood Court
- 89 Tsing Kwai Highway near Lai King Estate
- 90 Tsuen Wan Road near Profit Industrial Building
- 91 Tuen Mun Road near Chi Lok Fa Yuen
- 92 Wang Chiu Road / Sheung Yee Road

2015

- 1 Argyle Street / Tin Kwong Road
- 2 Argyle Street / Tong Mi Road / Cherry Street
- 3 Argyle Street / Yim Po Fong Street / Luen Wan Street
- 4 Bride's Pool Road near Chung Mei
- 5 Bride's Pool Road near Tai Mei Tuk Raw Pumping Station
- 6 Castle Peak Road (Yuen Long) near Kuk Ting Street
- 7 Causeway Road / Moreton Terrace
- 8 Chatham Road South / Austin Road / Cheong Wan Road
- 9 Chatham Road South / Gascoigne Road
- 10 Chatham Road South / Granville Road
- 11 Che Kung Mui Road / Hung Mui Kuk Road / Mei Tin Road
- 12 Cherry Street / Hoi Wang Road
- 13 Cheung Sha Wan Road / Butterfly Valley Road
- 14 Cheung Sha Wan Road / Mei Lai Road
- 15 Cheung Sha Wan Road / Yen Chow Street
- 16 Cheung Sha Wan Road near Cheung Sha Wan Path
- 17 Ching Cheung Road near Butterfly Valley Road
- 18 Ching Cheung Road near Caritas Medical Centre
- 19 Ching Cheung Road near Lai Chi Kok Park Swimming Pool
- 20 Ching Cheung Road near Wing Tak Road access to Caritas Medical Centre
- 21 Choi Hung Road / Choi Yee Lane
- 22 Clear Water Bay Road near Ngau Chi Wan Market
- 23 Connaught Road West / Eastern Street / Eastern Street North
- 24 Garden Road near Peak Tram Lower Terminus
- 25 Gascoigne Road / Jordan Road
- 26 Hai Tan Street / Pei Ho Street
- 27 Hennessy Road near Fleming Road
- 28 Hing Ning Road near Metroplaza
- 29 Hong Chong Road near the Hong Kong Polytechnic University
- 30 Hong Ning Road / Ming Chi Street
- 31 Island Eastern Corridor near Taikoo Shing Kwun Hoi Terrace
- 32 Junction Road / Nga Tsin Wai Road
- 33 Kam Sheung Road / Tung Wui Road
- 34 King's Road / Cheung Hong Street / Tin Chong Street
- 35 King's Road near Java Road
- 36 King's Road near Mount Parker Road

- 37 King's Road near North View Street
- 38 Kwai Chung Road near Lai King MTR Station
- 39 Kwai Chung Road near Mei Foo Sun Chuen
- 40 Kwun Tong Road / Hong Ning Road
- 41 Kwun Tong Road / Lai Yip Street / Elegance Road
- 42 Kwun Tong Road near Kai Tak Mansion
- 43 Lai Chi Kok Road / Pei Ho Street
- 44 Lai Chi Kok Road / Tonkin Street
- 45 Lai Chi Kok Road / Yen Chow Street
- 46 Lam Tei Interchange near Hanlin
- 47 Lin Cheung Road / Cherry Street
- 48 Lion Road Tunnel Road near Toll Plaza
- 49 Lion Rock Tunnel Road near Hung Mui Kuk Road
- 50 Lung Cheung Road near Fung Mo Street
- 51 Lung Cheung Road near Wong Tai Sin MTR Station
- 52 Ma Tau Chung Road / Sung Wong Toi Road / Fu Ning Street
- 53 Ma Tau Wai Road / Pak Kung Street
- 54 Mong Kok Road / Sai Yeung Choi Street South
- 55 Nathan Road / Austin Road
- 56 Nathan Road / Gascoigne Road / Kansu Street
- 57 Nathan Road / Man Ming Lane
- 58 Nathan Road / Wing Sing Lane
- 59 Ngau Tau Kok Road / Horse Shoe Lane
- 60 Ngau Tau Kok Road near Elegance Road
- 61 Pok Fu Lam Road near Lady Ho Tung Hall
- 62 Pok Fu Lam Road near Ebenezer School
- 63 Route Twisk (Chainage 7.8-8.0)
- 64 Sai Lau Kok Road outside Luk Yeung Galleria, Tsuen Wan
- 65 Sha Tsui Road / Chuen Lung Street
- 66 Sha Tsui Road / Ham Tin street
- 67 Sha Tsui Road / Kwan Mun Hau street / Luen Yan Street
- 68 Shek Mun Interchange / Tai Chung Kiu Road
- 69 Stanley Street, Central
- 70 Sui Wo Road near Sui Wo Court
- 71 Tai Chung Kiu Road / Sha Kok Street
- 72 Tai Chung Road Interchange / Tai Chung Road
- 73 Tai Po Road (Sha Tin Heights) / Keng Hau Road
- 74 Tai Po Road (Sha Tin) near Wo Che Estate

- 75 Tai Po Road / Nam Cheong Street
- 76 Tai Po Road near Luk Hop Village
- 77 Tam Kon Shan Interchange / Tam Kon Shan Road
- 78 Tin Shui Road near Chestwood Court
- 79 To Kwa Wan Road / Lok Shan Road
- 80 Tseung Kwan O Road / Lei Yue Mun Road / Wai Fat Road
- 81 Tseung Kwun O Tunnel Road near Po Hong Road
- 82 Tsing Kwai Highway near Lai King Estate
- 83 Tsing Luk Street near Tsing Yi Municipal Services Building
- 84 Tsuen Kam Interchange / Wai Tsuen Road / Texaco Road North
- 85 Tsuen Tsing Interchange / Tsuen Wan Road
- 86 Tung Lok Street / Fook Tak Street
- 87 Waterloo Road / Ferry Street / Lai Cheung Road / Ngo Cheung Road
- 88 Waterloo Road / Hereford Road
- 89 Waterloo Road / Pui Ching Road / Soares Avenue
- 90 Waterloo Road near Kwong Wah Hospital
- 91 Wong Nai Chung Road near Broadwood Road
- 92 Wu Chui Road / Tip King Road
- 93 Wu Chui Road near Melody Garden
- 94 Yen Chow Street / Tung Chau Street

- End -

CONTROLLING OFFICER'S REPLY

THB(T)182

(Question Serial No. 3091)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The financial provision for 2016-17 is \$39.7 million higher than the revised estimate for 2015-16, which is partly due to an increase of 50 posts. Please provide the reasons for the creation of the posts, their duties and expenditure involved.

Asked by: Hon WONG Ting-kwong (Member Question No. 52)

Reply:

The creation of the posts is required mainly to cope with work relating to the cyclical upsurge in the renewal of driving licences, the enhanced monitoring of the Designated Car Testing Centres (DCTCs), and the takeover of prosecution work at the Eastern Harbour Crossing (EHC) area upon the return of the EHC to the Government. The major duties include processing various licensing applications, administering and supervising the operation of the DCTCs, and instituting enforcement against traffic offences in the EHC. The annual staff cost, in terms of notional annual mid-point salary, is \$15.5 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)183****(Question Serial No. 2621)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise this Committee the respective numbers of buses owned by each franchised bus company by emission standards and when these buses will retire?

Asked by: Hon WU Chi-wai (Member Question No. 61)Reply:

Franchised bus companies are committed to providing their services with buses under the age of 18, and to replacing their buses accordingly. All franchised buses of pre-Euro and Euro I emissions standards have been retired by May 2012 and May 2015 respectively. Please refer to the table below for the details of buses with emissions standards of Euro II and above in the fleets of the franchised bus companies as at 31 December 2015:

Franchised bus company	Euro II		Euro III		Euro IV		Euro V		Euro VI*		Electric Buses*		Total
	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	
KMB	1 157	2019	1 097	2026	106	2029	1 522	2033	3	2032	3	2033	3 888
LW	31	2018	18	2026	32	2028	109	2033	0	N/A	0	N/A	190
NWFB	388	2019	75	2020	38	2027	216	2033	1	2032	2	2033	720
CTB	251	2018	9	2020	28	2027	651	2033	2	2032	3	2033	944
NLB	2	2016	54	2020	26	2022	41	2033	0	N/A	0	N/A	123

* The six buses of Euro VI emissions standard (all of which are hybrid buses) and the eight electric buses were acquired by the respective franchised bus companies for trial operation in Hong Kong with full subsidy by the Environmental Protection Department.

Legend :

KMB - The Kowloon Motor Bus Company (1933) Limited

LW - Long Win Bus Company Limited

NWFB - New World First Bus Services Limited

CTB - Citybus Limited

NLB - New Lantao Bus Company (1973) Limited

N/A - Not applicable

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2622)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee the average car journey speeds at the morning and evening peak hours in 2013, 2014 and 2015 of the following roads:

- (1) Canal Road Flyover
- (2) Gloucester Road (east bound) and Island Eastern Corridor (section near Victoria Park)
- (3) Connaught Road West
- (4) Connaught Road Central
- (5) Pedder Street
- (6) Harcourt Road
- (7) Hennessy Road
- (8) Queen's Road Central and Chatham Road North
- (9) Princess Margaret Road
- (10) Gascoigne Road
- (11) Kwun Tong Bypass (near Lei Yue Mun Road)

Asked by: Hon WU Chi-wai (Member Question No. 62)

Reply:

The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads from 2013 to 2015 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

	Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] ^Ω					
		2015		2014 ^α		2013	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound) [#]	34	-	31	-	47	-
	Canal Road Flyover (north bound) [#]	10	-	10	-	12	-
(2)	Gloucester Road (east bound) ⁺	19	17	15	14	28	-
	Island Eastern Corridor (section near Victoria Park) (east bound) [#]	60	-	53	-	68	-
	Island Eastern Corridor (section near Victoria Park) (west bound) [#]	20	-	28	-	29	-
(3)	Connaught Road West (east bound)	40	39	38	42	19	24
	Connaught Road West (west bound)*	56	50	61	53	-	-
(4)	Connaught Road Central (east bound) ⁺	22	19	21	14	16	-
	Connaught Road Central (west bound) ⁺	25	24	28	20	19	-
(5)	Pedder Street [§]	-	-	-	-	5	8
(6)	Harcourt Road (east bound) ⁺	29	20	48	13	36	-
	Harcourt Road (west bound) ⁺	45	40	48	39	46	-
(7)	Hennessy Road (east bound)	15	11	16	11	18	11
	Hennessy Road (west bound)	14	12	15	10	15	12
(8)	Queen's Road Central	19	9	19	10	19	10
	Chatham Road North (south bound) [#]	4	-	6	-	5	-
	Chatham Road North (north bound) [#]	32	-	34	-	37	-
(9)	Princess Margaret Road (south bound)	16	49	9	43	14	52
	Princess Margaret Road (north bound)	30	44	42	52	25	51
(10)	Gascoigne Road (east bound) [#]	12	-	10	-	14	-
	Gascoigne Road (west bound) [#]	18	-	25	-	15	-
(11)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	64	-	59	-	64	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	68	-	59	-	66	-

^Ω Figures are rounded to the nearest km/hr.

^α The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the "Occupy Movement". The survey was conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

[#] The CJTS does not cover the evening peak hours of these roads.

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

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

[§] The CJTS only covered Pedder Street before 2014.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)185****(Question Serial No. 2623)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform this Committee of the average vehicular speeds at the morning and evening peak hours in 2013, 2014 and 2015 in the following tunnels:

- (1) Cross-Harbour Tunnel
- (2) Eastern Harbour Crossing
- (3) Western Harbour Crossing
- (4) Lion Rock Tunnel
- (5) Tate's Cairn Tunnel
- (6) Route 8 (section between Cheung Sha Wan and Sha Tin)

Asked by: Hon WU Chi-wai (Member Question No. 63)Reply:

The average vehicular speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following locations, measured between the entrance of tunnel portals and toll booths, from 2013 to 2015 are tabulated below:

	Location	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] ^Ω					
		2013		2014 ^a		2015	
		AM	PM	AM	PM	AM	PM
1	Cross-Harbour Tunnel	32	29	34	32	31	37
2	Eastern Harbour Crossing	29	48	28	43	33	46
3	Western Harbour Crossing	57	58	55	51	56	56
4	Lion Rock Tunnel	36	44	32	37	35	39
5	Tate's Cairn Tunnel	43	58	32	54	34	49

	Location	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] ^Ω					
		2013		2014 ^α		2015	
		AM	PM	AM	PM	AM	PM
6	Route 8 (section between Cheung Sha Wan and Sha Tin)*	58	-	54	-	55	-

^Ω Figures are rounded to the nearest km/hr.

^α The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the “Occupy Movement”. The survey was conducted after the “Occupy Movement” had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

* Speeds shown are for the tunnel sections only. The CJTS for the Route 8 only covers the morning peak hours.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)186

(Question Serial No. 2961)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the Policy Address, the Chief Executive announced the conduct of a study on installation of smart devices at signalised pedestrian crossings for the elderly. Please inform this Committee of:

- (1) the number of pedestrian crossings in the territory installed with traffic signals;
- (2) the number of pedestrian crossings involved in the scheme;
- (3) the estimated average increase in the pedestrian crossing time; and
- (4) how long the vehicular green time will be shortened on average.

Asked by: Hon Alvin YEUNG Ngok-kiu (Member Question No. 16)

Reply:

The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided.

Currently, there are 1 879 signalised road junctions in Hong Kong. About 90% of them have pedestrian crossings (i.e. there are about 5 800 signalised pedestrian crossings in the territory). The study will categorise all these pedestrian crossings according to traffic and pedestrian flows, and will establish a set of criteria and priority for the subsequent installation of the smart devices at these crossings. The study is scheduled to commence in the third quarter of 2016 for completion in two years. The number of crossings to be installed with smart devices, the pedestrian green time to be lengthened and vehicular green time to be shortened on average can only be determined after the findings of the study are available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)187

(Question Serial No. 1436)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The shortfall in the supply of parking spaces to meet demand has become more acute in recent years. Motorists have to circulate on roads looking for parking spaces or park their vehicles at kerbside, thus causing traffic congestion. The Transport Department (TD) will assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards in 2016-17. Will the Government inform this Committee on the details, including the content, programme and the estimated expenditure of the review?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 13)

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope, programme and expenditure, etc. are being worked out.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1437)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the average waiting time for vehicle examinations of private cars and light goods vehicles at designated car testing centres (DCTCs) in the past two financial years (2014-15 and 2015-16). Last year, the Transport Department (TD) indicated that the TD had introduced a number of improvement measures to alleviate the queuing situation of the car testing centres. How effective are the measures? In 2016-17, what measures will the TD take to further improve the queuing situation? What are the details and resources involved?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 14)

Reply:

In 2014-15 and 2015-16, the average waiting time for booking of vehicle examination was about eight to ten weeks and three to four weeks respectively, depending on the demand situation of individual DCTCs. By end February 2016, the average waiting time has reduced to about one week.

The marked reduction in waiting time for booking of vehicle examination is attributable to the implementation of a number of improvement measures introduced last year by the TD. Starting from June 2015, the TD has upgraded the computer appointment system to enable the system to eliminate double, repeated or invalid bookings, thereby shortening the waiting time. The TD has also provided a new online checking service on the appointment status of different DCTCs via the GovHK website, such that those who need vehicle examination services can check the booking status of the DCTCs, and make booking by phone with the preferred DCTC in a timely manner. In 2016-17, the TD will further enhance the system to enable the public to make direct booking with the DCTCs online. The system enhancement is scheduled for completion in mid-2017 at a cost of \$3 million.

Also, in order to increase the capacity of vehicle examination which will further reduce the waiting time for booking of vehicle examination, the TD invited applications for designation as a DCTC in May 2015. Hitherto, five new DCTCs have been designated and more are expected to commence operation progressively in 2016.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)189****(Question Serial No. 1438)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

In the last three years (2013, 2014 and 2015), how many new driving licences have been issued by the Transport Department (TD) for the following types of commercial vehicles and what are the resources involved?

1. Public Light Bus
2. Taxi
3. Public Bus
4. Medium Goods Vehicle
5. Heavy Goods Vehicle
6. Articulated Vehicle
7. Special Purpose Vehicle

In view of the problem of shortage of commercial vehicles drivers, will the TD consider relaxing the requirement for a commercial vehicle driver to hold a private car licence for three years? If yes, what are the details? If no, what are the reasons?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 15)Reply:

The numbers of full driving licence in respect of the following types of commercial vehicles issued / endorsed in the past three years are as follows:

Vehicle Class	Year		
	2013	2014	2015
Public Light Bus	3 584	3 049	2 132
Taxi	2 536	2 555	3 229
Public Bus	3 456	2 936	2 906

Vehicle Class	Year		
	2013	2014	2015
Medium Goods Vehicle	3 402	3 198	2 938
Heavy Goods Vehicle	1 897	1 535	1 466
Articulated Vehicle	807	736	595
Special Purpose Vehicle	741	854	795

Issuance of full driving licences for commercial vehicles is undertaken by the staff of the four licensing offices of the TD as part of their normal duties. There is no separate breakdown of the resources involved.

In accordance with regulation 8(1A) of the Road Traffic (Driving Licences) Regulations (Cap 374B), applicant for a driving licence to drive a commercial vehicle must, amongst other things, be a holder of a valid full driving licence to drive a private car or light goods vehicle for at least three years immediately preceding his / her application; or he / she must be a holder of a valid full driving licence issued after the completion of probationary driving period to drive a private car or light goods vehicle for at least two years immediately preceding his / her application. In addition, an applicant for a driving licence to drive an articulated vehicle must be a holder of a valid full driving licence to drive a medium goods vehicle or heavy goods vehicle.

The Government has received requests from various transport trades, including taxi, public light bus, non-franchised bus and goods vehicle, to relax the requirement of holding a private car driving licence for three years before applying for a commercial vehicle driving licence for relieving the driver shortage problem. A review is being conducted with regard to road safety and other relevant considerations. The TD's working target is to complete the review in 2016.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)190

(Question Serial No. 1439)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department (TD) will continue to pursue legislative amendments on motor vehicle construction regulations. Please provide details of the work and the resources involved.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 16)

Reply:

The TD has been reviewing and updating legislation on motor vehicle construction on an on-going basis having regard to the development of automotive technologies. In 2016-17, the TD will continue the update of regulations on vehicle lighting and vehicle door systems, and start a review on the legislation relating to brakes and occupant protection. The work is absorbed by the TD's existing staff and does not require additional manpower resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)191

(Question Serial No. 1440)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise the Committee of the following:

- (1) How many cancellation applications for GMB routes were received by the Transport Department (TD) in 2015? Please provide the route details and the reasons on which the cancellation applications were made;
- (2) Eight GMB routes were originally planned to be introduced in 2015, but only five GMB routes were finally introduced. Please provide the route details of the five GMB routes, and the details of and reasons for not introducing the remaining three GMB routes; and
- (3) Please provide details of the five GMB routes planned for introduction in 2016.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 17)

Reply:

- (1) In 2015, the TD received one application for cancellation of Kowloon GMB Route 65 operating between Tsz Wan Shan (South) and Chuk Yuen, due to poor financial performance arising from low passenger demand. The TD is now reviewing the operating conditions of this route together with the operator concerned.
- (2) Details of the five GMB routes introduced in 2015 are as follows:
 - (a) Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular);
 - (b) Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular);
 - (c) The Beaumont (Tseung Kwan O) – Hang Hau (Circular);
 - (d) Shui Chuen O (Sha Tin) – Shek Mun Station; and
 - (e) Shui Chuen O (Sha Tin) – Hin Keng (Che Kung Miu Road).

Three other GMB routes were originally planned to be introduced in 2015. Their introduction was subsequently deferred to 2016 to tie in with the population intake of new housing developments. Details of these routes are as follows:

- (a) Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai Station (Circular);
 - (b) Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular); and
 - (c) Anderson Road Development Area – Kowloon Bay (Sheung Yee Road) (Circular).
- (3) In addition to the above-mentioned three routes which introduction was deferred from 2015, the following two new routes are planned to be introduced in 2016:
- (a) Park Vista (Yuen Long) – Kam Sheung Road Station; and
 - (b) Park Vista (Yuen Long) – Yuen Long (Kik Yeung Road).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)192

(Question Serial No. 1441)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department will commence the planning for installation of field detection facilities in strategic routes to strengthen real-time traffic information collection and incident detection capability. Please inform this Committee of the details of related work, including the proposed locations of the installation, the time schedule and the budget involved.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 18)

Reply:

In some sections of the strategic routes, detectors have been installed or will be installed as part of the Traffic Control and Surveillance Systems¹ (TCSS) and the Speed Map Panels (SMP) System². Beside the detectors mentioned above, we plan to install traffic detectors in the following sections of roads which have relatively higher traffic volumes but are not covered by the two systems:

- (i) Route 1: from Aberdeen Praya Road to Sha Tin Road (excluding the Aberdeen Tunnel, the Cross-Harbour Tunnel, the Lion Rock Tunnel, and south bound of Sha Tin Road and Lion Rock Tunnel Road)
- (ii) Route 2: from the Eastern Harbour Tunnel (Kowloon Exit) to the Tate's Cairn Highway (excluding the Tate's Cairn Tunnel and south bound of the Tate's Cairn Highway)

1 The TCSS have been installed at the following locations: the Aberdeen Tunnel, the Cross Harbour Tunnel, the Lion Rock Tunnel, the Eastern Harbour Tunnel, the Tate's Cairn Tunnel, the Tai Lam Tunnel, the Kai Tak Tunnel, the Tseung Kwan O Tunnel, the Shing Mun Tunnel, the Tsing Ma Control Area, the Tsing Sha Control Area, the Shenzhen Western Corridor, and the Tolo Highway between Sha Tin and Tai Po near Hong Lok Yuen. The TCSS will also be installed at the Central Wanchai Bypass and the Tolo Highway between Tai Po near Hong Lok Yuen and Fanling.

2 The SMP System covers the southbound of strategic routes from the New Territories to Kowloon, including: the Tolo Highway near the Science Park to the Lion Rock Tunnel (Kowloon Exit), the Tate's Cairn Highway to the Tate's Cairn Tunnel (Kowloon Exit), Tai Po Road (Sha Tin) from the Tolo Highway to the Eagle's Nest Tunnel (Kowloon Exit), Shing Mun Tunnel Road to the Shing Mun Tunnel (Kowloon Exit), the San Tin Highway near Fairview Park to Ting Kau via the Tai Lam Tunnel, the Yuen Long Highway to Tsuen Wan via Tuen Mun Road, and Castle Peak Road from Pui To Road to Tsuen Wan (West).

- (iii) Route 3: from the Western Harbour Tunnel (Kowloon Exit) to the Tsing Long Highway (excluding the Cheung Ching Tunnel, the Cheung Ching Highway, the Tai Lam Tunnel, and southbound of the Tsing Long Highway)
- (iv) Route 4: from the Island Eastern Corridor to Connaught Road West (excluding the Central Wanchai Bypass)
- (v) Route 5: from Kai Fuk Road to Tsuen Wan Road (excluding the Kai Tak Tunnel)
- (vi) Route 6: from Wan Po Road Junction with Pung Loi Road to Ching Cheung Road (excluding the Tseung Wan O Tunnel)
- (vii) Route 7: the North Lantau Highway from the Lantau Link (Lantau Island Exit) to the Airport
- (viii) Route 8: from Tai Po Road (Sha Tin) to the Shing Mun Tunnel (Shatin Exit) and the Shing Mun Tunnel (Tsuen Wan Exit) to Cheung Pei Shan Road

Subject to the approval of funding by the Finance Committee of the Legislative Council, we schedule to commence the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021. The estimated expenditure of the project is \$200 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)193

(Question Serial No. 1442)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department will commence a study on installation of smart devices at signalised pedestrian crossings to extend the pedestrian green time for the elderly and persons with disabilities. Please inform this Committee of the details of the study and the resources involved.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 19)

Reply:

The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The device to be adopted has to be compatible with the various traffic signal control equipment systems currently used in Hong Kong. The study will investigate the need for a mock up to confirm technical feasibility. The study will also identify necessary modifications to the existing traffic signal system, establish the cost-effectiveness, and recommend a plan for territory-wide implementation including the resources required.

The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years. The cost of the consultancy study is estimated to be \$4 million. An Engineer/Assistant Engineer will be deployed to oversee the consultancy study and the annual staff cost is \$0.7 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)194

(Question Serial No. 1443)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Transport Department (TD) will disburse government subsidies to franchised bus operators for provision of seats at bus stops and termini. Please inform this Committee of the details of the current government programme of installing seats at bus stops and termini. What are the programme timetable and the estimated expenditure involved?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 20)

Reply:

The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. For budgetary purpose, it is estimated that about two-thirds of the sum will likely be used on seats.

Insofar as the installation of seats is concerned, about 140 of some 3 000 covered bus stops are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The TD is making preparation for rolling out the subsidy scheme and will start accepting applications for subsidy from the franchised bus operators from mid-2016 onwards. It is expected that the franchised bus operators will invite tender in the second half of 2016, subject to further discussion with the TD. The estimated expenditure for the subsidy for installation of seats will be better known upon completion of the tendering exercise.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)195

(Question Serial No. 1545)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Among the items which require special attention in 2016-17, it is noted that the Transport Department (TD) will assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards. What are the expenditure, content, and programme of the review?

Asked by: Hon YIU Si-wing (Member Question No. 321)

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the expenditure, scope and programme, etc. are being worked out.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)196****(Question Serial No. 1557)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the changes in the numbers of bicycle parking spaces in each of the 18 districts in Hong Kong over the past three years. What are the measures taken by the Government to encourage the greater use of bicycles as a transport mode?

Asked by: Hon YIU Si-wing (Member Question No. 333)Reply:

The numbers of bicycle parking spaces managed by the Transport Department (TD) in each of the 18 districts in the past three years are provided in the following table:

District	Number of bicycle parking spaces (changes since 2013)		
	2013	2014	2015
Central and Western	0	0 (0)	0 (0)
Wan Chai	0	0 (0)	0 (0)
Eastern	0	0 (0)	0 (0)
Southern	0	0 (0)	0 (0)
Kowloon City	0	0 (0)	0 (0)
Sham Shui Po	60	60 (0)	60 (0)
Kwun Tong	0	0 (0)	0 (0)
Kwai Tsing	0	0 (0)	0 (0)
Yau Tsim Mong	51	51 (0)	51 (0)
Wong Tai Sin	0	0 (0)	0 (0)
Tsuen Wan	74	74 (0)	74 (0)

District	Number of bicycle parking spaces (changes since 2013)		
	2013	2014	2015
Tai Po	3 686	3 686 (0)	3 686 (0)
Islands	4 067	4 155 (+88)	4 619 (+552)
North	3 422	4 034 (+612)	4 034 (+612)
Sai Kung	4 946	4 986 (+40)	4 986 (+40)
Sha Tin	5 494	6 044 (+550)	6 044 (+550)
Tuen Mun	4 172	4 261 (+89)	4 339 (+167)
Yuen Long	8 275	8 275 (0)	8 400 (+125)
Total	34 247	35 626 (+1 379)	36 293 (+2 046)

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

For instance, as part of a consultancy study on improving the cycle track network in the nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The first batch of improvement works for about 100 sites, including provision of additional bicycle parking spaces, enhancement of cycling signage, and widening of bends at existing cycle tracks, will start in 2016 in phases, with a target for completion in two years. The TD is working on the remaining improvement proposals and will implement them in stages.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)197

(Question Serial No. 1564)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), it is anticipated that there would be a large volume of “Mainland – Hong Kong vehicle” travelling between the urban area and the HZMB via the Lantau Link. By then, the burden on the Lantau Link will be increased, and there will be a need for the Tuen Mun – Chek Lap Kok Link (TM-CLKL) to divert the traffic. In the last financial year, the Government was not able to assess the completion date for the HZMB. What are the revised completion dates of the Hong Kong Link Road (HKLR) under the HZMB and the TM-CLKL? According to the Government’s assessment, would the traffic congestion on Tuen Mun Road be aggravated upon the commissioning of the TM-CLKL? If so, what improvement measures will the Government take?

Asked by: Hon YIU Si-wing (Member Question No. 340)

Reply:

The Highways Department anticipates that the HZMB HKLR and the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) will be completed by the end of 2017.

As for the TM-CLKL, it involves the Southern Connection and the Northern Connection. The completion date of the Southern Connection will tie in with that of the HZMB Main Bridge whilst the Northern Connection is targeted for completion in 2018.

Upon commissioning, the TM-CLKL will provide a direct route between the Northwest New Territories (NWNT) and the Lantau, linking Tuen Mun with the HKBCF, the HZMB, the Hong Kong International Airport and the North Lantau Highway. Therefore, the TM-CLKL will divert part of the existing traffic between the NWNT and the urban area that is currently using Tuen Mun Road (between Tuen Mun and Tsuen Wan), thus improving the traffic condition of Tuen Mun Road.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)330

(Question Serial No. 5443)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government stated that it will continue to plan and formulate bus route rationalisation proposals in conjunction with franchised bus companies through the annual route planning programme (RPP) exercise and using the “Area Approach” where appropriate. In this connection, what were the results of bus route rationalisation achieved by the Transport Department (TD)? What were the bus routes and districts involved? What are the districts involved in the RPPs in the coming year? What are the bus routes and districts involved?

Asked by: Hon CHAN Chi-chuen (Member Question No. 202)

Reply:

Bus route rationalisation is an ongoing, yearly task of the TD. Since the Policy Address announcement in 2013, the TD and franchised bus companies have been pursuing bus route rationalisation with greater vigour through the annual RPP and an “Area Approach”. Area Approach rationalisation has been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po and Kowloon over the past three years. Between 2013 and 2015, 30 bus routes with low utilisation were cancelled, 25 new routes were introduced, and the frequency / routeing of around 470 routes were adjusted. All buses saved from the rationalisation proposals have been redeployed elsewhere to operate new or enhanced services. Furthermore, subsequent to the opening of the Tuen Mun Road Bus-Bus Interchange in 2012-13, the Tsing Sha Highway Bus-Bus Interchange has commenced operation since January 2015 to provide passengers with more attractive interchanging route packages and concessions, as well as better facilities (such as real-time arrival information display panels, mobile toilets and free Internet access).

For the 2016-17 RPP, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). Consultation with the District Councils on these

proposals is underway. The actual implementation of the proposals will be subject to the outcome of the consultation.

The bus rationalisation proposals implemented between 2013 and 2015 and those under the 2016-17 RPP under consultation involve all 18 districts across the territory. A considerable number of franchised bus routes provide cross-district service. There is no separate breakdown of the number of bus routes rationalisation items by district.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)331

(Question Serial No. 5539)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

During the morning and evening peak periods, the cross-harbour section of the MTR Admiralty Station is congested. Passengers can only get on board the third or fourth arriving trains. After the commissioning of the South Island Line (East) (SIL(E)), the passenger flow at the station is expected to increase and the problem will become more serious. Has the Government discussed with the MTR Corporation Limited (MTRCL) to see whether the headway of train service of the Tsuen Wan Line (TWL) at the MTR Admiralty Station can be further enhanced during peak periods? Has the capacity already saturated?

The commissioning of the SIL(E) will offer an opportunity for the Government to re-organise bus routes and attract passengers to switch to MTR. However, given that the passenger flow at the Admiralty Station has already saturated, will the Government introduce cross-harbour bus routes to relieve the cross-harbour passenger flow at the Admiralty Station?

Asked by: Hon CHAN Chi-chuen (Member Question No. 308)

Reply:

According to the MTRCL, the TWL is currently operating at headway of around two minutes during peak hours on weekdays and has basically reached its design capacity, based on the maximum service frequency that can be provided for under the existing signalling system. Only by upgrading the signalling system can the train trips and carrying capacity be increased substantially. The MTRCL has already awarded the contract in March 2015 to replace the signalling systems for seven MTR lines (including the TWL), which will be completed in phases from 2018. For the TWL, advance works commenced in December 2015, and the replacement works are targeted for completion in 2018. Upon the full completion of the upgrading of signalling system in 2026, the carrying capacity of these MTR lines will be enhanced by about 10% overall.

In the interim, the MTRCL will continue to adopt various measures in enhancing the efficiency of its train service. For instance, in managing passenger flow during peak hours at busy stations including interchange stations such as Admiralty, the MTRCL has implemented measures including deploying additional staff and platform assistants for better platform management to ensure even distribution of passengers throughout the length of platforms or inside train compartments in order to minimise the dwelling time of trains at platforms, which in turn increases the efficiency of train service.

To help meet the passenger demand for cross-harbour services, there are 78 cross-harbour franchised bus routes (of which 61 are regular services and 17 are peak-only services) serving alongside the most crowded cross-harbour sections of the railway. In addition, there are another 74 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. Upon the opening of the SIL(E), it is expected that the travelling pattern of passengers and thus the utilisation of different road-based public transport services will change. The Transport Department (TD) has assessed the impact of the SIL(E) on road-based public transport services, and devised a public transport re-organisation plan (PT Plan) to better suit the passengers' needs and improve the operational efficiency of the public transport network. To better meet the anticipated passenger demand, there would not be any major changes to the existing cross-harbour bus route network, and there is no plan to introduce new cross-harbour route because the coverage of the existing network is extensive, and the capacity should generally remain adequate to meet passenger demand after the opening of the SIL(E). The TD is consulting relevant District Councils on the PT Plan, and will make suitable adjustments to it taking into account views canvassed. Any change in the travelling pattern of passengers in the wake of the commissioning of the railway will also be taken into account before implementation of the PT Plan. The TD will continue to monitor the situation and make adjustments as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)332

(Question Serial No. 3528)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will take over the management of the Eastern Harbour Crossing (EHC) upon expiry of the franchise in 2016. In this regard, please provide the following information:

- (1) Will the Transport Department (TD) prepare for the take-over of the EHC in 2016-17? If yes, what are the work plan, timetable and estimated expenditure involved?
- (2) Upon take-over of the EHC in 2016 by the Government, traffic diversion can be achieved through adjustment of the tolls of both Cross-Harbour Tunnel (CHT) and the EHC or other measures. Will the TD conduct studies and consultations on the relevant toll adjustments or other measures and formulate specific measures in 2016-17? If yes, what are the work plans and timetable? If no, what are the reasons?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 233)

Reply:

- (1) The TD, the Highways Department (HyD) and other relevant government departments have already started the preparatory work for the take-over of the EHC in August 2016 in conjunction with the selected operator operating under a management, operation and maintenance contract. The major preparation work for the take-over includes reviewing the maintenance requirements of the structure and operating equipment and systems, as well as the procedures for operating the tunnels, etc.

The work involved is undertaken by a new EHC section in the TD and a new team in the HyD. In 2016-17, the total expenditure (including personal emoluments and maintenance expenditures) for the TD and the HyD are about \$10.19 million and \$14.92 million respectively.

- (2) The Government has undertaken to study the rationalisation of traffic distribution among the three road harbour crossings (RHCs) to alleviate traffic congestion. In formulating a toll rationalisation plan for the RHCs, it is necessary to consider a number of factors, such as the capacities of the RHCs and their connecting roads, and the traffic impact on the relevant districts after toll adjustment. Any toll adjustment scheme to this end must look at all three RHCs in a holistic manner. The traffic condition at the EHC, particularly at its connecting roads, is deteriorating. The Western Harbour Crossing (WHC), though currently running under its design capacity, is constrained by the traffic condition at its connecting roads. When commissioned, the Central-Wan Chai Bypass will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider implementing a comprehensive toll adjustment scheme covering all three RHCs. Upon the take-over of the EHC, the Government will embark on a study of the overall strategy and feasible options for the rationalisation of traffic among the three RHCs.

In the meantime, the TD will closely monitor the traffic situation at all the RHCs and their neighbouring areas, and implement further traffic management measures when necessary, including the continual development of intelligent transport systems to enhance the road network efficiency and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)333

(Question Serial No. 3529)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the bus route rationalisation plans on the Hong Kong Island, please advise this Committee on the following:

- (1) Apart from the bus route rationalisation plans to tie in with the commissioning of the West Island Line (WIL) and the South Island Line East (SIL(E)), will the Transport Department (TD) carry out re-organisation of other bus routes serving the Hong Kong Island and cross-harbour bus routes in 2016-17? If yes, what are the details?
- (2) The SIL(E) is anticipated to commence service in 2016-17. Will the TD carry out follow-up surveys to examine the impact of bus routes re-organisation on bus passengers and road traffic of the Southern District? If yes, what are the specific plan and work schedule?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 234)

Reply:

- (1) Bus route rationalisation is an ongoing task of the TD. Apart from the public transport re-organisation plans (PT Plans) to tie in with the opening of the WIL and the SIL(E), there are annual route planning programmes (RPPs) through which franchised bus operators would put forward rationalisation proposals for different districts to better meet prevailing passenger demand. Insofar as bus routes serving the Hong Kong Island and cross-harbour bus routes are concerned, under the 2016-17 RPPs, franchised bus operators have proposed to introduce five new main / supplementary routes and to adjust the services of 46 existing routes. The TD is consulting relevant District Councils on the RPPs, and will make suitable adjustments to them taking into account views canvassed. Details of these proposals under the 2016-17 RPPs are provided at Annex.

- (2) The TD will engage consultants to carry out follow-up surveys to assess the service level and passenger demand in respect of the public transport services affected upon the commissioning of new railway lines, including the SIL(E). The TD will continue to monitor the traffic condition of the Southern District after commissioning of the SIL(E) and implementation of the associated PT Plan, and make appropriate fine-tunings to public transport services serving the district as and when necessary.

2016-17 Route Planning Programmes
Proposals in respect of routes for the Hong Kong Island and cross-harbour routes

Bus Company	Route Number	Origin – Destination	Nature of the Proposal
Hong Kong Island Routes			
NWFB	3A	Central Ferry Piers (Pier 7) – Mount Davis (Felix Villas)	Frequency reduction
CTB	5X	Kennedy Town – Causeway Bay (Whitfield Road)	Adjustment of routeing
CTB	12	Central (Central Ferry Piers) to Robinson Road (Circular)	Frequency reduction
CTB	12M	Admiralty (Tamar Street) to Park Road (Circular)	Vehicle conversion
NWFB	13	Central (City Hall) – Kotewall Road	Frequency reduction
NWFB	18X	Kennedy Town (Belcher Bay Temporary Bus Terminus) – Shau Kei Wan	- Relocation of terminating point - Adjustment of routeing
NWFB	23	North Point Ferry Pier – Pokfield Road	Frequency reduction
NWFB	23B	Braemar Hill – Robinson Road Park Road – Braemar Road	- Extension of routeing - Vehicle conversion - Frequency reduction
NWFB	30X	Cyberport – Central (Exchange Square) (Circular)	Frequency reduction
CTB	40	Wah Fu (North) – Wan Chai North Temporary Public Transport Interchange	- Conversion to uni-directional service - Relocation of terminating points - Adjustment of routeing - Frequency reduction
CTB	40M	Wah Fu (North) – Admiralty (Government Headquarters)	- Relocation of terminating point - Adjustment of routeing
CTB	41A	Wah Fu (Central) – North Point Ferry Pier	Adjustment of routeing of special departures
CTB	43M	Tin Wan Estate to Shek Tong Tsui (Des Voeux Road West near Hill Road) (Circular)	- Route truncation - Vehicle conversion
NWFB	82M	Chai Wan Station – Siu Sai Wan (Island Resort) (Circular)	- Cancellation of special departures - Frequency improvement

Bus Company	Route Number	Origin – Destination	Nature of the Proposal
Cross-Harbour Routes			
CTB/KMB	107	Wah Kwai Estate – Kowloon Bay	<ul style="list-style-type: none"> - Introduction of a new supplementary route - Frequency reduction
NWFB/KMB	111P	Choi Fook to Central (Macau Ferry)	Adjustment of routeing
KMB	373	Sheung Shui – Sheung Wan	<ul style="list-style-type: none"> - Relocation of terminating point - Adjustment of routeing - Frequency reduction
KMB	673	Sheung Shui to Wan Chai North Temporary Public Transport Interchange	<ul style="list-style-type: none"> - Relocation of terminating point - Frequency improvement
KMB	978A	Fanling (Luen Wo Hui) to Wan Chai North Temporary Public Transport Interchange	Frequency improvement
KMB	603P	Admiralty Station to Ping Ting	Adjustment of routeing
CTB/KMB	621	Laguna City – Central (Hong Kong Station Public Transport Interchange)	Frequency reduction
NWFB/KMB	641	Kai Tak (Kai Ching Estate) – Central (Macau Ferry)	Adjustment of routeing
CTB/KMB	678	Sheung Shui – Causeway Bay	Frequency improvement
CTB/KMB	681P	Yiu On – Sheung Wan	<ul style="list-style-type: none"> - Introduction of a new supplementary route - Frequency reduction
NWFB	682	Wu Kai Sha Station – Chai Wan (East)	Frequency reduction
NWFB	682A	Ma On Sha Town Centre to Chai Wan (East) Chai Wan (East) to Wu Kai Sha Station	Extension of routeing
NWFB	682B	Shui Chuen O – Chai Wan (East)	- Adjustment of routeing
NWFB	682P	Lee On / Wu Kai Sha Station to Chai Wan (East)	<ul style="list-style-type: none"> - Extension of routeing - Frequency improvement

Bus Company	Route Number	Origin – Destination	Nature of the Proposal
NWFB/KMB	692P	Choi Ping Public Transport Interchange – Central (Exchange Square)	Frequency reduction
NWFB	694	Tiu Keng Leng Station Public Transport Interchange – Siu Sai Wan	Adjustment of routeing
NWFB/KMB	904	Lai Chi Kok – Kennedy Town	- Route truncation - Frequency reduction
NWFB/KMB	905	Lai Chi Kok – Wan Chai North Temporary Public Transport Interchange	Introduction of special departures
NWFB/KMB	914	Hoi Lai Estate – Causeway Bay (Tin Hau)	- Adjustment of routeing - Frequency reduction
CTB	930	Wan Chai North Temporary Public Transport Interchange – Tsuen Wan (Discovery Park Bus Terminus)	- Adjustment of routeing
CTB	930X	Wan Chai North Temporary Public Transport Interchange – Tsuen Wan (Discovery Park Bus Terminus)	- Extension of operating hours - Adjustment of routeing
KMB	934A	Allway Gardens to Wan Chai	Frequency improvement
NWFB/KMB	948	Cheung On to Causeway Bay (Tin Hau) Causeway Bay (Tin Hau) to Cheung Wang	- Extension of operating hours - Adjustment of routeing
KMB	960P	Hung Shui Kiu (Hung Yuen Road) to Wan Chai North Temporary Public Transport Interchange	Frequency improvement
CTB	962E	So Kwun Wat (Avignon) – TaiKoo (Kornhill Plaza) / Quarry Bay	Introduction of a new supplementary route
CTB	967	Tin Shui Wai North (Tin Yan Estate) – Admiralty Station (West) Bus Terminus	Adjustment of routeing
CTB	969	Tin Shui Wai Town Centre – Causeway Bay (Moreton Terrace)	Adjustment of routeing
NWFB	970X	Aberdeen – So Uk	Cancellation of special departures
NWFB	971	Shek Pai Wan Estate Public Transport Interchange – Hoi Lai Estate	Route truncation
NWFB/KMB	980X	Wu Kai Sha Station – Admiralty Station	Introduction of a new supplementary route

Bus Company	Route Number	Origin – Destination	Nature of the Proposal
CTB/KMB	982X	Shui Chuen O Public Transport Interchange to Wan Chai (Hennessy Road)	Frequency improvement
CTB	A12	Siu Sai Wan (Island Resort) – Airport (Ground Transportation Centre)	Frequency reduction
CTB	E11A	Causeway Bay (Tin Hau) – AsiaWorld-Expo	Frequency improvement
CTB	E11S	Tung Chung (Yat Tung Estate Public Transport Terminus) to Causeway Bay (Tin Hau)	Frequency improvement
CTB	NA11	North Point Ferry Pier – Airport (Ground Transportation Centre)	Introduction of a new route

Legend:

CTB - Citybus Limited
KMB - The Kowloon Motors Bus Company (1933) Limited
NWFB - New World First Bus Services Limited

- End -

CONTROLLING OFFICER'S REPLY**THB(T)334****(Question Serial No. 3530)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the number of vehicle licences in Hong Kong, would the Transport Department (TD) advise on the following:

- (1) the numbers of registered vehicles of different vehicle classes in Hong Kong in the past five years; please provide a breakdown of the numbers by year and vehicle class;
- (2) the numbers of trade licences in Hong Kong in the past five years; please provide a breakdown of the numbers by year and vehicle class; and
- (3) in 2016-17, whether the TD will conduct research and consultation as to whether restriction should be imposed on the number of vehicles and the number of vehicle licences issued in Hong Kong; if affirmative, please provide the concrete plan and schedule of work.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 235)

Reply:

- (1) The numbers of registered vehicles by class as at the end of each of the past five years are as follows:

Vehicle class	2015	2014	2013	2012	2011
Motor Cycles / Tricycles	68 368	63 860	60 180	57 368	55 286
Private Cars	567 886	541 751	517 997	494 646	471 685
Taxis	18 138	18 138	18 138	18 138	18 138
Franchised public buses	5 927	5 845	5 850	5 788	5 821
Non-franchised public buses	7 045	7 053	7 054	7 055	7 071
Private buses	617	592	581	558	499
Public light buses	4 350	4 350	4 350	4 350	4 350
Private light buses	3 081	3 021	2 793	2 463	2 216

Vehicle class	2015	2014	2013	2012	2011
Light goods vehicles	71 997	73 865	79 478	76 265	74 442
Medium goods vehicles	36 712	37 529	40 720	39 272	38 978
Heavy goods vehicles	5 485	5 148	4 908	4 346	3 750
Special purpose vehicles	1 777	1 758	1 722	1 620	1 556
Government vehicles	6 251	6 289	6 305	6 240	6 297
Total	797 634	769 199	750 076	718 109	690 089

- (2) The numbers of valid trade licences as at the end of each of the past five years are as follows:

Type of trade licence	2015	2014	2013	2012	2011
Non-left-hand drive vehicles	2 632	2 599	2 549	2 603	2 490
Left-hand drive vehicles	46	54	63	60	Not applicable*

* Trade licence for left-hand drive vehicles was introduced after the passage of the Road Traffic (Registration and Licensing of Vehicles) (Amendment) (No. 2) Regulation 2012 which took effect from 9 July 2012.

- (3) Restricting the number of vehicles or the number of vehicle licences issued requires putting in place some form of ceiling or quota. Any such ceiling or quota is bound to be contentious. The Government must carefully assess the pros and cons of the policy and its impact on the public. If the Government is to consider implementing such measure in future, it will fully consult various stakeholders and the community. The Government has no plan to conduct research or consultation in this regard in 2016-17.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)335

(Question Serial No. 3531)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding improvement of air quality in Hong Kong:

- (1) the Government in the “A Clean Air Plan for Hong Kong” stated that it would set up pedestrian precincts where appropriate. In this regard, what are the Government’s work plan, programme, expenditure and manpower resources involved in the coming two years?
- (2) in the past three years, has the Government conducted any overseas visits for setting up of pedestrian precincts or public space for pedestrians? If yes, what were the details, results, number of participating officers and their titles, expenditure and manpower resources involved? If no, will the Government make reference to the experience of overseas cities?
- (3) in 2014, the Hong Kong Institute of Planners (HKIP) raised the idea to the Government of setting up a “tram and pedestrian only” precinct at Des Voeux Road Central. Did the Government contact or discuss with the HKIP about their idea? Did the Government study its feasibility? What were the expenditure and manpower resource involved? If no, will the Government plan to study the idea concerned? If a study will be carried out, please advise the annual manpower and resource requirements in the next two years and the programme and details of the study.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 236)

Reply:

- (1) The Transport Department (TD) will continue to implement measures to improve the pedestrian environment at suitable locations under the management of the TD. Construction works of the traffic calming measures to improve the walking environment at Woosung Street between Kansu Street and Nanking Street in Jordan; and at Dundas Street between Nathan Road and Fa Yuen Street in Mong Kok have already commenced and are scheduled for completion by end-2016 at a total estimated

cost of about \$2.3 million. The works involved are part of the regular duties of the TD's staff, and there is no separate breakdown for the manpower resources involved.

- (2) In the past three years, the TD did not have any overseas duty visits solely for studying the setting up of pedestrian precincts. However, the TD has been closely monitoring overseas experience in improving the pedestrian environment. When considering measures to improve the pedestrian environment, the TD will make reference to overseas experience as appropriate, having regard to local characteristics.
- (3) The HKIP put forward a proposal on a "tram and pedestrian precinct" at Des Voeux Road Central to the Government in 2014. The TD, together with relevant government departments, had studied the proposal and had communicated with and conveyed our comments to the HKIP. The TD believed that any pedestrian-only scheme should strike a balance between the benefits brought to pedestrians and the needs of commuters using different modes of transport and the transport trades. The Government noted that the HKIP has not included detailed assessment of and feasible solutions to issues such as its impact on traffic and public transport of the nearby road sections, the demand for loading / unloading of goods and passengers, the operation of emergency access, and traffic arrangements for buildings undergoing redevelopment or maintenance, etc. The TD welcomes further discussion with the HKIP on these issues. Regarding the manpower required, studying the HKIP's proposal is part of the regular duties of the TD's staff, and there is no separate breakdown for such work.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)336****(Question Serial No. 3532)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the financial provision and establishment of the Transport Department:

- (1) there is an increase in manpower resources and provision for the five programmes: Programme (1) by six posts and 7.7% of the provision; Programme (2) by 50 posts and 11.2% of the provision; Programme (3) by eight posts and -0.9% of the provision; Programme (4) by 14 posts and 5.7% of the provision; and Programme (5) by 25.0% of the provision. Please provide the reasons, details, establishment and timetable for the increases in respect of each programme; and
- (2) there is an increase of 78 posts for 2016-17 in the Operating Account. Please provide the reasons, details, establishment and timetable.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 237)Reply:

- (1) The variance between 2016-17 draft estimate and 2015-16 revised estimate is provided below:

Programme	Variance between 2016-17 draft estimate and 2015-16 revised estimate / reasons and details
(1) Planning and Development	<p>+ \$29.7 million</p> <p>due to -</p> <p>(a) a net increase of six posts in 2016-17 (+\$4.2 million);</p> <p>(b) full-year effect of filling of vacancies in 2015-16 and salary adjustment due to increment and other miscellaneous changes (+\$6.9 million);</p> <p>(c) increased provident fund contribution (+\$1.4 million);</p> <p>(d) increased requirement in operating expenses (+\$2.7 million); and</p> <p>(e) increase in non-recurrent expenditure (+\$14.5 million).</p>

Programme	Variance between 2016-17 draft estimate and 2015-16 revised estimate / reasons and details
(2) Licensing of Vehicles and Drivers	<p>+ \$39.7 million due to - (a) a net increase of 50 posts in 2016-17 (+\$15.1 million); (b) the full-year effect of filling of vacancies in 2015-16 and salary adjustment due to increment and other miscellaneous changes (+\$13.3 million); (c) increased provident fund contribution (+\$3.0 million); (d) increased requirement in operating expenses (+\$7.7 million); and (e) increase in capital expenditure (+\$0.6 million).</p>
(3) District Traffic and Transport Services	<p>- \$4.5 million due to - (a) the decrease in capital expenditures (-\$27.5 million); <i>partly offset by</i> - (b) the creation of eight posts in 2016-17 (+\$4.4 million); (c) the full-year effect of filling of vacancies in 2015-16, salary adjustment due to increment and other miscellaneous changes (+\$5.5 million); (d) increased provident fund contribution (+\$2.4 million); (e) increased requirement in operating expenses (+\$8.3 million); and (f) increase in non-recurrent expenditure (+\$2.4 million).</p>
(4) Management of Transport Services	<p>+ \$18.1 million due to - (a) creation of 14 posts in 2016-17 (+\$8.4 million); (b) the full-year effect of filling of vacancies in 2015-16 and salary adjustment due to increment (+\$1.8 million); (c) increased provident fund contribution (+\$0.8 million); (d) increased requirement in operating expenses (+\$4.3 million); and (e) increase in capital expenditure (+\$2.8 million).</p>
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	<p>+ \$247.7 million due to - (a) salary adjustment due to increment and other miscellaneous changes (+\$0.2 million); (b) increased requirement in operating expenses (+\$11.0 million); (c) increase in subventions on special transport facilities for persons with disabilities (+\$4.5 million); (d) increase in expenditure on procurement and replacement of rehabuses (+\$7.8 million); and (e) additional provision for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (+\$227.4 million); <i>partly offset by</i> - (f) the decrease in non-recurrent expenditure (-\$3.2 million).</p>

- (2) There will be a net increase of 78 non-directorate posts in 2016-17 as a result of the creation of 98 posts, including permanent and time-limited, to be offset by the deletion of 20 time-limited posts. Details including the reasons for creation of the posts and the establishment are summarised as follows:

Reasons and Details	Grade	Number of post
To cope with work relating to the cyclical upsurge in renewal of driving licences	Executive Officer	1
	Clerical Officer / Clerical Assistant	25
To provide administrative and clerical support in handling licensing-related matters in the Licensing Offices	Executive Officer	1
	Clerical Officer	15
To enhance the monitoring of the designated car testing centres and implement the vehicle emission control programmes	Motor Vehicle Examiner	3
	Vehicle Tester	3
	Clerical Officer	6
To upgrade public transport facilities	Transport Officer	4
To handle time-limited tasks relating to bus franchise and ferry licences	Transport Officer	4
To conduct comprehensive review and for continuous operation and monitoring of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	Transport Officer	4
	Treasury Accountant	1
	Accounting Officer	2
	Clerical Officer	1
To assume various responsibilities after the takeover of the Eastern Harbour Crossing to ensure its smooth and safe operation as a government tunnel	Transport Officer	2
	Transport Controller	3
	Clerical Officer	2
To conduct tender exercise for selecting a tunnel management, operation and maintenance contractor for the Central-Wan Chai Bypass and the Island Eastern Corridor Link	Transport Officer	2
To strengthen manpower for emergency co-ordination in cases of serious traffic incidents	Transport Officer	7

Reasons and Details	Grade	Number of post
To provide field detection facilities for traffic incident management and real-time traffic information dissemination	Engineer	2
To implement the provision of covers on public walkways connecting to major transport interchanges or railways stations	Engineer	3
	Technical Officer (Traffic)	1
	Traffic Assistant	1
To conduct strategic studies on railways and major roads	Engineer	1
	Technical Officer (Traffic)	1
To carry out the study on installation of smart devices at signalised pedestrian crossings for the elderly	Engineer	1
To provide traffic and transport input to the licensing scheme for private columbaria as provided under the Private Columbaria Ordinance and taking forward public columbarium projects	Engineer	1
	Technical Officer (Traffic)	1
Total :		98

The above posts are targeted to be created within 2016-17 to tie in with the implementation of the programmes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4542)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention under this Programme, the Government stated that it will “review the relaxation of traffic restriction in South Lantau” in 2016-17. In this connection, will the Government inform this Committee of the completion date of the review?

Under Matters Requiring Special Attention under this Programme, the Government stated that it will “continue to rationalise and improve bus services”. In this connection, will the Government inform this Committee of the number of bus routes with rationalisation proposals successfully implemented in 2015-16? What is the number of bus routes with rationalisation proposals being rejected? What is the number of bus routes expected to be rationalised in 2016-17? What are the bus routes involved?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 74)

Reply:

In June 2015, the Transport Department (TD) proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area. Having considered stakeholders' concerns during consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more tour coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

Bus route rationalisation is an ongoing task of the TD. In 2015, eight bus routes with low utilisation were cancelled, 14 new routes were introduced, and the frequency / routeing of over 200 routes were adjusted. All buses saved from the rationalisation proposals have been redeployed to elsewhere to operate new or enhanced services. Having regard to the

views canvassed during consultation, the franchised bus operators did not pursue 30 proposals on which the District Councils (DCs) were consulted.

For the 2016-17 route planning programmes, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). Consultation with the DCs concerned on these proposals is underway. The actual implementation of the proposals will be subject to the outcome of the consultation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)338****(Question Serial No. 6030)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the number of disabled persons who had driving licences according to their types of disabilities in the past five years.

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 542)Reply:

As stipulated in Section 2 of the Road Traffic Ordinance (RTO) (Cap 374), a “disabled person” means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap 113) stating that such person is suffering from a permanent disease or physical disability that causes him considerable difficulty in walking. While the Transport Department keeps statistical information on the number of driving licence holders who are disabled persons as defined under Section 2 of the RTO, there is no breakdown on the types of disabilities.

The numbers of disabled persons as defined under Section 2 of the RTO holding full driving licences in the past five years are tabulated below:

Year	Number of disabled persons holding Hong Kong full driving licences at year end
2011	2 260
2012	2 335
2013	2 428
2014	2 523
2015	2 596

- End -

CONTROLLING OFFICER'S REPLY**THB(T)339****(Question Serial No. 6416)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the registered number of vehicles that can carry wheelchair users (including all bus companies).

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 164)Reply:

The Government is committed to taking forward the concept of Transport for All. With the concerted efforts of the Government and transport operators, continuous improvement has been made to transport facilities to promote a barrier-free transport system to cater for the needs of different groups of passengers, including people with disabilities.

Details on transport services for wheelchair users regulated by the Transport Department (TD) are set out below:

Type of Transport Service	Operator	Number of Registered Wheelchair Accessible Vehicles (as at end 2015)
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	3 580
	Citybus Limited	792
	New World First Bus Services Limited	720
	Long Win Bus Company Limited	190
	New Lantao Bus Company (1973) Limited	54
MTR Feeder bus service	MTR Corporation Limited	155

Type of Transport Service	Operator	Number of Registered Wheelchair Accessible Vehicles (as at end 2015)
Taxi service	Operated under the fleet of the Diamond Cab and the SynCab	77
Service provided by private cars issued with hire car permits by the TD for hire and reward	Hire car operators ^{Note}	21

Note: Private cars issued with hire car permits are owned by individual and/or private companies which are not public transport operators.

Apart from the above transport modes, the TD also monitors the operation of the Rehabus services provided by the Hong Kong Society for Rehabilitation, which has a fleet of 147 wheelchair accessible vehicles as at end 2015.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)340****(Question Serial No. 6456)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

In the past five years, what were the numbers of traffic accidents on the closed roads in South Lantau and the numbers of prosecutions against entering the closed roads without valid Lantau Closed Road Permits (LCRPs)?

	2011	2012	2013	2014	2015
Number of traffic accidents					
Number of prosecutions against entering the closed roads without valid LCRPs					

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 277)Reply:

The numbers of traffic accidents on the closed roads in South Lantau, and the numbers of prosecutions against driving on the closed roads in South Lantau without valid LCRPs in the past five years are shown in the following table:

	2011	2012	2013	2014	2015
Numbers of traffic accidents	31	42	47	43	47
Numbers of prosecutions against driving on the closed roads in South Lantau without valid LCRPs	212	611	637	823	1 007

- End -

CONTROLLING OFFICER'S REPLY

THB(T)341

(Question Serial No. 6542)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the reply serial no. THB(T)386 of the Estimates of Expenditure 2015-16, "The Transport Department (TD) has required all franchised bus companies to make low-floor and wheelchair-accessible design a standard specification when acquiring new buses as the operating situation permits. At present, among the 5 810 licensed franchised buses that are operating in the territory, about 4 620 or 80% of them are wheelchair-accessible with low floor." Please advise on the progress of the bus replacement programme.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1018)

Reply:

At present, among the 5 865 licensed franchised buses that are operating in Hong Kong, about 5 340 or 91% of them are wheelchair-accessible with low floor. According to the current bus replacement programmes, it is expected that all franchised buses (except those operated by the New Lantau Bus Company (1973) Limited (NLB) in South Lantau^{Note}) will be replaced by low-floor wheelchair-accessible buses by 2017. The TD will continue to closely monitor the progress of the replacement programmes.

- End -

Note: This is because there are technical limitations over the use of low-floor buses on some road sections with steep gradient and sharp bends in South Lantau. Nevertheless, the NLB is deploying four newly procured wheelchair accessible low-floor buses with a modified design that has higher ground clearance than typical low-floor models to operate on routes 11 (Tung Chung Temporary Bus Terminus – Tai O) and 23 (Tung Chung Temporary Bus Terminus – Ngong Ping) to try out whether these vehicles can suit South Lantau's local characteristics. The TD will keep in view of the trial outcome and continue to explore with the NLB the use of low-floor buses with modified design on South Lantau routes.

CONTROLLING OFFICER'S REPLY

THB(T)342

(Question Serial No. 6543)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the reply serial no. THB(T)386 of the Estimates of Expenditure 2015-16, it is expected that by end of 2017 or before, all franchised buses will be replaced by wheelchair accessible low-floor buses, except those buses of the New Lantau Bus Company (1973) Limited (NLB) operating bus services in South Lantau. It is because the low-floor bus is not suitable to operate on the roads with steep gradient and sharp bends in South Lantau. Hence, the wheelchair accessible low-floor buses of the NLB can only be deployed to the bus routes that are not operated via these roads. Please advise:

- (a) details of those roads with steep gradient and shape bend in South Lantau;
- (b) which sections in these roads have steep gradient and sharp bends;
- (c) why buses operating on these roads cannot be replaced by wheelchair accessible low-floor buses; and
- (d) is there any study in respect of the operation of wheelchair accessible low-floor buses? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1019)

Reply:

When a low-floor bus makes turn on sharp bends and travels on undulating roads, its low ground clearance may cause damage to both the bus chassis and the road surface. Since major roads in South Lantau (namely Tung Chung Road, South Lantau Road and Keung Shan Road) are built along hillsides, they all have steep gradient (the maximum gradient of Tung Chung Road and Keung Shan Road is approximately 1:6) and shape bends at various sections. This has posed technical limitations to the use of typical low-floor bus models on routes serving South Lantau. Nevertheless, the New Lantau Bus Company (1973) Limited (NLB) is deploying four newly procured wheelchair accessible low-floor buses with a modified design that has higher ground clearance than typical low-floor models to operate on routes 11 (Tung Chung Temporary Bus Terminus – Tai O) and 23 (Tung Chung

Temporary Bus Terminus – Ngong Ping) to try out whether these vehicles can suit South Lantau's local characteristics. The TD will keep in view of the trial outcome and continue to explore with the NLB the use of low-floor buses with modified design on South Lantau routes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6850)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the Government's initiative to relax the traffic restriction in South Lantau, please advise:

- (a) What were the details of consultation? Which parties were consulted? What were the views received? Was there any public consultation?
- (b) What was the policy objective of the initiative to relax the traffic restriction in South Lantau?
- (c) What were the details of relaxation of traffic restrictions in South Lantau and the implementation programme?
- (d) Was there any study on the impact of the relaxation of traffic restriction on the country parks in Lantau? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1077)

Reply:

Tung Chung Road (south of Shek Mun Kap Road) and all other roads in South Lantau are closed roads. Only vehicles with the Lantau Closed Road Permits (LCRPs) are allowed to enter. The purpose of the restriction is to avoid having excessive traffic which the road system in South Lantau cannot support from the capacity and safety perspectives. The Transport Department (TD) issues the LCRPs to parties concerned such as franchised bus operators, taxi drivers, tour coach operators, residents and construction companies, etc., with duration specified having regard to their genuine need to get access to the closed roads for transporting passengers, carrying out construction projects and goods delivery, etc.

In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area.

Public consultation on the proposed traffic relaxation measures was conducted in mid-2015. The parties consulted included the Traffic and Transport Committee of the Islands District Council, four Rural Committees in Lantau, the Traffic and Transport Sub-committee of the Lantau Development Advisory Committee, relevant public transport operators, the tourism trade and 36 green groups.

The TD received both supporting and opposing views during the consultation. Supporters agreed that the roads in South Lantau should be opened up in a gradual and orderly manner to enhance the accessibility of the area. Those objecting were mainly concerned about the road conditions, insufficient parking spaces and potential safety risks from motorists who were unfamiliar with roads in the area.

The TD has duly examined the road conditions, traffic flow and parking facilities in South Lantau. It is considered that the numbers of vehicles and visitors brought about by the proposals would be small and would not have significant impact on the country parks on the Lantau Island. The TD also considers that the traffic on the closed roads is light and could accommodate more traffic. Although some road sections on the closed roads are relatively steep, narrow and winding, the roads are safe for driving. Notwithstanding the above, traffic signs and road markings have been provided at appropriate locations, and speed enforcement cameras have also been installed on some road sections to deter speeding. The TD has also been actively working with relevant departments in carrying out a number of road bend improvement works and providing more car parking spaces in South Lantau. The TD has also published driving guides for the successful applicants to familiarise themselves with the road conditions thereat, which also provide them with points to which they should pay attention when driving on the roads.

Having considered the stakeholders' concerns during the consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)344

(Question Serial No. 6851)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the Government's initiative to relax the traffic restriction in South Lantau, please advise:

- (a) the purpose of imposing traffic restriction on roads in South Lantau;
- (b) the year when South Lantau Road was built and the reason for building the road; and
- (c) the relationship between South Lantau Road and the Shek Pik Reservoir.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1078)

Reply:

- (a) At present, Tung Chung Road (south of its junction with Shek Mun Kap Road) and all other roads in South Lantau are closed roads, and only vehicles with the Lantau Closed Road Permits issued by the Transport Department (TD) are allowed to drive on the roads concerned. The purpose of the restriction is to avoid having excessive traffic which the road system in South Lantau cannot support from the capacity and safety perspectives.
- (b) and (c) South Lantau Road is a major road at the southern part of the Lantau Island. It starts from the Mui Wo route via Pui O, Cheung Sha, Tong Fuk, Shui Hau and ends at the Shek Pik Reservoir Dam. The TD has no records on the year when South Lantau Road was built, the reason for building the road and the relationship between South Lantau Road and the Shek Pik Reservoir.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6852)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to reviewing the relaxation of traffic restriction in South Lantau and examining whether the roads and the car parking capacity in South Lantau can cope with further relaxation, please advise the expenditure involved, the duration of the review and the department responsible for the study.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1079)

Reply:

The Transport Department (TD) is responsible for reviewing the traffic restriction in South Lantau and related work. In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area.

The TD has duly examined the road conditions, traffic flow and parking facilities in South Lantau. It is considered that the numbers of vehicles and visitors brought about by the proposals would be small and would not have significant impact on the country parks on the Lantau Island. The TD also considers that the traffic on the closed roads is light and could accommodate more traffic. Although some road sections on the closed roads are relatively steep, narrow and winding, the roads are safe for driving. Notwithstanding the above, traffic signs and road markings have been provided at appropriate locations, and speed enforcement cameras have also been installed on some road sections to deter speeding. The TD has also been actively working with relevant departments in carrying out a number of road bend improvement works and providing more car parking spaces in South Lantau. The TD has also published driving guides for the successful applicants to familiarise themselves with the road conditions thereat, which also provide them with points to which they should pay attention when driving on the roads.

Having considered the stakeholders' concerns during the consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more coaches and 25 private cars access to South Lantau, has been implemented since December

2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

The work involved in the review is undertaken by the TD's staff as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)346

(Question Serial No. 6853)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Before implementation of the relaxation of traffic restriction in South Lantau, was the Environment Bureau consulted? If yes, what were the details? If no, what were the reasons? Some Lantau residents objected to the opening up of South Lantau Road. What was the Government's understanding of the reasons for their objection, and how did the Government handle it?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1080)

Reply:

In June 2015, the Transport Department (TD) proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area. The TD had discussed and solicited views from relevant government departments, including the Environmental Protection Department before the public were consulted on the proposals. No objection had been received from departments concerned.

The TD received both supporting and opposing views during the consultation. Supporters agreed that the roads in South Lantau should be opened up in a gradual and orderly manner to enhance the accessibility of the area. Those objecting were mainly concerned about the road conditions, insufficient parking spaces and potential safety risks from motorists who were unfamiliar with roads in the area.

The TD has duly examined the road conditions, traffic flow and parking facilities in South Lantau. It is considered that the numbers of vehicles and visitors brought about by the proposals would be small and would not have significant impact on the country parks on the Lantau Island. The TD also considers that the traffic on the closed roads is light and could accommodate more traffic. Although some road sections on the closed roads are relatively steep, narrow and winding, the roads are safe for driving. Notwithstanding the above, traffic signs and road markings have been provided at appropriate locations, and speed enforcement cameras have also been installed on some road sections to deter speeding.

The TD has also been actively working with relevant departments in carrying out a number of road bend improvement works and providing more car parking spaces in South Lantau. The TD has also published driving guides for the successful applicants to familiarise themselves with the road conditions thereat, which also provide them with points to which they should pay attention when driving on the roads.

Having considered the stakeholders' concerns during the consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3594)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government comprehensively examine the adequacy of the supply of urban, New Territories (NT) and Lantau taxis in 2016-17 and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 17)

Reply:

There are three types of taxis operating in Hong Kong, namely urban, NT and Lantau taxis. Every year, the Transport Department (TD) conducts surveys on the overall taxi service level in order to better understand passenger demand for the three types of taxis and their operating conditions. The surveys are conducted at about 100 major taxi stands and 40 roadside checkpoints all over the territory on both weekdays and weekends. In addition to on-site observations, views are collected from the taxi trade and passengers. The surveys cover major parameters such as the number of taxi trips observed, the passenger waiting time and the occupancy level of taxi trips. The TD will study data collected carefully and compare such data against those collected in previous years to identify any trend and discernible changes. In 2015-16, \$1.7 million was spent on engaging consultants to conduct such surveys. The monitoring and follow-up work of the surveys is absorbed by the TD's existing manpower. Apart from this, ad-hoc surveys would be conducted as and when required, such as on receipt of complaints and suggestions.

The TD also gathers and monitors feedback from the public, the Legislative Council (LegCo) members, the District Council members, as well as the Transport Complaint Unit's hotlines. In addition, the TD maintains close liaison with the taxi trade and holds regular meetings with major taxi associations to better understand their latest operating environment.

As for the issue of new taxi licences, taking into account the need for effective operation of the public transport system as well as road capacity, it has been the Government's established policy to issue new taxi licences as and when necessary, having regard to the demand for taxi service, operating condition of the taxi trade, and likely impact of the

increase in the number of taxis on traffic conditions. In 2015, under a Topical Study of the Public Transport Strategy Study (PTSS), the Government reviewed whether the supply of taxi service could meet demand. Based on survey results and passengers' feedback, the supply of urban and NT taxi service was found to be largely stable and generally adequate. For Lantau taxis, survey results and public feedback showed that there was unmet demand. Future developments on the Lantau Island and the projected growth of local population and visitors will further add to the demand for Lantau taxi service. The Government has therefore decided to issue 25 new Lantau taxi licences to increase the supply of Lantau taxis to 75 vehicles. The tender exercise for issuing the new Lantau taxi licences is in progress.

Meanwhile, the Government is studying the introduction of premium taxis through a franchise model under the PTSS. The objective is to set new service standards for the taxi trade, enhance quality of service and meet the community's demand for diversified, personalised point-to-point transport services. The Government plans to brief the LegCo Panel on Transport on the progress of the study on introduction of premium taxis in mid-2016, and will strive to complete the study in the third quarter of 2016.

Monitoring of taxi service and follow-up actions are parts of the TD's normal duties and are absorbed by the TD's existing manpower.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)348

(Question Serial No. 4854)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, will the Government consider the principle of “bicycle-friendly” in the current and future planning of roads, and allow cyclists to share the road facilities? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 9)

Reply:

Bicycles can be ridden on most carriageways except certain road sections currently designated as bicycle prohibition zones (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the BPZs.

We note that cycling is allowed on footpaths in some other jurisdictions. However, footpaths in Hong Kong are usually narrow and crowded. Allowing the shared use of footpaths by cyclists and pedestrians will increase the risk of accidents. Section 4(8) of the Summary Offences Ordinance (Cap 228) stipulates that anyone who rides on footpaths without obvious necessity commits an offence.

We also note that dedicated lanes for cycling are provided along some carriageways in the urban areas of some other jurisdictions. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)349

(Question Serial No. 4855)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, will the Government make reference to neighbouring regions, such as Taiwan and Japan, to improve the road system in Hong Kong to allow cyclists to share the road facilities? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 10)

Reply:

Bicycles can be ridden on most carriageways except certain road sections currently designated as bicycle prohibition zones (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the BPZs.

We note that cycling is allowed on footpaths in Taiwan and Japan. However, footpaths in Hong Kong are usually narrow and crowded. Allowing the shared use of footpaths by cyclists and pedestrians will increase the risk of accidents. Section 4(8) of the Summary Offences Ordinance (Cap 228) stipulates that anyone who rides on footpaths without obvious necessity commits an offence.

We also note that dedicated lanes for cycling are provided along some carriageways in the urban areas of Taiwan and Japan. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)350

(Question Serial No. 4856)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government comprehensively improve the existing cycle tracks and construct cycling facilities in the urban area in 2016-17? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 12)

Reply:

Roads in Hong Kong, especially those in the urban areas, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government has been fostering a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

In 2016-17, the Transport Department (TD) will continue to complete the improvement works for 14 accident-prone sites in Sha Tin and Tai Po. The TD has also drawn up a list of about 100 improvement sites with proposals for improvement works, including the provision of additional cycle parking spaces, enhancement of cycling signage and widening of bends at existing cycle tracks in nine new towns in the New Territories. Construction works for these improvement sites will start in 2016 in phases, with a target for completion in two years. The total estimated expenditure for cycling-related improvement works in 2016-17 is about \$12 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4857)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government develop cycle track system in all new development areas (NDAs) under planning in 2016-17? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 13)

Reply:

New towns and NDAs generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and the NDAs by providing cycle tracks and ancillary facilities at appropriate locations and enhancing the existing cycling facilities.

When planning the NDAs, the Government will consider putting in place cycle tracks at appropriate locations. The Civil Engineering and Development Department is planning cycle track networks for the NDAs at the Kai Tak Development, the Anderson Road Quarry Site, Kwu Tung North, Fanling North, Hung Shui Kiu, Yuen Long South and the Tung Chung New Town Extension. All the above developments are still at the planning stage. The expenditure involved for constructing these cycle tracks will be assessed when the designs are finalised.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)352

(Question Serial No. 4858)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network and allowing cyclists to share the road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 14)

Reply:

We note that dedicated lanes for cycling are provided along some carriageways in the urban areas of Taiwan. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities. Therefore, the Government has no plan to introduce bicycle and motorcycle only lanes in the existing road network in Hong Kong.

Currently, certain road sections are designated as bicycle prohibition zones (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the BPZs.

The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

Motorcycles can be used on all roads. There is no plan to designate “motorcycle only” lanes in roads.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)353

(Question Serial No. 4859)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport service in 2016-17? If yes, what are the details and estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 15)

Reply:

At present, there are six bus franchises granted to five bus companies. The Government's key consideration in granting a bus franchise is whether a grantee is capable of providing a proper and efficient public bus service. According to the established practice, an incumbent grantee which is able to prove its ability to provide a proper and efficient service and is willing to further invest in franchised bus operation may be considered for being granted a new franchise for a period of ten years.

The franchise of the network of the Kowloon Motor Bus Company (1933) Limited (KMB) will expire on 1 July 2017, and the KMB has indicated an interest to apply for a new ten-year franchise. The Government briefed the Legislative Council Panel on Transport in January 2016 on its plan to engage the KMB for discussion on the granting of a new ten-year franchise for its bus network upon expiry of its current one, and is inviting views from the public on the requirements of the new franchise. We aim to conclude the discussion with the KMB within 2016.

For the other five franchises, the ones granted to the Citybus Limited (Franchise for Airport and North Lantau Bus Network), the Long Win Bus Company Limited and the New World First Bus Services Limited will not expire until 2023. Meanwhile, the new franchises granted to the Citybus Limited (Franchise for Hong Kong and Island Cross-Harbour Bus Network) and the New Lantau Bus Company (1973) Limited in September 2015 will not expire till 2026 and 2027 respectively.

The bus industry will continue to face keen competition from other public transport services. This, together with rising operating costs (especially staff costs), would make its operating environment in the foreseeable future rather difficult. A grantee would have to actively rationalise its existing service to reduce wastage and explore new service areas in response to public demand to maintain the overall competitiveness and sustainability of its operation.

Three time-limited posts have been created in the Transport Department by phases from 2013 to 2017 to assist in handling the tasks related to the new franchises. The annual staff costs of the three posts, in terms of notional annual mid-point salary, are as follows:

Rank	Number of Post	Annual Staff Cost (\$)
Chief Transport Officer	1	1,309,080
Senior Transport Officer	1	931,800
Transport Officer I	1	681,240

- End -

CONTROLLING OFFICER'S REPLY

THB(T)354

(Question Serial No. 4860)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct a comprehensive review in 2016-17 on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and the estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 16)

Reply:

The Transport Department (TD) has all along been keeping in view the operation and quality of public transport services in different areas in Hong Kong, and will make adjustment to the services in accordance with the demand of passengers. When there are proven needs for new / enhanced services, the TD will make arrangements in conjunction with the operators to meet the needs. Close liaison with the relevant District Councils will be maintained in the process. The work to review and monitor the public transport services is undertaken on an ongoing basis by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)355

(Question Serial No. 4861)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government conducted any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the "Area Approach" in the past five years? If yes, what were the details and expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 18)

Reply:

Prior consultation with the District Councils (DCs) concerned had been conducted from February to October 2014 before implementation of the Area Approach rationalisation proposals for Sha Tin, Tai Po, Tsing Yi and Yuen Long. Papers containing details of the proposals were issued and uploaded on the Transport Department (TD)'s website. Staff of the TD and franchised bus operators attended meetings of the Transport and Traffic Committees of the DCs to explain the details to and exchange views with members. Such work was undertaken by the staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)356

(Question Serial No. 4863)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In carrying out the Public Transport Strategy Study (PTSS) in 2016-17, will the Government consider studying the use of bicycles as a common daily transport mode in order to make Hong Kong a “bicycle-friendly” city, and what are the details and estimated expenditure involved? In this connection, will the Government consult the public, and what are the details and estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 20)

Reply:

In tandem with the further development of heavy rail network, the PTSS is reviewing the roles and positioning of public transport services other than heavy rail. The objective is to enhance the complementarity amongst the various public transport services, so that the public can enjoy efficient services with reasonable modal choices, and the public transport operators can enjoy long-term and sustainable development. The PTSS will focus on public transport-related issues that are of long-standing concerns to the public transport trades and the public, and have been given priority as they are time-sensitive. Cycling is not a public transport mode. We will continue to foster a “bicycle-friendly” environment in the new towns and the new development areas outside the PTSS.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)357****(Question Serial No. 4864)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the Kowloon Motor Bus Company (1933) Limited (KMB) routes from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 21)Reply:

The average daily patronage of the KMB routes from January to December 2015 is set out below:

Month	Average Daily Patronage (‘000)
January	2 633
February	2 602
March	2 669
April	2 589
May	2 586
June	2 648
July	2 605
August	2 629
September	2 726
October	2 696
November	2 771
December	2 707

- End -

CONTROLLING OFFICER'S REPLY**THB(T)358****(Question Serial No. 4865)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the Citybus (CTB) routes from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 22)Reply:

The average daily patronage of the CTB routes from January to December 2015 is set out below:

Month	Average daily patronage (‘000)	
	Franchise for Hong Kong Island and Cross-Harbour Bus Network	Franchise for Airport and North Lantau Bus Network
January	551	75
February	553	75
March	556	77
April	537	79
May	528	76
June	545	79
July	533	80
August	553	82
September	555	79
October	553	78
November	558	81
December	554	82

- End -

CONTROLLING OFFICER'S REPLY**THB(T)359****(Question Serial No. 4866)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the New World First Bus (NWFB) routes from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 23)Reply:

The average daily patronage of the NWFB routes from January to December 2015 is set out below:

Month	Average Daily Patronage (‘000)
January	464
February	463
March	475
April	459
May	449
June	460
July	450
August	458
September	471
October	467
November	479
December	467

- End -

CONTROLLING OFFICER'S REPLY**THB(T)360****(Question Serial No. 4867)**Head: (186) Transport DepartmentSubhead: (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the “Star” Ferry services from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 24)Reply:

The “Star” Ferry Company Limited operates two franchised ferry routes, i.e. “Tsim Sha Tsui – Central” and “Tsim Sha Tsui – Wan Chai”. The average daily total patronage of the two ferry routes from January to December 2015 are set out below:

Month	Average Daily Patronage
January	59 100
February	63 100
March	51 300
April	54 600
May	48 800
June	48 500
July	57 400
August	60 100
September	48 800
October	55 300
November	54 900
December	62 000

- End -

CONTROLLING OFFICER'S REPLY

THB(T)361

(Question Serial No. 4868)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the average daily patronage of respective railway lines (including the Light Rail) of the MTR Corporation Limited from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 25)

Reply:

The average daily patronage of various MTR railway lines from January to December 2015 is set out at Annex.

Month	Average daily patronage (thousands)										
	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
January	568.8	1 028.5	953.2	312.7	226.3	17.2	41.0	1 034.1	139.7	423.3	476.1
February	570.8	1 014.6	946.4	313.6	226.5	23.2	39.4	1 023.7	136.3	421.0	466.6
March	570.5	998.7	946.2	319.2	217.3	13.0	44.2	996.2	141.5	417.0	476.8
April	538.2	957.0	901.9	302.3	211.8	15.0	45.0	992.8	132.5	400.2	462.9
May	542.8	970.3	921.4	306.5	212.0	13.6	39.3	948.6	135.9	404.0	480.1
June	561.9	999.2	968.0	313.0	221.9	14.4	42.7	944.2	137.8	411.0	491.0
July	562.3	1 016.1	973.0	307.5	224.7	18.7	42.2	945.1	133.8	415.2	480.3
August	560.8	1 033.4	971.1	304.6	228.5	21.7	43.1	968.6	132.1	417.6	473.2
September	573.1	1 010.6	959.4	320.9	221.2	13.6	44.1	1 009.2	144.6	421.5	508.0
October	566.6	1 016.6	962.2	317.5	223.8	14.5	45.1	1 006.1	142.7	420.4	495.3
November	578.4	1 026.0	992.3	322.4	227.7	14.8	43.6	1 033.5	145.5	429.4	497.9
December	578.7	1 051.3	1 006.3	318.5	233.4	17.9	47.1	1 010.2	139.9	436.1	482.4

Note:

As MTR is a railway network and the system is open within the network, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures were calculated based on passengers' entry stations.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)362****(Question Serial No. 4869)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of urban taxis from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 26)Reply:

The average daily patronage of urban taxis based on surveys conducted by the Transport Department from January to December 2015 is set out below:

Month	Average daily number of urban taxi passenger journeys
January	756 100
February	779 200
March	782 000
April	749 300
May	762 800
June	793 900
July	770 200
August	788 500
September	783 300
October	769 200
November	776 400
December	750 100

- End -

CONTROLLING OFFICER'S REPLY**THB(T)363****(Question Serial No. 4870)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of New Territories taxis from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 27)Reply:

The average daily patronage of New Territories taxis based on surveys conducted by the Transport Department from January to December 2015 is set out below:

Month	Average daily number of New Territories taxi passenger journeys
January	182 400
February	186 900
March	185 100
April	183 000
May	184 400
June	197 800
July	188 900
August	191 700
September	190 300
October	185 700
November	183 900
December	182 100

- End -

CONTROLLING OFFICER'S REPLY**THB(T)364****(Question Serial No. 4871)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of Lantau taxis from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 28)Reply:

The average daily patronage of Lantau taxis based on surveys conducted by the Transport Department from January to December 2015 is set out below:

Month	Average daily number of Lantau taxi passenger journeys
January	3 500
February	3 300
March	3 200
April	3 100
May	2 900
June	3 000
July	2 900
August	3 000
September	3 100
October	3 200
November	2 600
December	2 900

- End -

CONTROLLING OFFICER'S REPLY**THB(T)365****(Question Serial No. 4872)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of red minibus (RMB) service over the territory from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 29)Reply:

The average daily passenger journeys of the RMB based on the Transport Department's surveys over the territory from January to December 2015 are as follows:

Month	Average daily passenger journeys
January	349 000
February	336 000
March	347 000
April	331 000
May	336 000
June	343 000
July	342 000
August	340 000
September	332 000
October	331 000
November	333 000
December	328 000

- End -

CONTROLLING OFFICER'S REPLY**THB(T)366****(Question Serial No. 4873)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of green minibus (GMB) service over the territory from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 30)

Reply:

The average daily passenger journeys of the GMB from January to December 2015 are set out below:

Month	Average daily passenger journeys^{Note} (in thousands)
January	1 491
February	1 468
March	1 495
April	1 500
May	1 508
June	1 549
July	1 528
August	1 534
September	1 577
October	1 560
November	1 571
December	1 538

Note: Figures are subject to revision upon further verification of the annual returns from the GMB operators by end March 2016.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)367****(Question Serial No. 4874)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily passenger journeys of tram services from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 31)Reply:

The average daily passenger journeys of tram services from January to December 2015 are set out below:

Month	Average daily passenger journeys
January	183 600
February	180 800
March	183 700
April	173 100
May	166 000
June	168 800
July	164 300
August	169 900
September	179 900
October	182 600
November	191 000
December	188 800

- End -

CONTROLLING OFFICER'S REPLY**THB(T)368****(Question Serial No. 4875)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily numbers of traffic incidents in Hong Kong from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 32)Reply:

The average daily numbers of traffic or transport incidents handled by the Emergency Transport Co-ordination Centre (ETCC) of the Transport Department (TD) from January to December 2015 are set out below:

Month	Average daily number of traffic or transport incidents ^{Note}
January	14.2
February	11.6
March	12.1
April	12.4
May	13.3
June	15.3
July	15.1
August	13.5
September	15.9
October	15.5
November	14.9
December	14.2

Note: A traffic or transport incident is regarded as a non-recurring event that causes a reduction of road capacity or a service disruption of public transport services. These incidents are counted on a location / event basis. For example, a public event necessitating road closure for several hours will be counted as one incident. Similarly, a traffic accident at a location resulting in traffic congestion at that location and in the nearby areas will be counted as one incident.

Separately, the Hong Kong Police Force (HKPF) is responsible for handling traffic incidents / accidents at the scene. The HKPF will take into account the likely traffic and transport implications in referring certain incidents to the TD's ETCC for monitoring and necessary follow-up actions.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)369

(Question Serial No. 6660)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Transport Department (TD) review the open up of South Lantau Road on the Lantau Island to vehicles from other districts and conduct public consultation in 2016-17? If yes, what are the details and expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 353)

Reply:

In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area. Having considered the stakeholders' concerns during consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more tour coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively.

The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area. The work involved in the review will be undertaken by the staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)370

(Question Serial No. 6661)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Transport Department (TD) formulate local public transport arrangements related to the Hong Kong-Zhuhai-Macao Bridge (HZMB) and consult relevant trades in 2016-17? If yes, what are the details and expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 358)

Reply:

The TD briefed the Legislative Council Panel on Transport the proposed local public transport arrangements at the Hong Kong Boundary Crossing Facilities (HKBCF) of the HZMB at its meeting in February 2016. Under the proposed arrangements, appropriate public transport services for the HKBCF will be provided upon the opening of the HZMB having regard to the practical circumstances concerning the HZMB, existing transport infrastructural network and the synergy anticipated to be brought about by the HZMB. There will be a well-developed and convenient public transport network for members of the public to use franchised bus and green minibus services for convenient access to/from various areas across Hong Kong and for interchanging with the railway network. In addition, all three types of taxis (i.e. urban, New Territories and Lantau taxis) as well as non-franchised buses may operate at the public transport interchange at the HKBCF.

The TD will continue to liaise with the related transport trades and other stakeholders on the public transport arrangements for the HKBCF. It will consider the views canvassed before finalising the details. The aforesaid work is part of the normal duties of the TD's staff, and there is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)371

(Question Serial No. 6662)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Transport Department (TD) introduce measures in 2016-17 to increase the seating capacity of public light buses (PLBs) to 20? If yes, what are the details and the expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 360)

Reply:

Currently, the TD is assisting the Transport and Housing Bureau to conduct the Public Transport Strategy Study (PTSS) in examining the roles and positioning of public transport services other than heavy rail as well as some important topical issues that are of concern to the public transport trades. Under the Roles and Positioning Review (RPR) of the PTSS, the Government has accorded priority to study whether it is desirable and feasible to increase seating capacity of the PLBs. The study will look closely into the operation as well as the demand and supply of the PLB routes, and assess the impact of the increase of seating capacity to the PLB trade in detail. If the proposal to increase seating capacity is considered desirable, we will study the implementation details, including the number of seats to be increased, whether the increase of seating capacity will apply to all PLBs, and whether the arrangement will be made for both green minibuses and red minibuses. In the course of the study, we will canvass views of the stakeholders, including the public and the public transport trades. We plan to report the progress of the review on the PLB service to the Legislative Council Panel on Transport by mid-2016, and strive to complete the review by the third quarter of 2016.

For the RPR, a total of two time-limited non-directorate posts have been created for two and a half years in the TD. In 2016-17, the total notional annual mid-point salary value of the two posts is about \$2.2 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6663)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What would be the expenditure involved in the Transport Department (TD) for the implementation of the Universal Accessibility Programme (UAP) in 2016-17? Please list out in detail the locations of the proposed retrofitting works at the public footbridges, elevated walkways and subways under the UAP in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 361)

Reply:

The TD provides traffic and transport advice to the Highways Department (HyD) to facilitate delivery of projects under the UAP. As the work is absorbed as part of the regular duties of the TD's staff, there is no separate breakdown for the expenditure involved.

The Government has been installing barrier-free access (BFA) facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD) for a number of years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of 150 items under the Original Programme continues, with most of the items anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items have been completed, 91 items are under construction, and 13 items are anticipated to commence construction in 2016-17. The construction works for the remaining 17 items will commence construction upon completion of detailed design and obtaining of support from the relevant District Councils (DCs).

In August 2012, the Government launched the new UAP to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, the HyD invited all the 18 DCs to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the Expanded Programme). The implementation of these priority items under the Expanded Programme

is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items (one item commenced in 2014 and 48 items in 2015) are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence construction as soon as possible upon completion of the investigation and design works, and obtaining of support from the DC concerned.

The list of projects under the UAP and their present status are at Annex.

Original Programme:

HyD Structure No.	Location	Present Status
Central and Western District		
HS3	Across Cotton Tree Drive near Murray Building	Under construction
HF37	Along Connaught Road Central near Exchange Square	Under construction
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF152	Across Harcourt Road near Citic Tower	Under construction
HF93	At Man Po Street near Pier Road	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
Eastern District		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King's Road Flyover across Kornhill Road	Under construction
HF90	Across King's Road and Tin Chiu Street	Under design
HF90A	Across King's Road and Tin Chiu Street	Under construction
Southern District		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Under construction
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction

HyD Structure No.	Location	Present Status
Wan Chai District		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Under construction
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
Kowloon City District		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design
Kwun Tong District		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Under construction
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction

HyD Structure No.	Location	Present Status
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
Sham Shui Po District		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Under construction
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
Wong Tai Sin District		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
Yau Tsim Mong District		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Under construction
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Cheong Road near Chatham Road Interchange	Completed
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction

HyD Structure No.	Location	Present Status
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
Kwai Tsing District		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
North District		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under design

HyD Structure No.	Location	Present Status
NS106	Across Fanling Highway near Tai Tau Leng	Under design
Sai Kung District		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
Sha Tin District		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under design
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under design
Tai Po District		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Under construction
NF266	Across Ting Kok Road near Tung Leung Lane	Under construction
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Under construction
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under design
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under design
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
Tuen Mun District		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Under construction
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction

HyD Structure No.	Location	Present Status
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
Tsuen Wan District		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
Yuen Long District		
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Under construction
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under design

Expanded Programme:

HyD Structure No.	Location	Present Progress Status
Central and Western District		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction

HyD Structure No.	Location	Present Progress Status
Eastern District		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
Southern District		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under design
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
Wan Chai District		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
Kowloon City District		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under design
Kwun Tong District		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under design
Sham Shui Po District		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under design
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under design

HyD Structure No.	Location	Present Progress Status
Wong Tai Sin District		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under design
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under design
Yau Tsim Mong District		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
Islands District		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
Kwai Tsing District		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
North District		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
Sai Kung District		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction

HyD Structure No.	Location	Present Progress Status
Sha Tin District		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
Tai Po District		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
Tuen Mun District		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
Tsuen Wan District		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
Yuen Long District		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6664)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the details and the expenditure involved in the introduction of intelligent transport systems by the Transport Department (TD) in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 362)

Reply:

In 2016-17, the TD will carry out the following work related to the introduction of the intelligent transport systems with the estimated total expenditure of about \$42.5 million for the year:

- (a) Study on the installation of smart devices at signalised pedestrian crossings to extend the pedestrian green time for the elderly and persons with disabilities: \$0.9 million
- (b) Replacement of the area traffic control system and the closed circuit television system in the Tai Po and North Districts: \$7.4 million
- (c) Development of the Traffic and Incident Management System: \$24.1 million
- (d) Expansion of the red light camera system, phase 4: \$8.3 million
- (e) Enhancement of "Hong Kong eTransport" service for the elderly: \$1.5 million
- (f) Enhancement of "Hong Kong eRouting" smartphone application to provide parking vacancy information from carpark operators: \$0.3 million

Subject to the funding approval by the Finance Committee of the Legislative Council, the TD will commence the planning work for installation of traffic detectors in selected strategic routes and the upgrading of the Transport Information System with estimated expenditure of \$2.5 million and \$0.6 million respectively in 2016-17.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)374****(Question Serial No. 4027)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide the numbers of vehicles by classes and average car journey speeds for the urban region in the past five years.
- (2) Please provide the patronage figures of individual public transport modes in the past five years.
- (3) Will the Transport Department (TD) implement measures, including increasing the first registration tax, annual licence fees and fuel levy for private cars, to restrain the number of private cars in this financial year? What are the details?
- (4) What are the details of bus routes planned to be rationalised in the coming year and how many buses will be involved?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 38)Reply:

- (1) The numbers of licensed vehicles by classes as at end of the year from 2011 to 2015 are given in the table below:

Year	2011	2012	2013	2014	2015
Motor Cycles	38 617	39 741	41 766	44 437	47 759
Private Cars	434 843	454 697	475 752	495 038	521 852
Taxis	18 132	18 131	18 083	18 066	18 118
Franchised Buses	5 798	5 743	5 791	5 810	5 865
Non-franchised Public Buses	6 986	6 957	6 990	7 033	7 016
Private Buses	493	544	572	582	610
Public Light Buses	4 345	4 347	4 346	4 345	4 344
Private Light Buses	2 200	2 439	2 757	2 995	3 066
Goods Vehicles	111 164	112 721	116 996	113 415	111 830
Special Purpose Vehicles	1 406	1 450	1 556	1 530	1 552

Year	2011	2012	2013	2014	2015
Government Vehicles	6 297	6 240	6 305	6 289	6 251
Total	630 281	653 010	680 914	699 540	728 263

The average car journey speeds during the morning peak hours (i.e. 8:00 am - 9:30 am) of the urban region from 2011 to 2015 are given in the table below:

Average speed at the morning peak hours [kilometres(km) / hour(hr)] ^Ω				
2011	2012	2013	2014 ^α	2015
23	23	23	21	22

^Ω Figures are rounded to the nearest km/hr.

^α The car journey time survey is conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the Occupy Movement. The survey was conducted after the Occupy Movement had ended, and the average vehicular speed figure of 2014 was a calibrated figure based on the result of the survey and historical speed survey data.

- (2) The numbers of public transport passenger journeys by modes from 2011 to 2015 are given in the table below:

Year		2011	2012	2013	2014	2015
		(in millions)				
Franchised Buses		1 383	1 403	1 426	1 429	1 429
Railways	MTR	1 647	1 725	1 776	1 854	1 888
	Hongkong Tramways	79	74	72	66	65
	<i>Sub-total</i>	<i>1 726</i>	<i>1 799</i>	<i>1 848</i>	<i>1 920</i>	<i>1 953</i>
Public Light Buses	Green Minibus	559	559	552	551	557 [#]
	Red Minibus	133	129	128	127	123
	<i>Sub-total</i>	<i>692</i>	<i>688</i>	<i>680</i>	<i>679*</i>	<i>680[#]</i>
Ferries		49	49	50	49	49
Taxis		364	350	369	355	351 [#]
Non-franchised Buses – Residents' Services [@]		85	86	87	87	86 [#]
MTR Buses		44	46	48	50	51
Total		4 343	4 421	4 508	4 569	4 599[#]

[#] Provisional figures

[@] Non-franchised public buses also provide tour service, hotel service, student service, employees' service, international passenger service and contract hire service. The TD does not keep statistics on the patronage figures for these services.

* Figure may not add up to the total due to rounding.

- (3) Vehicle fleet size is a major factor contributing to road traffic congestion. The Government agrees in-principle to take forward in phases a host of short, medium and long-term measures recommended by the Transport Advisory Committee (TAC) in December 2014 to alleviate road traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc. Increasing the

first registration tax and annual licence fee for private cars (PCs) and raising “fuel levy” for diesel PCs are amongst the recommendations put forward by the TAC.

- (4) Bus route rationalisation is an ongoing task of the TD. For the 2016-17 route planning programmes, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). These proposals, if all implemented as proposed, would require a net increase of 53 buses. Consultation with the District Councils is underway. The actual implementation of the proposals and hence the number of buses to be involved will be subject to the outcome of the consultation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4030)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Will there be any plan to provide smartphone applications for integrating real-time traffic information? Please provide details and estimated expenditure.
- (2) Will an intelligent vehicle parking navigation platform be set up, and shopping malls and private car parks be encouraged to disseminate the numbers of parking space?
- (3) Is there any plan to conduct trial of the traffic signal control system? What are the work plan and timetable?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 57)

Reply:

- (1) The Transport Department (TD) is committed to providing more real-time traffic information to commuters so that they can make the best route choices. The TD disseminates such information through mobile applications including “Hong Kong eRouting” and “Hong Kong eTransport”, which provide driving route search and public transport route search functions respectively. Commuters can also obtain real-time traffic information, including special traffic news, traffic snapshots, traffic speeds and journey times through cross-harbour tunnels and from the New Territories to Kowloon, from either of these applications. The annual expenditure for the two applications is \$0.34 million.
- (2) The TD has been in discussion with operators of commercial public car parks to encourage them to make better use of technology, including the use of mobile applications to disseminate real-time information on parking vacancies of their car parks. The TD also seeks their agreement to upload the parking vacancies data to the Government’s public sector information portal at the “data.gov.hk” website (the portal). Positive initial feedbacks have been received from some carpark operators, indicating that they are willing or considering to provide such data on the portal.

Interested parties can then make use of the parking vacancies data on the portal to develop applications serving as one-stop dissemination of real-time information on parking vacancies for use by motorists. The TD is also enhancing its “Hong Kong eRouting” website and mobile application service for dissemination of parking vacancy information, targeted to be available for motorists’ use in mid-2016.

- (3) The TD will carry out a study to identify suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disability as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The device to be adopted has to be compatible with the various traffic signal control equipment systems currently used in Hong Kong. The study will investigate the need for a mock up to confirm technical feasibility. The study will also identify necessary modifications to the existing traffic signal system, establish the cost-effectiveness, and recommend a plan for territory-wide implementation including the resources required.

The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)376****(Question Serial No. 4576)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Since 20 January 2014, the implementation periods of the part-time pedestrian scheme at Sai Yeung Choi Street South (between Argyle Street and Dundas Street) have been shortened to from 4:00 pm to 10:00 pm on Saturdays, and from 12:00 noon to 10:00 pm on General Holidays. Please provide the statistics on pedestrian flow and vehicular flow (by vehicle types) of the road section concerned during 4:00 pm to 10:00 pm on weekdays in each month of 2013, 2014 and 2015.

Asked by: Hon Claudia MO (Member Question No. 54)Reply:

Pedestrian and vehicle count for specific road sections are usually not conducted every month over a long period. Instead, the Transport Department (TD) will conduct traffic surveys at representative hours and on representative day(s) of the week to obtain information about pedestrian and vehicular flow of a particular section.

The TD conducted traffic surveys in Sai Yeung Choi Street South (between Argyle Street and Dundas Street) during the peak hours (7:00 pm - 9:00 pm) of certain days in March 2012, March and May 2014, February and September 2015. The pedestrian flows (in persons per hour) are tabulated as follows:

	March 2012	March and May 2014	February and September 2015
Weekday	12 000 - 13 500	10 000 - 11 500	10 500 - 14 000
Weekend	19 000 - 20 000	14 000 - 18 200	12 000 - 16 500

The traffic surveys revealed that around 40 to 80 vehicles per hour travelled on the section concerned of Sai Yeung Choi Street South during the peak hours (7:00 pm - 9:00 pm) in March 2014, May 2014, February and September 2015. The surveys did not record the vehicular flow by vehicle type.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)377

(Question Serial No. 4585)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the locations and the number of bicycle-parking spaces at the covered public transport interchanges (PTIs) under the management of the Transport Department (TD) and near railway stations in Kowloon (including the Kowloon City, Sham Shui Po, Yau Tsim Mong, Wong Tai Sin and Kwun Tong districts), as well as the number of bicycles removed by the TD (and the relevant joint-departmental operations) due to parking concerns, and the number of such enforcement operations in these locations in the past five years.

Asked by: Hon Claudia MO (Member Question No. 63)

Reply:

In Kowloon, there are 30 bicycle-parking spaces managed by the TD in the vicinity of the Nam Cheong MTR Station. This does not cover other bicycle parking spaces not managed by the TD.

In the past five years, four joint-departmental operations for clearing illegally parked bicycles had been conducted at the PTIs under the TD's management in Kowloon, with a total of 13 bicycles removed. This figure does not include the number of bicycles removed by other government departments from other locations not under the TD's management.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)378****(Question Serial No. 4586)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government will disburse subsidies to franchised bus operators for installation of display panels for provision of real-time bus arrival information and provision of seats at bus stops.

In this connection, please provide the numbers of display panels and seats to be installed at bus stops and the associated subsidy amounts received by each of the franchised bus operators for the financial year 2016-17 in the table below:

District	The Kowloon Motor Bus Company (1933) Limited				Long Win Bus Company Limited				New World First Bus Services Limited				Citybus Limited				New Lantao Bus Company (1973) Limited			
	Number of display panels to be installed				Number of display panels to be installed				Number of display panels to be installed				Number of display panels to be installed				Number of display panels to be installed			
	Amounts of subsidies to be disbursed for installation of display panels				Amounts of subsidies to be disbursed for installation of display panels				Amounts of subsidies to be disbursed for installation of display panels				Amounts of subsidies to be disbursed for installation of display panels				Amounts of subsidies to be disbursed for installation of display panels			
	Number of seats to be installed				Number of seats to be installed				Number of seats to be installed				Number of seats to be installed				Number of seats to be installed			
	Amounts of subsidies to be disbursed for installation of seats				Amounts of subsidies to be disbursed for installation of seats				Amounts of subsidies to be disbursed for installation of seats				Amounts of subsidies to be disbursed for installation of seats				Amounts of subsidies to be disbursed for installation of seats			

1.	Yau Tsim Mong																		
2.	Kowloon City																		
3.	Sham Shui Po																		
4.	Wong Tai Sin																		
5.	Kwun Tong																		
6.	Sha Tin																		
7.	Sai Kung																		
8.	Tai Po																		
9.	North																		
10.	Tsuen Wan																		
11.	Kwai Tsing																		
12.	Tuen Mun																		
13.	Yuen Long																		
14.	Islands																		
15.	Central and Western																		
16.	Wan Chai																		
17.	Southern																		
18.	Eastern																		

Asked by: Hon Claudia MO (Member Question No. 64)

Reply:

The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. Of some 3 000 covered bus stops, about 140 are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The Government will also provide subsidy to the franchised bus operators for their installation of real-time arrival information display panels at covered bus stops with electrical installations. Currently, there are some 1 300 covered bus stops with electrical installations. The subsidy for the display panels will be offered on a matching basis. For every display panel which a franchised bus operator has committed to install, the Government will provide subsidy for the installation of another display panel. Funding has been earmarked for subsidising the installation of around 800 display panels. This means as many as around 1 600 display panels would be installed territory-wide (half of these funded by the Government under the subsidy scheme and the other half funded by the franchised bus operators). This should cover all covered bus stops with electrical installations. We expect that the installation of 550 display panels (half funded by the

Government and half funded by the franchised bus operators) can be completed within the first phase of around three years. Thereafter, the franchised bus operators will make annual proposals to the Government as to the number and locations of remaining bus stops to be provided with display panels. We expect that the installation of the remaining display panels can be completed in another three years' time.

The Transport Department (TD) is making preparation for rolling out the subsidy scheme and will start accepting applications for subsidy from the franchised bus operators from mid-2016 onwards. The franchised bus operators will propose to the TD the locations of bus stops for seats and display panels to be installed. In determining the installation priority, they will take into account such factors as utilisation of the bus stops, physical environment of individual locations, whether there is any relocation/cancellation plan for the individual bus stops in near future, and feedback from the relevant districts. Hence, the detailed information as requested in tabulated form is currently unavailable. It is expected that the franchised bus operators will invite tender in the second half of 2016, subject to further discussion with the TD. The amount of subsidy that each franchised bus operator can expect to receive will be better known upon completion of the tendering exercise.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)379

(Question Serial No. 4600)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) involves formulating regulatory measures and planning related facilities for the public light bus (PLB) service. Please advise this Committee on the content, purpose, scheduled date and details of proposed legislative amendments relating to the PLB in the coming three years.

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

Reply:

The TD monitors the operation of the PLB service and works together with the Transport and Housing Bureau to introduce legislative amendments for strengthening the regulation and enhancing the safety of the PLB operation. Over the past few years, we have introduced a number of new legislative requirements to enhance the PLB safety. These requirements include the imposition of a maximum speed of 80 kilometres (km) per hour for the PLBs on roads; mandating the installation of approved speed limiter on all PLBs with a pre-set maximum speed of 80 km per hour; mandating the display of driver identity plate on the PLBs; mandating the installation of electronic data recording device for newly registered PLBs; and mandating applicants of the PLB driving licence to attend and complete a pre-service course before they are issued with a PLB driving licence. The TD will continue to identify measures that can enhance the safety of the PLB operations and propose legislative amendments in future where necessary.

Meanwhile, the number of the PLBs has since 1976 been capped at 4 350 by way of the Public Light Buses (Limitation on Number) Notice (Cap 374K) (the Notice). Over the years, the Legislative Council (LegCo) has passed resolutions to extend the effective period of the Notice, and the Notice currently in force will expire after 20 June 2016. A new resolution to extend the effective period of the Notice for another five years until 20 June 2021 was introduced into the LegCo in January 2016, pending positive vetting by the Council.

Separately, as we informed the LegCo Panel on Transport in November 2015, under the Public Transport Strategy Study, we have accorded priority to studying whether it is desirable and feasible to increase the seating capacity of the PLBs. We plan to brief the LegCo Panel on Transport on the progress of the study in mid-2016, and will strive to complete the study in the third quarter of 2016. If it is confirmed that the proposal to increase seating capacity of the PLBs is feasible, we will proceed with the necessary legislative amendments for early implementation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)380****(Question Serial No. 4601)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

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

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

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

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

- (b) information collected from the bus companies pursuant to Cap 230, including the number and capacity of the buses in use on each specified route, the date of site inspection, and the expenditure involved between 2012 and 2016. Please reply in the following table:

Date: (e.g. January 2012)				
Route number	Number of buses	Capacity	Date of site inspection	Expenditure involved

- (c) information collected from the bus companies pursuant to Cap 230, including the number of journeys, the total kilometres travelled, and the number of journeys originating from en-route stops by each such bus on each such route; the date of site inspection and the expenditure involved between 2012 and 2016. Please reply in the following table:

Date: (e.g. January 2012)					
Route number	Number of journeys per day	Total kilometres travelled	Number of bus trips originating from en-route stops	Date of site inspection	Expenditure involved

- (d) information collected from the bus companies pursuant to Cap 230, including the number of passengers carried by each such bus on each day on each such route; the receipts of each such route; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between 2012 and 2016. Please reply in the following table:

Date: (e.g. January 2012)					
Route number	Number of passengers carried per day	Revenue	Date of site inspection	Number of staff involved in site inspection	Expenditure involved

- (e) information collected from the bus companies pursuant to Cap 230, including the total kilometres lost each day in relation to each such route due to accidents, vehicle breakdowns and vehicle and staff shortages respectively; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between 2012 and 2016. Please reply in the following table:

Date: (e.g. January 2012)					
Route number	Total kilometres lost due to accidents	Total kilometres lost due to vehicle breakdowns	Total kilometres lost due to vehicle and staff shortages	Number of staff involved in site inspection	Expenditure involved

Reply:

- (a) The regulation and monitoring of public transport services under the Public Bus Services Ordinance (Cap 230) and the Road Traffic Ordinance (Cap 374) are mainly undertaken by the Bus and Railway Branch, the two Transport Operations Divisions of the New Territories and Urban Regional Offices, the Vehicle Safety and Standards Division, the Ferry and Paratransit Division, and the Public Vehicles and Prosecution Section in the TD. These divisions are each headed by an Assistant Commissioner, and supported by a total of about 140 staff of various ranks, namely Principal Transport Officer, Chief Engineer, Chief Transport Officer, Senior Transport Officer, Senior Engineer, Senior Motor Vehicle Examiner, Engineer, Transport Officer, Transport Executive, Motor Vehicle Examiner, Technical Officer and Transport Inspector. The regulation and monitoring tasks are undertaken by the above staff as part of their normal duties. There is no separate breakdown of expenditure for these tasks.
- (b) to (e) The franchised bus companies are required to provide a proper and efficient public bus service. To facilitate the TD to closely monitor the bus service level, the franchised bus companies are required to submit their operating records on each route, including number of passengers carried, number of trips, operating mileages / kilometres, operating revenue and causes of lost trips, etc. to the TD. The TD closely monitors the level of franchised bus services through scrutinising the operating records provided by the franchised bus companies, and conducting site inspections and field surveys.

In addition, the TD engages contractors to conduct regular surveys to monitor the performance of the bus companies (e.g. surveys on bus availability and passenger occupancy). Ad-hoc surveys (e.g. termini surveys, en-route stop surveys, journey time surveys and on-board surveys) and site inspections are also carried out to monitor bus service level, adequacy in meeting passenger demand and in response to complaints / suggestions from the public or problems identified from the regular returns of bus companies. The numbers of surveys and site inspections conducted in each year from 2012 to 2015 and the expenditure involved are as follows:

Survey types	Monitoring Surveys				Site Inspections			
	2012	2013	2014	2015	2012	2013	2014	2015
Number of surveys / site inspections conducted	1 465	2 207	2 933	3 346	267	168	459	869
Total expenditure (\$ million)	3.1	3.1	3.6	3.9	Absorbed by existing resources of the TD			

Some surveys and site inspections are conducted on an area or district basis for multiple purposes. There is no breakdown of the survey expenditure on the basis of route and data type. There are about 560 franchised bus routes in Hong Kong. Details of the operating data on each route as requested are not readily available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3458)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of more real-time traffic information for the convenience of the public and the promotion of innovative technology development, will the Government inform the Committee of the following:

- (1) As mentioned in paragraph 52 of the Budget Speech, the Government will allocate \$200 million to install traffic detectors along some strategic routes. What are the details of the project, and the preliminary study or tender item to be carried out in 2016-17? What are the expenditure and manpower required?
- (2) What are the estimated expenditures of the implementation services for the upgrading of the Transport Information System (TIS) in coming three years? What are the number, post title and the estimated expenditure of hiring contract information technology staff to implement the project in coming three years?
- (3) What are the numbers of downloads and monthly active users of Hong Kong eTransport and Hong Kong eRouting websites and smartphone applications? Is there any review on the cost-effectiveness and usage of the afore-mentioned applications?
- (4) Will the team responsible for implementing the proposed project consider enhancing the communication with the public and the application developers to understand their needs in the use and the acquisition of real-time traffic information? If yes, what is the plan?
- (5) Are there any plans to request the franchised bus companies (FBCs) to open up the standardised real-time bus locations and estimated arrival time data to the public and the third party developers, and provide the real-time traffic and transport data to 'data.gov.hk' in machine-readable format for free to promote developing more innovative applications by the public for citizens to use. If yes, what are the data formats?

- (6) Are there any measures formulated to monitor the progress of the upgrading of the TIS to ensure that it will be completed on schedule? If yes, what are the details? If no, what are the reasons?

Asked by: Hon Charles Peter MOK (Member Question No. 184)

Reply:

- (1) The project seeks to install traffic detectors in certain sections of strategic routes which have relatively higher traffic volume but are currently without detectors for collection of real-time traffic information and traffic incident management. Subject to the approval of funding by the Finance Committee of the Legislative Council, we will select consultants to carry out the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021. The Transport Department (TD) will deploy one Senior Engineer and one Engineer/Assistant Engineer to manage the captioned planning work for the project, tendering and overseeing the consultancy services. The estimated expenditure of the project is \$200 million.
- (2) Subject to funding approval, the estimated expenditure of the implementation services for the upgrading the TIS in the coming three years is \$31.6 million. The TD will hire one contract System Analyst and one contract Analyst Programmer for assistance in various implementation tasks, and the estimated expenditure in the coming three years is \$3.8 million.
- (3) As at February 2016, the total numbers of downloads for “Hong Kong eTransport” and “Hong Kong eRouting” smartphone applications are 1 460 000 and 129 000 respectively. The monthly active website and smartphone application users of “Hong Kong eTransport” and “Hong Kong eRouting” are 550 000 and 70 000 respectively. On average, the annual usage of these services has increased by about sevenfold since their first launch. The TD has reviewed the usage and cost-effectiveness of the applications, and considers that they are cost-effective. The TD will conduct regularly reviews of the services and continue to enhance them to promote higher usage.
- (4) The TD has been receiving feedbacks from the public and application developers on the existing provision of real-time traffic data through the Government public information portal “data.gov.hk”. The project team responsible for overseeing the proposed upgrading of the TIS project will consider conducting user surveys at an appropriate stage to collect feedback on the data format and standard to meet their needs.
- (5) The FBCs are gradually rolling out their real-time bus service information systems for disseminating information to passengers via smartphone applications, websites as well as display panels at bus stops to facilitate passengers in knowing their waiting time and planning their journeys. They have put in substantial resources in developing and operating the real-time bus service information systems. The real-time arrival data is their private property and pertains to their commercial operation. The FBCs have indicated that they have no intention to make available their data for use by application developers free of charge at present.

- (6) The TD will establish a Project Steering Committee composing senior officials of the TD and the Office of the Government Chief Information Officer to guide the implementation and oversee the progress of the upgrading of the TIS. The TD will also set up a dedicated project team to manage the project, including monitoring the progress and administering the implementation contracts to ensure a smooth system implementation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5756)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the driving assistance technology and driverless vehicles, please inform the Committee of the following:

- (a) In 2015-16, have there been any studies carried out on reviewing the legislation relating to regulating the driving assistance technology and driverless vehicles? If yes, what are the specific work, expenditure and manpower involved?
- (b) In 2016-17, is there any plan to review the legislation relating to driving assistance technology and driverless vehicles? If yes, what are the detailed work plan, estimated expenditure and manpower involved?
- (c) As understood, currently some electric cars can have the driving systems updated through online means, but the updates must have the Government's approval. Please provide the numbers of applications received, the scopes of applications and the numbers of approvals in the past three years.
- (d) Regarding the approvals mentioned in (c) above, what are the manpower and expenditure involved in 2015-16 and what are the manpower and estimated expenditure in 2016-17?
- (e) Regarding the response to (c) above, how many applications are related to driving assistance technology or driverless vehicles? How many such applications have been approved? What is the progress of processing such applications?

Asked by: Hon Charles Peter MOK (Member Question No. 199)

Reply:

Automobile technology is evolving all the time. The Transport Department (TD) monitors closely the latest overseas development on this front and assesses possible impact these developments may have on our regulatory framework to ensure the roadworthiness of vehicles used in Hong Kong.

In Hong Kong, a new vehicle model needs to be examined and approved by the TD to ensure its roadworthiness before vehicles of the same model can be registered. This is commonly known as “type approval”. Driving assistance technology used in a new vehicle model, like any new automotive technology, will be assessed in the type approval process.

Any subsequent alteration of the major functions of type approved vehicle models which is related to the safety of the vehicle such as brakes and steering, be it an alteration of the electrical or mechanical part of the vehicle or the introduction of driving assistance features through software update, should be submitted to the TD for assessment, or else the altered vehicles will not be considered as type approved and hence cannot be used on roads.

The current regulatory framework is adequate for the purpose of ensuring the roadworthiness of new automotive technologies. The TD will continue to keep in view the regulatory framework to ensure that it can continue to serve our purpose well in the face of emerging new technology.

In the past three years, the TD had received one application in October 2015 from an electric vehicle manufacturer for the introduction of five driving assistance features in the operating system of vehicles it manufactured, including vehicles already licensed and in use in Hong Kong. After due assessment, three features were approved in November 2015. In March 2016, the remaining two features were approved subject to conditions after obtaining further information from the manufacturer. For driverless vehicle, no application has been received so far.

The work involved in monitoring automotive technology development, assessment of the impact of new technological development on the current regulatory framework and the assessment of individual applications is a part of the regular duties of the TD’s existing staff. There is no separate breakdown for the expenditure involved in such work.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4930)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding deploying intelligent transport systems for timely dissemination of the real-time traffic information to ensure that limited road space can be used effectively, please provide the following information:

- (1) In connection with the installation of the Journey Time Indication System (JTIS), please list out the number, locations and expenditure of newly installed indication system in each of the past three years, and the criteria for the installation of additional indication system.
- (2) In connection with the installation of the Speed Map Panels (SMPs), please list out the number, locations and expenditure of newly installed SMPs in each of the past three years, and the criteria for the installation of additional SMPs.
- (3) Has the Government assessed the effects on road uses respectively due to the additional JTIS and SMPs?

Asked by: Hon TANG Ka-piu (Member Question No. 40)

Reply:

- (1) The JTIS were installed to indicate cross-harbour journey time. The criteria for choosing locations for installation of additional JTIS are:
 - (a) along the routes which are approaching a road harbour crossing (RHC) with high traffic flow;
 - (b) at divergent points so that motorists can make informed route choices based on the real-time traffic information provided; and
 - (c) with adequate space for the installation of indicators and associated detector equipment.

All JTIS indicating cross-harbour journey time were installed more than three years ago. At present, there is no plan to install additional cross-harbour journey time indicator facilities as all major strategic locations along the routes to the three RHCs meeting the above criteria have already been equipped with the JTIS. However, journey time indicators for routes from the New Territories to Kowloon were included as part of the SMP System, details of which are explained in part (2) below.

- (2) The number, locations and expenditure of newly installed SMPs in the past three years (all in 2013) are listed below:

Number of the SMP installed	Location	Expenditure (\$ million)
5	<ul style="list-style-type: none"> - Tai Po Road southbound near Sha Tin Racecourse - Tate's Cairn Highway southbound near Shek Mun - Tolo Highway southbound near the Science Park - San Tin Highway southbound near Fairview Park - Tuen Mun Road southbound near Tseng Choi Street 	1.41

The SMP System was commissioned in 2013 at a total cost of about \$70.9 million. The criteria for choosing locations for installation of additional SMPs are:

- (a) along strategic routes with high traffic flow;
- (b) at divergent points so that motorists can make informed route choices based on the real-time traffic information provided; and
- (c) with adequate space for the erection of display panels.

The Transport Department monitors the operation of the existing SMPs and will review the needs for further expansion of the SMP System.

- (3) Opinion surveys were conducted after the first launch of the JTIS in 2003 and after the commissioning of the SMP System in 2013. It was found that most road users welcomed the JTIS and the SMP System and they agreed that the systems could facilitate them in selecting routes to avoid congested roads / areas and in estimating the arrival time.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4931)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the services provided in the “Hong Kong eTransport” smartphone application, please provide the following information:

- (1) Please list out the staff establishment and expenditure involved in the development and operation of the smartphone application in each of the past three years.
- (2) Please list out the total number of downloads and the average number of users and their time spent per day on the smartphone application in each of the past three years.
- (3) The Policy Address mentioned that the “Hong Kong eTransport” will be enhanced to facilitate the use by the elderly. What are the specific content, staff establishment and expenditure involved?
- (4) Has the Government reviewed the effectiveness of the “Hong Kong eTransport” and obtained from users their experience after use?

Asked by: Hon TANG Ka-piu (Member Question No. 42)

Reply:

- (1) The development work of the “Hong Kong eTransport” smartphone application was outsourced at a cost of \$1.1 million. The application was launched in 2011. The operation and maintenance work of the application and its website were covered by one contract, at an annual cost of about \$200,000 in the past three years. There is no separate breakdown of staff establishment in the Transport Department (TD) for supervising the development and undertaking the ongoing operation and maintenance of the “Hong Kong eTransport” smartphone application as such work is part of the regular duties of the staff involved.

- (2) The total numbers of downloads and the average numbers of users per day for the “Hong Kong eTransport” smartphone application in the past three years are shown in the following table:

Year	Total number of downloads	Average number of users per day
2013	1 090 000	5 500
2014	1 250 000	12 000
2015	1 430 000	18 200

The TD does not have the breakdown on the average time spent by the users on the service.

- (3) The proposed enhancements to the “Hong Kong eTransport” service aim at improving the ease of use by the elderly. An elderly mode will be introduced in the “Hong Kong eTransport” service to provide an elderly-friendly layout with larger font size, a simplified route search function and route search results showing the concessionary fares for the elderly. It will also be equipped with text-to-speech function so that the route information and search results can be read out. The estimated expenditure for the proposed enhancements of the “Hong Kong eTransport” service on various platforms, including the website, mobile applications and kiosks, is about \$3.8 million.
- (4) The TD has reviewed the effectiveness of the “Hong Kong eTransport” service and obtained feedback from users their experience after use. In 2015, the TD conducted a customer satisfaction survey to assess whether the expected effectiveness was met and to understand the users’ experience. In response to the comments received, the TD identified areas of improvements and enhanced the service. We will continue to review and enhance the service to further promote its usage, which has increased by about sevenfold since its launch.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4937)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the use of information technology to improve the transport system of Hong Kong, when will the Government provide real-time information on parking spaces for the convenience of motorists? What are the progress, manpower and expenditure involved for the study and application programme development of the related project?

Asked by: Hon TANG Ka-piu (Member Question No. 75)

Reply:

The Transport Department (TD) has been in discussion with operators of commercial public car parks to encourage them to make better use of technology, including the use of mobile applications to disseminate real-time information on parking vacancies of their car parks. The TD also seeks their agreement to upload the parking vacancies data to the Government's public sector information portal at the "data.gov.hk" website (the portal). Positive initial feedbacks have been received from some carpark operators, indicating that they are willing or considering to provide such data on the portal. Interested parties can then make use of the parking vacancies data on the portal to develop applications serving as one-stop dissemination of real-time information on parking vacancies for use by motorists. The TD is also enhancing its "Hong Kong eRouting" website and mobile application service for dissemination of parking vacancy information, targeted to be available for motorists' use in mid-2016. The work is absorbed by the existing staff of the TD. The enhancement of "Hong Kong eRouting" does not necessitate any study.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)386****(Question Serial No. 4128)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

	2015-16 (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 positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.)	
Monthly wages of outsourced workers <ul style="list-style-type: none"> • \$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 <ul style="list-style-type: none"> • 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 (%)	()
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%)	()

	2015-16 (latest position)
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	()
Amount of severance payments / long service payments / end-of-contract gratuities paid	()
Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	()
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	()
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 as compared with 2014-15

Asked by: Hon WONG Kwok-hing (Member Question No. 109)

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 relating to these contracts as at 31 March 2016 are provided below:

	2015-16 (latest position)
Number of outsourced service contracts	14 (<i>no change</i>)
Total amount paid to outsourced service providers (\$ billion) (Note 1)	4.3 (<i>no change</i>)
Length of contract for each outsourced service provider	Ranging from three to six years
Number of outsourced workers engaged through outsourced service providers (Note 2)	2 371 (+0.1%)
Distribution of positions held by outsourced workers	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks
Monthly wages of outsourced workers <ul style="list-style-type: none"> • \$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 	<ul style="list-style-type: none"> - 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 \$6,760 to \$20,000) (Note 7)

	2015-16 (latest position)
Length of employment of outsourced workers <ul style="list-style-type: none"> • More than 15 years • 10 to 15 years • 5 to 10 years • 3 to 5 years • 1 to 3 years • Less than 1 year 	No such information (Note 8)
Percentage of outsourced workers out of the total number of staff of the Department (%) (Note 3)	152% (-1.3%) (Note 4)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) (Note 5)	542% (-7.2%) (Note 6)
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	No such information (Note 8)
Amount of severance payments / long service payments / end-of-contract gratuities paid	No such information (Note 8)
Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	No such information (Note 8)
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	No such information (Note 8)
Number of workers with paid meal breaks Number of workers without paid meal breaks	No such information (Note 8)
Number of workers under five-day work week Number of workers under six-day work week	No such information (Note 8)

Figures in () denote year-on-year percentage changes as compared with 2014-15

Notes:

- 1 Total contract value represents the agreed price for the whole period of the contract.
- 2 Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.
- 3 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 2016 in the printed estimates of the TD.
- 4 The year-on-year change in 2015-16 is mainly due to the increased size of the TD's establishment.
- 5 Total salary expenditure of staff of the Department refers to the total "Personal Emoluments" under "Details of Expenditure by Subhead" of 2015-16 in the printed estimates of the TD.

- 6 The year-on-year change in 2015-16 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2015, partly offset by the increase in the total contract value of the outsourcing service contracts.
- 7 There are provisions in these contracts requiring the contractors to comply with the laws of Hong Kong, including the Minimum Wage Ordinance (Cap 608) during the contract periods.
- 8 There is no requirement specified in these contracts for contractors to provide the related information.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)387****(Question Serial No. 4129)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

	2015-16 (latest position)
Number of contracts with employment agencies (EAs)	()
Contract sum 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 who received severance payments / long service payments / end-of-contract gratuities	()

	2015-16 (latest position)
Amount of severance payments / long service payments / end-of-contract gratuities paid	()
Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	()
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	()
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 2014-15

Asked by: Hon WONG Kwok-hing (Member Question No. 110)

Reply:

The information requested is set out below:

	Type of Contract	2015-16 ^{Note 1}
Number of contracts with EAs	Others	12 (+20%)
	T-contract ^{Note 2}	1 (no change)
Contract sum for each EA (in \$ million) for the whole contract term	Others	
	Total:	\$4.2 (no change)
	Range:	\$0.07 to \$1
Term of service for each EA	T-contract	\$21.9 (-18.6%)
	Others	9 months
	T-contract	6 months to 1 year for individual agency workers supplied through T-contracts
Number of agency workers supplied by EA contracts	Others	
	Total:	47 (+14.6%)
	Range:	1 to 10
Details of positions of the agency workers supplied by EA contracts	T-contract	69 (-2.8%)
	Others	To provide temporary executive support, general support, assistance in project management and record services
	T-contract	To provide temporary IT support services

	Type of Contract	2015-16 ^{Note 1}	
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		47 (+14.6%)	-
• \$6,501 to \$8,000		0 (no change)	-
• \$6,240 to \$6,500		0 (no change)	-
• Below \$6,240		0 (no change)	-
Years of service of agency workers	Others T-contract	The TD does not have the information.	
• 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 against the total number of staff of the Department (%)	Others T-contract	3.0% (+15.4%)	4.4% (-4.3%)
Percentage of expenditure on procurement of agency services against the total salary expenditure of staff of the Department (%)	Others T-contract	0.6% (-14.3%)	3.2% (-25.6%)
Number of agency workers who received severance payments / long service payments / end-of-contract gratuities	Others T-contract	The TD does not have the information.	
Amount of severance payments / long service payments / end-of-contract gratuities paid	Others T-contract		
Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	Others T-contract		
Amount of severance payments / long service payments / contract gratuity offset against the employers' MPF contributions	Others T-contract		
Number of agency workers with paid meal breaks	Others T-contract		
Number of agency workers without paid meal breaks	Others T-contract		
Number of agency workers under five-day work week	Others T-contract	47 (+14.6%)	69 (-2.8%)
Number of agency workers under six-day work week	Others T-contract	0 (no change)	0 (no change)

Figures in () denote year-on-year changes in percentage as compared with 2014-15

Note 1: The figures refer to position as at 1 February 2016.

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

CONTROLLING OFFICER'S REPLY**THB(T)388****(Question Serial No. 4130)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

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

	2015-16 (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 more	()
• 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	()
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 who received severance payments / long service payments / end-of-contract gratuities	()

	2015-16 (latest position)
Amount of severance payments / long service payments / end-of-contract gratuities paid	()
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	()
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	()
Number of NCSC staff with paid meal break	()
Number of NCSC staff without paid meal break	()
Number of NCSC staff under five-day work week	()
Number of NCSC staff under six-day work week	()

Figures in () denote year-on-year percentage changes as compared with 2014-15

Asked by: Hon WONG Kwok-hing (Member Question No. 111)

Reply:

The information requested is set out below:

	2015-16 ^{Note}
Number of NCSC staff	60 (-17.8%)
Details of NCSC positions	
• transport operations and traffic engineering duties	40 (no change)
• executive and administrative support duties	6 (-50%)
• general clerical support and other duties	14 (-33.3%)
Total expenditure on the salaries of NCSC staff	\$16.8 million (-6.1%)
Monthly wages of NCSC staff	
• \$30,001 or above	11 (no change)
• \$16,001 to \$30,000	36 (-12.2%)
• \$8,001 to \$16,000	13 (-38.1%)
• \$6,501 to \$8,000	0 (no change)
• \$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	9 (+28.6%)
• 5 to 10 years	14 (-36.4%)
• 3 to 5 years	20 (+42.9%)
• 1 to 3 years	11 (-35.3%)
• Less than 1 year	6 (-53.8%)

	2015-16 ^{Note}
Number of NCSC staff appointed as civil servants	7 (-12.5%) The staff joined the civil service through an open, fair and competitive process.
Percentage of NCSC staff out of the total number of staff of the Department (%)	3.8% (-19.1%)
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%)	2.8% (-12.5%)
Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities	58 (-20.5%)
Amount of severance payments / long service payments / end-of-contract gratuities paid	\$1.1 million (-31.3%)
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	57 (-20.8%)
Amount of severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	\$0.5 million (no change)
Number of NCSC staff with paid meal break	57 (-17.4%)
Number of NCSC staff without paid meal break	3 (-25%)
Number of NCSC staff under five-day work week	60 (-17.8%)
Number of NCSC staff under six-day work week	0 (no change)

Figures in () denote year-on-year percentage changes as compared with 2014-15

Note:

The figures refer to the position as at 31 December 2015.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)389****(Question Serial No. 4546)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the numbers of applications for direct issue of Hong Kong full driving licences from Mainland residents in the past three years. What is the estimated expenditure of the related measure this year?

Asked by: Hon WONG Yuk-man (Member Question No. 57)Reply:

The Transport Department (TD) keeps information on applications for direct issue of Hong Kong full driving licences on the strength of driving licences issued by the People's Republic of China (Mainland driving licences) only. It does not have statistics on whether the applicants are Mainland residents.

The information in respect of direct issue applications for Hong Kong full driving licences on the strength of Mainland driving licences in the past three years is tabulated below:

Year	Number of applications for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences
2013-14	26 012
2014-15	37 767
2015-16 (up to end February 2016)	34 392

Direct issue of Hong Kong full driving licences on the strength of Mainland driving licences is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4741)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it will continue to rationalise and improve bus services so as to improve service quality and efficiency, and to help relieve congestion and reduce roadside emission. Please advise this Committee on:

- (1) the number of bus routes cancelled and frequency reduced for each district through bus service rationalisation and improvement in the past year;
- (2) the number of bus routes planned to be cancelled and frequency reduced in 2016-17 to achieve bus service rationalisation and improvement; and
- (3) the manpower involved in the above duties and the estimated annual salaries in 2016-17?

Asked by: Hon WU Chi-wai (Member Question No. 170)

Reply:

- (1) In 2015, eight bus routes with low utilisation were cancelled while another 102 routes had been truncated or had their frequency reduced. All buses saved from the rationalisation proposals have been redeployed elsewhere to operate new or enhanced services. A considerable number of franchised bus routes provide cross-district service. There is no separate breakdown of the number of bus routes cancelled or with their frequency reduced by district.
- (2) For the 2016-17 route planning programmes, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). Consultation with the District Councils on these proposals is underway. The actual implementation of the proposals will be subject to the outcome of the consultation.

- (3) Planning of bus route rationalisation is mainly undertaken by the staff of the Bus and Railway Branch of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)391

(Question Serial No. 4742)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee on the following:

- (1) In 2016-17, what are the details and estimated expenditure involved in the current and future planning of roads, to allow cyclists to share the road facilities based on the principle of “bicycle-friendly”?
- (2) Will reference be made to neighbouring regions, such as Taiwan and Japan, to improve the road system in Hong Kong to allow cyclists to share the road facilities? If yes, what are the details and estimated expenditure?

Asked by: Hon WU Chi-wai (Member Question No. 171)

Reply:

- (1) Bicycles can be ridden on most carriageways except certain road sections currently designated as bicycle prohibition zones (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the BPZs.
- (2) We note that cycling is allowed on footpaths in Taiwan and Japan. However, footpaths in Hong Kong are usually narrow and crowded. Allowing the shared use of footpaths by cyclists and pedestrians will increase the risk of accidents. Section 4(8) of the Summary Offences Ordinance (Cap 228) stipulates that anyone who rides on footpaths without obvious necessity commits an offence.

We also note that dedicated lanes for cycling are provided along some carriageways in the urban areas of Taiwan and Japan. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)392

(Question Serial No. 4743)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the following:

- (1) the number of non-franchised public buses (NFBs) that could provide student service and the number of nanny vans in each of the past two years;
- (2) the number of NFBs with both student service endorsement (SSE) and other service endorsements in each of the past two years; what the other service endorsements are; together with a breakdown of the numbers of the NFBs by such other service endorsements;
- (3) the number of NFBs providing student service on a regular basis in each of the past two years; if the relevant figures are not available, please provide the reasons; and
- (4) whether statistics on the current number of students who need school bus service have been compiled to assess if a balance between the supply and demand of school bus service has been achieved; if no, please provide the reasons; what other means by which the authorities assess whether school bus service is adequate.

Asked by: Hon WU Chi-wai (Member Question No. 172)

Reply:

The Transport Department (TD) has been closely monitoring the supply of vehicles that can provide school bus service and making arrangements to cater for its demand as and when appropriate. There are three types of student service vehicles (SSVs): (i) NFBs with SSE; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”).

- (1) The numbers of the SSVs in the past two school years are set out as follows:

School year	NFBs with SSE	Private school buses operated by schools or school sponsoring bodies	School private light buses
2015-16 (as at end February 2016)	3 168	87	1 957
2014-15	3 261	75	1 924

- (2) Under the current regulatory regime, an NFB operator needs to apply to the TD for service endorsement for a particular transport service in order to provide such service. In response to service demand and operating conditions, the operator may apply to the TD for more than one service endorsement. This arrangement gives the NFB operators flexibility to better utilise their fleet and provide different types of services according to market situation.

As at end February 2016, about 45% of the 7 040 NFBs in the market (i.e. 3 168) have SSE. The numbers of the NFBs with SSE and those with multiple service endorsements in the past two school years are set out below:

School year	NFBs with SSE only	NFBs with SSE and one or more other service endorsement(s) ^{Note}	Total number of NFBs with SSE
2015-16 (as at end February 2016)	57	3 111	3 168
2014-15	59	3 202	3 261

Note: Other service endorsements include those for tour service, hotel service, employees' service, international passenger service, residents' service and contract hire service.

- (3) According to the annual survey conducted by the TD on the utilisation of the NFBs, about 70% and 60% of the NFBs with the SSE were providing school bus service in 2014 and 2015 respectively.
- (4) Whether a student would need school bus service would depend on his/her personal circumstances and his/her parents' choices, and these circumstances and choices may also change from time to time. The TD does not have information on the number of students who need student services. However, the TD would from time to time assess the adequacy of school bus service with reference to a number of factors, including student population, local birth rate and the number of the SSVs. It is observed that the ratio between students at Form three or below and the total seating capacity of the SSVs has remained largely stable over the last few years.

We note that some schools have indicated that they encountered difficulty in securing school bus service that they need. To increase the supply of vehicles that can provide school bus service, the TD has since 2012 implemented a new measure to allow an NFB operator in possession of the SSE to use all vehicles meeting the relevant requirements in his/her fleet for carriage of students upon application. In addition, the sourcing requirement for school private buses has been relaxed, so that schools

need not source vehicles from the existing fleet in the market if they wish to operate their own school private buses. These measures allow greater flexibility on vehicle deployment to meet the demand for school bus service. In addition, representatives of the transport trade and the education sector set up a working group in April 2015 to explore how the arrangements with respect to the supply and demand of school bus service could be improved for the school year commencing in September 2015. No great difficulty in providing school bus service was revealed by the schools and the bus operators in 2015 when the new school term commenced. The transport trade will continue to provide assistance to the schools as necessary through the working group for the new school term in 2016. Meanwhile, the TD will continue to communicate with the trade and monitor the existing arrangements concerning the supply of the SSVs.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)393****(Question Serial No. 4744)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise the Committee of the following:

- (1) the details of the applications submitted by the green minibus (GMB) operators to the Transport Department (TD) for service cancellation in the past three years and the results of the applications; and
- (2) the details of the GMB routes introduced in the past three years.

Asked by: Hon WU Chi-wai (Member Question No. 173)Reply:

- (1) Over the past three years (from 2013 to 2015), the TD received applications for cancellation of 19 GMB routes, mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes together with the operators concerned. Appropriate measures have been implemented to improve service efficiency and financial viability of these routes. Measures implemented include fare and frequency adjustment, re-routeing and vehicle re-deployment. Of these 19 routes, approval for cancellation was eventually given to four routes as follows:

GMB Route	Origin – Destination
HKI 10X	Scenic Villas – Central (Chater Road) (Circular)
HKI 11	Tin Wan Estate – Causeway Bay (Jaffe Road)
Kln 63M	Lam Tin (Kwong Tin Estate) – Yau Tong (Circular)
NT 611C	Kwan Lok Lane – Fau Tsoi Street

(2) Seven new GMB routes were introduced in the past three years. They are:

Year	Origin – Destination
2013	(1) Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)
2014	(2) Allway Gardens (Tsuen Wan) – Tsuen Wan Chung On Street
2015	(3) Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular) (4) Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular) (5) The Beaumont (Tseung Kwan O) – Hang Hau (Circular) (6) Shui Chuen O (Shatin) – Shek Mun Station (7) Shui Chuen O (Shatin) – Hin Keng (Che Kung Miu Road)

- End -

CONTROLLING OFFICER'S REPLY

THB(T)394

(Question Serial No. 4745)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the confiscation of illegally parked bicycles last year due to shortage of bicycle parking spaces over the territory, will the Government advise this Committee on the insufficiency of bicycle parking spaces and details of the confiscated bicycles, including the locations, number and ways of disposal (including auctions) involved? Please also estimate the expenditure and manpower required for increasing the provision of bicycle parking spaces in the coming year.

Asked by: Hon WU Chi-wai (Member Question No. 174)

Reply:

The Government has been monitoring the supply and demand situation of bicycle parking spaces through various channels, including collating comments from various District Councils. Currently, there are about 55 000 free public bicycle parking spaces throughout the territory. In 2015, the Government provided about 1 100 additional bicycle parking spaces for public use. The Government will continue to identify suitable locations to provide additional public bicycle parking spaces. As far as the Transport Department (TD) is concerned, identifying suitable locations for provision of bicycle parking spaces is part of the work of the TD's staff. There is no separate breakdown of expenditure and manpower.

As regards illegally parked bicycles and illegal occupation of bicycle parking spaces, relevant departments, including the TD, the Lands Department, the Food and Environmental Hygiene Department and the Hong Kong Police Force, take enforcement actions under their respective purviews to tackle the problem, which include carrying out joint clearance actions co-ordinated by relevant District Offices.

In 2015, a total of 7 311 illegally parked bicycles were confiscated in Hong Kong. Clearance actions were mainly carried out in the New Territories, such as the Sha Tin, Yuen Long and North districts. Confiscated bicycles will be auctioned by the Government Logistics Department (GLD). In 2015, the number of confiscated bicycles that were auctioned by the GLD was 3 311.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4746)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee on the following:

- (1) What were the respective numbers of incidents of different levels of seriousness which happened on the MTR network over the past three years? What measures were taken by the Government to follow up on the incidents?
- (2) What were the manpower and expenditure deployed by the Government in monitoring the quality of railway service provided by the MTR Corporation Limited (MTRCL) over the past three years?

Asked by: Hon WU Chi-wai (Member Question No. 175)

Reply:

- (1) The numbers of incidents which caused service disruption of eight minutes or above due to factors under the MTRCL's control in 2013, 2014 and 2015 were 143 (0.47 per every million revenue car-kilometres (pmcs)), 160 (0.52 pmcs) and 141 (0.44 pmcs) respectively, whilst the numbers of serious incidents which caused service disruption of 31 minutes or above in 2013, 2014 and 2015 were 5 (0.02 pmcs), 12 (0.04 pmcs) and 8 (0.03 pmcs) respectively.

There is a well-established notification mechanism for the MTRCL to notify the Transport Department (TD) in the event of railway service disruption. The MTRCL is required to notify the TD within eight minutes of any service disruption incident which has lasted for eight minutes or is expected to last for eight minutes or more. In the event of major service disruption, the TD will request the MTRCL to provide incident reports. The TD will also arrange review meetings with the MTRCL and other relevant government departments to seek further improvements in the notification and emergency arrangements by drawing on the actual operational experiences gained.

The TD will follow up with the MTRCL on the improvement measures identified, such as better communication with passengers during incidents, and monitor the progress of the implementation of such measures. Besides, the Electrical and Mechanical Services Department, as railway safety regulator, will look into railway incidents with safety implication, and will advise the MTRCL to take proper improvement measures where necessary.

- (2) The TD is responsible for monitoring the service performance of railway operated by the MTRCL. The Railway Service Monitoring Team (the Team) of the TD comprises one Chief Transport Officer, two Senior Transport Officers and two Transport Officers I/II. It is overseen by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include also operational and service matters related to franchised and non-franchised buses, as well as environmental schemes related to public transport. The staff costs of the five staff in the Team, in terms of notional annual mid-point salary, were \$3.861 million, \$4.078 million and \$4.285 million in 2013-14, 2014-15 and 2015-16 respectively.

In addition, the Emergency Transport Co-ordination Centre (ETCC) of the TD monitors and handles traffic and public transport incidents 24 hours a day. It liaises with government departments and public transport operators for arrangements of alternative public transport services and dissemination of information to the public as necessary. Handling of railway incidents is part of the ETCC's duties, and there is no separate breakdown of the resources which the ETCC uses specifically for the purpose of handling railway incidents.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)396****(Question Serial No. 4747)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee of the following:

Regarding the service development plans and applications for fare adjustment for public transport modes, please provide the following information on the rates applied for and the results of the fare adjustment applications from various public transport modes since the last financial year:

- (a) public transport mode (including a breakdown into green minibus (GMB) routes, ferries);
- (b) application date;
- (c) rate of fare adjustment applied for; and
- (d) result.

Asked by: Hon WU Chi-wai (Member Question No. 176)Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2015-16 is as follows:

(A) GMB

GMB route		Application date	Fare adjustment applied for	Result
1.	Kln 19	April 2015	To increase by 11.4%	Increased by 9.1%
2.	Kln 19A	April 2015	To increase by 5.9%	Increased by 2.9%
3.	Kln 19M	April 2015	To increase by 11.1%	Increased by 8.3%
4.	HKI 66	May 2015	To increase by 21.4%	Increased by 7.1%
5.	HKI 66A	May 2015	To increase by 21.4%	Increased by 7.1%
6.	HKI 68	May 2015	To increase by 25%	Increased by 4.5%
7.	NT 40	May 2015	To increase by 9.1%	To be increased by 9.1%
8.	NT 41	May 2015	To increase by 9.8%	To be increased by 7.8%

GMB route		Application date	Fare adjustment applied for	Result
9.	HKI 56	June 2015	To increase by 14.9%	Increased by 5.7%
10.	HKI 56A	June 2015	To increase by 14.9%	Increased by 5.7%
11.	NT 50K	June 2015	To increase by 13.7%	Increased by 7.8%
12.	NT 50A	June 2015	To increase by 13.7%	Increased by 7.8%
13.	NT 51K	June 2015	To increase by 11.1%	Increased by 7.4%
14.	NT 57K	June 2015	To increase by 12.2%	Increased by 6.1%
15.	NT 58K	June 2015	To increase by 13.6%	Increased by 6.8%
16.	NT 58S	June 2015	To increase by 14.3%	Increased by 8.6%
17.	NT 78A	August 2015	To increase by 7.3%	Increased by 7.3%
18.	NT 81	August 2015	To increase by 22.4%	To be increased by 6.1%
19.	NT 81M	August 2015	To increase by 29%	To be increased by 6.5%
20.	NT 82	August 2015	To increase by 32.7%	To be increased by 6.1%
21.	NT 82M	August 2015	To increase by 62.2%	To be increased by 5.4%
22.	NT 19S	August 2015	To increase by 9.5%	Being processed
23.	NT 108A	August 2015	To increase by 14.6%	Being processed
24.	NT 59K	August 2015	To increase by 16.9%	Being processed
25.	Kln 76A	September 2015	To increase by 11.8%	Being processed
26.	Kln 76B	September 2015	To increase by 11.8%	Being processed
27.	Kln 43M	September 2015	To increase by 15.2%	Being processed
28.	Kln 62S	September 2015	To increase by 8.7%	Being processed
29.	Kln 63	September 2015	To increase by 25%	Being processed
30.	Kln 59	September 2015	To increase by 8.8%	Being processed
31.	Kln 59M	September 2015	To increase by 11.1%	Being processed
32.	Kln 2	October 2015	To increase by 18.8%	Being processed
33.	Kln 2A	October 2015	To increase by 18.8%	Being processed
34.	Kln 6	October 2015	To increase by 17.7%	Being processed
35.	Kln 6A	October 2015	To increase by 17.7%	Being processed
36.	Kln 6X	October 2015	To increase by 17.7%	Being processed
37.	Kln 17M	October 2015	To increase by 15.6%	Being processed
38.	Kln 25M	October 2015	To increase by 12.7%	Being processed
39.	Kln 74	October 2015	To increase by 8.6%	Being processed
40.	Kln 74S	October 2015	To increase by 8.6%	Being processed
41.	Kln 12	October 2015	To increase by 33.3%	Being processed
42.	Kln 57M	October 2015	To increase by 18.4%	Being processed
43.	NT 39	October 2015	To increase by 12.7%	Being processed
44.	NT 39A	October 2015	To increase by 12.7%	Being processed
45.	NT 601	October 2015	To increase by 9.4%	Being processed
46.	NT 601B	October 2015	To increase by 8.5%	Being processed
47.	NT 602	October 2015	To increase by 9.4%	Being processed
48.	NT 603	October 2015	To increase by 9.4%	Being processed
49.	NT 604	October 2015	To increase by 19.6%	Being processed
50.	NT 605	October 2015	To increase by 9.4%	Being processed
51.	NT 606S	October 2015	To increase by 4.3%	Being processed
52.	Kln 9M	November 2015	To increase by 25%	Being processed
53.	NT 308M	November 2015	To increase by 19.2%	Being processed
54.	NT 308A	November 2015	To increase by 19.2%	Being processed
55.	NT 44	November 2015	To increase by 11.8%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
56.	NT 44A	November 2015	To increase by 11.8%	Being processed
57.	NT 44B	November 2015	To increase by 12.3%	Being processed
58.	NT 44B1	November 2015	To increase by 12.3%	Being processed
59.	NT 45	November 2015	To increase by 12.5%	Being processed
60.	NT 49S	November 2015	To increase by 12.1%	Being processed
61.	NT 1	November 2015	To increase by 7.1%	Being processed
62.	NT 1A	November 2015	To increase by 7.1%	Being processed
63.	NT 1S	November 2015	To increase by 13.4%	Being processed
64.	NT 2	November 2015	To increase by 8.6%	Being processed
65.	NT 7	November 2015	To increase by 9.6%	Being processed
66.	NT 9	November 2015	To increase by 9.4%	Being processed
67.	NT 109M	November 2015	To increase by 6.1%	Being processed
68.	NT 10M	November 2015	To increase by 25%	Being processed
69.	NT 13	November 2015	To increase by 20.7%	Being processed
70.	NT 110	November 2015	To increase by 22.4%	Being processed
71.	Kln 27M	December 2015	To increase by 23.2%	Being processed
72.	Kln 28M	December 2015	To increase by 21.4%	Being processed
73.	Kln 29A	December 2015	To increase by 22.2%	Being processed
74.	Kln 29B	December 2015	To increase by 22.2%	Being processed
75.	Kln 77M	December 2015	To increase by 6.3%	Being processed
76.	Kln 78	December 2015	To increase by 7.8%	Being processed
77.	Kln 78A	December 2015	To increase by 7.8%	Being processed
78.	NT 801	December 2015	To increase by 14.9%	Being processed
79.	NT 43	December 2015	To increase by 9.7%	Being processed
80.	NT 43S	December 2015	To increase by 9.7%	Being processed
81.	NT 43A	December 2015	To increase by 9.6%	Being processed
82.	NT 43B	December 2015	To increase by 10.1%	Being processed
83.	NT 43C	December 2015	To increase by 10.2%	Being processed
84.	NT 52A	December 2015	To increase by 15.6%	Being processed
85.	NT 52K	December 2015	To increase by 17.5%	Being processed
86.	NT 52B	December 2015	To increase by 17.5%	Being processed
87.	NT 54A	December 2015	To increase by 15.6%	Being processed
88.	NT 54K	December 2015	To increase by 21.3%	Being processed
89.	NT 55K	December 2015	To increase by 10%	Being processed
90.	NT 56A	December 2015	To increase by 15.6%	Being processed
91.	NT 56B	December 2015	To increase by 10.5%	Being processed
92.	NT 56C	December 2015	To increase by 9.6%	Being processed
93.	NT 56K	December 2015	To increase by 9.9%	Being processed
94.	NT 89	December 2015	To increase by 17.8%	Being processed
95.	NT 89A	December 2015	To increase by 17.8%	Being processed
96.	NT 89B	December 2015	To increase by 17.8%	Being processed
97.	NT 89P	December 2015	To increase by 17.8%	Being processed
98.	NT 89M	December 2015	To increase by 19%	Being processed
99.	NT 89S	December 2015	To increase by 19%	Being processed
100.	NT 98	December 2015	To increase by 19%	Being processed
101.	HKI 49M	January 2016	To increase by 13.2%	Being processed
102.	HKI 50M	January 2016	To increase by 13.5%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
103.	HKI 69	January 2016	To increase by 14.5%	Being processed
104.	HKI 69A	January 2016	To increase by 28.6%	Being processed
105.	HKI 69X	January 2016	To increase by 15.8%	Being processed
106.	HKI 32	January 2016	To increase by 20%	Being processed
107.	HKI 32A	January 2016	To increase by 20%	Being processed
108.	HKI 33	January 2016	To increase by 15.6%	Being processed
109.	HKI 33M	January 2016	To increase by 20%	Being processed
110.	Kln 41M	January 2016	To increase by 18.9%	Being processed
111.	Kln 41A	January 2016	To increase by 18.9%	Being processed
112.	Kln 42	January 2016	To increase by 12.1%	Being processed
113.	NT 26	January 2016	To increase by 7.7%	Being processed
114.	NT 26A	January 2016	To increase by 8.3%	Being processed
115.	HKI 16A	February 2016	To increase by 14.8%	Being processed
116.	HKI 16M	February 2016	To increase by 14.8%	Being processed
117.	HKI 16X	February 2016	To increase by 55.6%	Being processed
118.	HKI 18M	February 2016	To increase by 19.7%	Being processed
119.	HKI 20M	February 2016	To increase by 15.4%	Being processed
120.	HKI 63	February 2016	To increase by 15.9%	Being processed
121.	HKI 63A	February 2016	To increase by 12.8%	Being processed
122.	Kln 5M	February 2016	To increase by 22.7%	Being processed
123.	Kln 37A	February 2016	To increase by 10.5%	Being processed
124.	Kln 37M	February 2016	To increase by 10.5%	Being processed
125.	Kln 7	February 2016	To increase by 8%	Being processed
126.	Kln 16	February 2016	To increase by 13.3%	Being processed
127.	Kln 16A	February 2016	To increase by 11.8%	Being processed
128.	Kln 16B	February 2016	To increase by 11.8%	Being processed
129.	Kln 16S	February 2016	To increase by 11.8%	Being processed
130.	Kln 46	February 2016	To increase by 18.1%	Being processed
131.	Kln 33A	February 2016	To increase by 10%	Being processed
132.	Kln 33M	February 2016	To increase by 10%	Being processed
133.	NT 11	February 2016	To increase by 28.8%	Being processed
134.	NT 11A	February 2016	To increase by 30%	Being processed
135.	NT 11B	February 2016	To increase by 28.8%	Being processed
136.	NT 11M	February 2016	To increase by 29.2%	Being processed
137.	NT 11S	February 2016	To increase by 29.1%	Being processed
138.	NT 12	February 2016	To increase by 29.7%	Being processed

The processing time for the fare increase applications varies as, amongst other reasons, the time the applicant takes to furnish the information required by the Transport Department (TD) may differ. In some cases, the TD may also require the applicant to carry out certain improvements before approving the fare adjustment application.

In addition, another 51 GMB routes had applied for fare increase, but their applications were either withdrawn or were rejected by the TD.

(B) Franchised ferry service

Franchised ferry service		Application date	Fare adjustment applied for	Result
1.	Tsim Sha Tsui – Central	September 2015	To increase by a weighted average of 14.1%	Being processed
2.	Tsim Sha Tsui – Wan Chai	September 2015	To increase by a weighted average of 12.7%	Being processed

(C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Ma Wan – Central	July 2015	To increase by 4.9% for registered users, and 9.8% for non-registered users	Being processed
2.	Ma Wan – Tsuen Wan	July 2015	To increase by 4.1% for registered users, and 8.1% for non-registered users	Being processed

(D) Taxi

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	April 2015	To increase by a weighted average of 12.6%	As explained in the Government's paper to the Legislative Council Panel on Transport in November 2015, in view of the community's opinion on the quality of taxi service, the Government considers that the more pressing task is to focus on implementing the various short-term improvement measures, rather than processing the fare increase applications, so that service quality would meet public expectations and the competitiveness of the trade would be enhanced. The TD is discussing with the taxi trade their proposed improvement measures and keeping in view the public opinion towards taxi service. Meanwhile, the TD notes that the trade may give updated information to the Department with regard to their fare increase applications.
New Territories Taxi	April 2015	To increase by a weighted average of 14.9%	
Lantau Taxi	April 2015	To increase by a weighted average of 15.3%	

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. Separately, there was no fare adjustment application for franchised bus and tram services.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0733)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned in the Estimates that the Department will 'continue to monitor the operation of the Scheme'.

Please advise on the following:

- (1) What concession schemes have the public transport operators successfully implemented in the past 5 years? (Please list out by year and operator)
- (2) What were the specific subsidy amounts granted by the Government under these schemes? What were the numbers of passenger trips benefited? (Please list out by year and operator)

Asked by: Hon CHAN Kam-lam (Member Question No. 20)

Reply:

The information sought is provided as follows:

- (1) In the past five years, public transport operators have been providing passengers with different types of fare concessions. Apart from half-fare concessions for the elderly and children as offered by public transport operators, the MTR Corporation Limited (MTRCL) and some ferry and green minibus (GMB) operators also provide various fare concessions to persons with disabilities. There are other types of fare concessions on offer. For example, full-time students aged between 12 and 25 can enjoy about half-fare concessions on MTR lines (excluding Airport Express, first-class service of the East Rail Line, journeys to and from Lo Wu Station and Lok Ma Chau Station). Monthly passes are also available to certain MTR passengers. Concessions such as section fares and interchange discounts are offered by franchised bus companies and GMB operators, and monthly passes by the Hong Kong Tramways

and certain ferry operators. Interchange fare concessions between different public transport operators are also available such as fare discounts offered to passengers who interchange between the MTR and certain franchised bus, GMB and ferry routes.

The Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) was implemented in phases starting from 2012. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015. As at end March 2016, 154 GMB operators are covered under the Scheme, representing 96% of the total number of GMB operators. Information on the GMB operators covered under the Scheme has been uploaded to the websites of the Labour and Welfare Bureau and the Transport Department.

- (2) The average daily passenger trips taken under the Scheme each year between 2012 and 2015 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		Elderly ^(Note 1)	Eligible Persons with Disabilities ^(Note 2)
MTRCL	2012	209 000	33 700
	2013	229 000	36 000
	2014	263 000	42 000
	2015	290 000	46 000
Franchised bus operators	2012	355 400	40 900
	2013	393 000	50 000
	2014	422 000	57 000
	2015	437 000	60 000
Ferry operators	2012	Not yet implemented	
	2013	5 300	500
	2014	5 400	600
	2015	5 900	700
GMB operators	2012	Not yet implemented	
	2013		
	2014		
	2015	160 000	22 000

(Note 1) Elderly people aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

In 2012-13, 2013-14, 2014-15 and 2015-16, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in each financial year is tabulated below:

Public transport operator	2012-13 Actual \$'000	2013-14 Actual \$'000	2014-15 Actual \$'000	2015-16 Revised estimate \$'000
MTRCL	86,001	148,371	173,629	204,579
Franchised bus operators	139,216	340,725	385,961	418,427
Ferry operators	673	16,918	21,087	28,293
GMB operators	-	-	492	238,907
Total	225,890	506,014	581,169	890,206

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0741)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) was extended to cover green minibuses (GMBs) last year. Please provide the details of the GMB routes and operators involved and a breakdown of the respective subsidy amounts to the operators concerned.

Asked by: Hon CHAN Kam-lam (Member Question No. 35)

Reply:

The Scheme was extended to GMBs in phases starting from 29 March 2015. As at end March 2016, 154 GMB operators running 496 routes have joined the Scheme, representing 96% of the total number of GMB operators and routes. These routes cover all 98 routes serving the Hong Kong Island, 123 routes serving Kowloon, 237 routes serving the New Territories and 38 inter-district routes. Information on the GMB routes and operators covered under the Scheme has been uploaded to the websites of the Labour and Welfare Bureau and the Transport Department.

The 2016-17 estimate for reimbursing the GMB operators their revenue forgone as a result of implementing the Scheme is about \$331 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2549)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please advise on:

1. the situation of orders for rehabus dial-a-ride (DAR) services not entertained and their classification (e.g. attending medical appointments, travelling, attending activities, etc.) in the past five years;
2. the situation of the turnover of rehabus drivers in the past five years and the reasons;
3. the number of DAR orders not entertained due to driver shortage in the past five years; and
4. whether the Government has any measures to improve the situation.

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 55)

Reply:

The information sought is provided as follows:

1. Rehabus operated by the Hong Kong Society for Rehabilitation (HKSR) provides 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 DAR services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The number of orders for DAR services not entertained from 2011 to 2015 (classified by the intended purpose of using the services) is tabulated as follows:

Intended purpose of using DAR Services	Number of orders for DAR services not entertained				
	2011	2012	2013	2014	2015
1. Receiving medical treatment	8 817	7 795	7 430	5 684	5 172
2. Attending social activities	3 701	2 898	2 534	2 154	1 313
3. Attending school / training	1 131	1 340	1 295	1 060	593
4. Going home /to rehabilitation centre	2 672	2 630	1 818	1 864	1 757
5. Going to work	140	81	208	328	80
6. Others	378	361	350	396	327
Total number of cases:	16 839	15 105	13 635	11 486	9 242

2. The total number of rehabus drivers retired and resigned between 2011 and 2015 were 29 and 101 respectively. The HKSR does not keep records of the reasons of resignation of rehabus drivers.
3. There are various factors leading to DAR orders not entertained, including competing demands during peak hours. The HKSR does not keep records on the number of DAR orders not entertained due to shortage of rehabus drivers.
4. The Government plans to allocate additional provision of about \$18.8 million to the HKSR in 2016-17 to cover the capital cost of procurement of nine rehabuses and replacement of ten rehabuses with higher vehicle age. Four of the nine rehabuses procured will be deployed on SR services and the remaining five on DAR services. During non-peak periods, rehabuses intended for provision of SR services will be flexibly deployed for provision of DAR services. These nine additional rehabuses should be able to cater for all of the applicants currently on the waiting list for SR services and further reduce the number of DAR booking orders that cannot be entertained.

Given that receiving medical treatment at hospitals is the intended purpose of a majority of DAR booking orders that cannot be entertained, the HKSR has introduced two hospital feeder services and is planning to introduce additional hospital feeder services in 2016-17.

The Government plans to allocate an additional recurrent provision of about \$2.89 million in 2016-17 to the HKSR for meeting the recurrent expenditure of the nine additional rehabuses and recruiting more drivers. This represents an increase of 33% over last year during which six additional rehabuses were procured and an additional recurrent provision of about \$2.17 million was allocated. Furthermore, the HKSR will enhance the fleet efficiency by improving the shift arrangements and working conditions of drivers. The HKSR will also continue to adopt other management measures, such as the employment of part-time drivers, extending the retirement age of drivers, inviting retired drivers to continue to work as part-time drivers, and encouraging service users to jointly use the Rehabus services where applicable.

The Government will review from time to time the fleet size, routeings and mode of operation of Rehabus. At the same time, the Government will maintain close collaboration with the public transport operators to improve the public transport services for the convenience of persons with disabilities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0388)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), will the Government inform this Committee of :

- (1) the amounts of subsidies the Government has provided over the past 3 years;
- (2) the share of subsidies at different ranges of differential fare to the total subsidy amount in percentage terms over the past 3 years;

	Less than \$2	\$2.1-\$5	\$5.1-\$10	\$10.1-\$15	Over \$15.1
2013-14					
2014-15					
2015-16					

- (3) the estimated expenditure for 2016-17.

Asked by: Hon Albert HO Chun-yan (Member Question No. 75)

Reply:

The information sought is provided as follows:

- (1)&(3) In 2013-14, 2014-15, 2015-16 and 2016-17, the Government's reimbursement of the revenue forgone to participating public transport operators under the Scheme ^(Note) in each financial year is provided below:

Public transport operator	2013-14 Actual \$'000	2014-15 Actual \$'000	2015-16 Revised estimate \$'000	2016-17 Estimate \$'000
MTR Corporation Limited	148,371	173,629	204,579	251,678
Franchised bus operators	340,725	385,961	418,427	506,324
Ferry operators	16,918	21,087	28,293	28,392
Green minibus (GMB) operators	-	492	238,907	331,186
Total	506,014	581,169	890,206	1,117,580

(Note)

The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

- (2) The Government does not have the information on reimbursement by the differential fare ranges and their respective share to total reimbursement in percentage terms.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)0277****(Question Serial No. 3213)**Head: (186) Transport DepartmentSubhead (No. & title): ()Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Labour and WelfareQuestion:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), there were newspaper reports earlier that some non-Hong Kong residents aged over 65 exploited the loophole of the Scheme by taking cross-border buses such as route no. B1 of The Kowloon Motor Bus (1933) Limited (KMB), route nos. B2/B2P/B2X of New Lantau Bus Company Limited (NLB), and route nos. B3/B3A/B3M/B3X of Citybus Limited (CTB) at the concessionary fare for the purpose of parallel trading, resulting in the rise of the absurd phenomenon of using public money to fund parallel trading activities. This went against the original intention of the Scheme, i.e. “to help build a caring and inclusive society by encouraging these groups (the elderly and eligible persons with disabilities) to participate more in community activities”.

In this regard, will the Government provide the following figures for the past 3 years:

a) Use of Elder Octopus

	Expenditure involved in providing concession for passengers travelling on KMB cross-border buses	Number of passengers travelling on KMB cross-border buses at concessionary fare	Expenditure involved in providing concession for passengers travelling on NLB cross-border buses	Number of passengers travelling on NLB cross-border buses at concessionary fare	Expenditure involved in providing concession for passengers travelling on CTB cross-border buses	Number of passengers travelling on CTB cross-border buses at concessionary fare
2013						
2014						
2015						

b) Local residents using Personalised Octopus with “Elderly and Persons with Disabilities Status”

	Expenditure involved in providing concession for passengers travelling on KMB cross-border buses	Number of passengers travelling on KMB cross-border buses at concessionary fare	Expenditure involved in providing concession for passengers travelling on NLB cross-border buses	Number of passengers travelling on NLB cross-border buses at concessionary fare	Expenditure involved in providing concession for passengers travelling on CTB cross-border buses	Number of passengers travelling on CTB cross-border buses at concessionary fare
2013						
2014						
2015						

c) Non-local residents using Personalised Octopus with “Elderly and Persons with Disabilities Status”

	Expenditure involved in providing concession for passengers travelling on KMB cross-border buses	Number of passengers travelling on KMB cross-border buses at concessionary fare	Expenditure involved in providing concession for passengers travelling on NLB cross-border buses	Number of passengers travelling on NLB cross-border buses at concessionary fare	Expenditure involved in providing concession for passengers travelling on CTB cross-border buses	Number of passengers travelling on CTB cross-border buses at concessionary fare
2013						
2014						
2015						

Asked by: Hon Claudia MO (Member Question No. 52)

Reply:

Currently, the KMB, CTB and NLB all provide franchised bus services to the boundary control points at Lo Ma Chau or Shenzhen Bay Port (including route nos. B1, B2, B2P, B2X, B3, B3A, B3M and B3X^(Note 1)). The average daily passenger trips of the above services provided by the franchised bus companies under the Scheme in the past three years are as follows:

Franchised bus operator	Calendar year	Average daily passenger trips taken under the Scheme ^(Note 2)	
		Elderly ^(Note 3)	Eligible Persons with Disabilities ^(Note 4)
KMB	2013	3 070	240
	2014	3 870	300
	2015	4 490	380

Franchised bus operator	Calendar year	Average daily passenger trips taken under the Scheme ^(Note 2)	
		Elderly ^(Note 3)	Eligible Persons with Disabilities ^(Note 4)
CTB	2013	1 640	80
	2014	1 920	90
	2015	2 170	100
NLB	2013	1 060	80
	2014	1 290	110
	2015	1 440	130

(Note 1)

Information of the routes is as follows:

B1: Tin Tsz Estate – Lok Ma Chau Station

B2: Yuen Long Station – Shenzhen Bay Port

B2P: Tin Tsz Estate Bus Terminus – Shenzhen Bay Port

B2X: Tin Yiu Estate Bus Terminus – Shenzhen Bay Port

B3: Tuen Mun Pier Head – Shenzhen Bay Port

B3A: Shan King Estate – Shenzhen Bay Port

B3M: Shenzhen Bay Port – Tuen Mun Station Public Transport Interchange (Circular)

B3X: Tuen Mun Town Centre – Shenzhen Bay Port

(Note 2)

The Scheme was implemented in phases. For franchised buses, the Scheme was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited), and launched on 3 March 2013 covering New Lantao Bus Company (1973) Limited.

(Note 3)

Elderly people aged 65 or above.

(Note 4)

Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

Regarding the services above, the Government's reimbursement of the revenue forgone to the relevant franchised bus companies under the Scheme is as follows:

Franchised bus operator	Financial year	Elderly (\$'000)	Eligible Persons with Disabilities (\$'000)
KMB	2013-14	4,522	865
	2014-15	5,959	1,142
	2015-16 (up to end-December 2015)	4,973	998

Franchised bus operator	Financial year	Elderly (\$'000)	Eligible Persons with Disabilities (\$'000)
CTB	2013-14	2,042	249
	2014-15	2,507	283
	2015-16 (up to end-December 2015)	2,072	247
NLB	2013-14	1,018	195
	2014-15	1,353	296
	2015-16 (up to end-December 2015)	1,015	216

Under the Scheme, elderly people are required to use Elder Octopus or their Personalised Octopus whereas eligible persons with disabilities to use a Personalised Octopus with “Persons with Disabilities Status”. The Government does not maintain any information on whether the passenger trips taken by elderly people under the Scheme belong to local or non-local residents (be they use Elder Octopus or Personalised Octopus). Eligible persons with disabilities are recipients under the Comprehensive Social Security Assistance Scheme with 100% disabilities or recipients of Disability Allowance and are all Hong Kong residents.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0319)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the implementation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please provide the following information:

- (1) List out the number of passenger trips made by the elderly and eligible persons with disabilities under the Scheme in each of the past 3 years, with a breakdown by public transport mode;
- (2) Provide the amount reimbursed by the Government to each of the public transport operators for their fare revenue forgone in each of the past 3 years;
- (3) Since the implementation of the Scheme, how many cases of abuse of the fare concession have been received? Among these cases, what is the subsidy amount involved?

Asked by: Hon WONG Kwok-hing (Member Question No. 30)

Reply:

The information sought is provided as follows:

- (1) The average daily passenger trips taken under the Scheme in the past three years are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme ^(Note 1)	
		Elderly ^(Note 2)	Eligible Persons with Disabilities ^(Note 3)
MTR Corporation Limited (MTRCL)	2013	229 000	36 000
	2014	263 000	42 000
	2015	290 000	46 000
Franchised bus operators	2013	393 000	50 000
	2014	422 000	57 000
	2015	437 000	60 000
Ferry operators	2013	5 300	500
	2014	5 400	600
	2015	5 900	700
Green minibus (GMB) operators	2013	Not yet implemented	
	2014		
	2015	160 000	22 000

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- (2) In the past three years, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in each financial year is tabulated below:

Public transport operator	2013-14 Actual \$'000	2014-15 Actual \$'000	2015-16 Revised estimate \$'000
MTRCL	148,371	173,629	204,579
Franchised bus operators	340,725	385,961	418,427
Ferry operators	16,918	21,087	28,293
GMB operators	-	492	238,907
Total	506,014	581,169	890,206

- (3) The Government has been closely monitoring the implementation of the Scheme and has received a total of 23 complaints / incidents on suspected abuse of the Scheme since its implementation. During site monitoring surveys jointly conducted by the Transport Department (TD) and the public transport operators, over 150 cases of abuse have been found. When implementing the Scheme, the TD has requested the public

transport operators to strengthen ticket inspection and passenger identity verification work and arrange surveys to monitor the situation. The public transport operators have also enhanced publicity and reminded passengers to honestly tender the fares payable. At present, non-eligible passengers who are found travelling at the concessionary fares by the MTRCL are liable to a surcharge or even prosecutions. Bus captains or field staff of bus companies, staff of ferry companies and GMB drivers will also observe the boarding passengers. Non-eligible passengers who are found travelling at the concessionary fares will normally be required to pay the shortfall on the spot. Depending on the circumstances, individual cases may be referred to the Police for follow up. As the amount of differential fares in such cases have been deducted from the amount reimbursed to the public transport operators concerned, no Government's reimbursement has been involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4541)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The estimated provision for this Programme this year is \$1.2328 billion, which is \$247.7 million higher than the revised estimate for the previous year. In this connection, will the Government advise on the following:

- (1) What are the reasons for the sharp increase in the estimated provision?
- (2) Please list the amount of reimbursement various franchised bus companies received under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in 2015-16.
- (3) Please list the amount of reimbursement the MTR Corporation Limited (the MTRCL) received under the Scheme in 2015-16.
- (4) In recent years, there have been news reports on some parallel traders abusing the Scheme for parallel trading activities. Are there any measures in place to effectively eradicate the abuse of the Scheme for such activities?
- (5) Please provide the operating expenses, establishment and annual salary expenses involved under the Programme in 2016-17.

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 73)

Reply:

- (1) The estimated provision of Programme (5) for 2016-17 is about \$247.7 million higher than the revised estimate for 2015-16. This is mainly due to, among others, an increase in the estimated expenditure of the Scheme for 2016-17 of about \$235.3 million as compared with the revised estimate for 2015-16, for the reasons of continued raise in the estimated number of beneficiaries under the

Scheme, i.e. elderly people aged 65 or above and eligible persons with disabilities, and the extension of the Scheme to cover green minibuses in phases from March 2015, resulting in an increase of about \$227.4 million and \$11.2 million respectively in the Government's reimbursement of the revenue forgone to public transport operators and the relevant administrative costs in 2016-17. The increase in the estimated provision is partly offset by a decrease of about \$3.2 million in non-recurrent expenditure. Moreover, the estimated provision for transport services for persons with disabilities for 2016-17 is about \$12.4 million higher than the revised estimate for 2015-16, mainly due to an increase in subventions of about \$4.6 million to the Hong Kong Society for Rehabilitation and about \$7.8 million for procurement and replacement of rehabuses.

- (2)&(3) The Government's reimbursement of the revenue forgone to the MTRCL and franchised bus operators under the Scheme in 2015-16 is estimated to be about \$204.6 million and \$418.4 million respectively.
- (4) Under the Scheme, elderly people aged 65 or above are required to use Elder Octopus or their Personalised Octopus whereas eligible persons with disabilities (recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group) to use a Personalised Octopus with "Persons with Disabilities Status". Elderly people and eligible persons with disabilities may enjoy the Scheme by using the Octopus card corresponding to their eligibility.
- (5) In 2016-17, the estimated establishment of Programme (5) is 18 posts and the estimated requirement for operational expenses is about \$100.5 million, including about \$10.2 million on personal emoluments.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1248

(Question Serial No. 6032)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

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

- (1) the number of trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators since the implementation of the Scheme and in the past three years in a table;
- (2) the average daily passenger trips taken by the elderly and eligible persons with disabilities using Mass Transit Railway (MTR) domestic services and franchised bus services in the past three years in a table;
- (3) the amounts of revenue forgone of the participating public transport operators since the implementation of the Scheme; and
- (4) the average costs and marginal costs per passenger trip of the participating public transport operators.

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 686)

Reply:

The information sought is provided as follows:

- (1)&(2) The average daily passenger trips taken under the Scheme each year between 2012 and 2015 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme ^(Note 1)	
		Elderly ^(Note 2)	Eligible Persons with Disabilities ^(Note 3)
MTR Corporation Limited (MTRCL)	2012	209 000	33 700
	2013	229 000	36 000
	2014	263 000	42 000
	2015	290 000	46 000
Franchised bus operators	2012	355 400	40 900
	2013	393 000	50 000
	2014	422 000	57 000
	2015	437 000	60 000
Ferry operators	2012	Not yet implemented	
	2013	5 300	500
	2014	5 400	600
	2015	5 900	700
Green minibus (GMB) operators	2012	Not yet implemented	
	2013		
	2014		
	2015	160 000	22 000

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012, covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013, covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- (3) Since the implementation of the Scheme, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme up to 29 February 2016 is as follows:

Public transport operator	Government's reimbursement of the revenue forgone to operators (up to 29 February 2016) (\$'000)
MTRCL	595,050
Franchised bus operators	1,252,018
Ferry operators	61,221
GMB operators	196,526
Total	2,104,815

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6417)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

1. What is the fleet size of Rehabus in the past five years?
2. What is the total number of orders entertained each quarter (with breakdown by intended purpose of appointment)?
3. What is the total number of orders not entertained each quarter (with breakdown by intended purpose of appointment)?

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 165)

Reply:

The information sought is provided as follows:

1. The fleet size of Rehabus in the past five years is provided below:

	Year (as at end December)				
	2011	2012	2013	2014	2015*
Total number of rehabuses	119	123	129	135	147

* Including 12 additional rehabuses procured in 2014-15 and 2015-16.

2. The number of orders for dial-a-ride (DAR) services entertained each quarter between 2011 and 2015 with breakdown by intended purpose of appointment is provided below:

Intended purpose of using DAR Services		Number of orders for DAR services entertained				
		Year				
		2011	2012	2013	2014	2015
First quarter January to March	1. Receiving medical treatment	6 106	5 128	5 192	3 714	4 180
	2. Attending social activities	5 430	5 429	5 246	4 768	5 063
	3. Attending school/ training	3 564	4 529	4 506	5 507	6 135
	4. Going home/ to rehabilitation centre	3 672	3 754	3 227	2 862	3 117
	5. Going to work	670	659	636	703	393
	6. Others	529	455	339	323	411
Second quarter April to June	1. Receiving medical treatment	6 411	5 196	5 358	4 101	4 353
	2. Attending social activities	5 129	5 060	5 108	4 738	4 858
	3. Attending school/ training	3 793	4 527	4 546	5 835	5 952
	4. Going home/ to rehabilitation centre	3 932	3 890	3 448	2 960	3 359
	5. Going to work	681	736	605	685	484
	6. Others	574	398	356	383	478
Third quarter July to September	1. Receiving medical treatment	6 942	6 221	5 374	4 926	4 242
	2. Attending social activities	5 637	5 674	5 196	4 875	5 140
	3. Attending school/ training	3 805	4 628	4 159	5 681	6 784
	4. Going home/ to rehabilitation centre	4 086	3 977	3 196	3 140	3 216
	5. Going to work	675	694	626	684	542
	6. Others	604	351	370	380	561
Fourth quarter October to December	1. Receiving medical treatment	5 899	5 039	4 294	4 760	4 113
	2. Attending social activities	5 860	5 669	5 188	5 435	5 564
	3. Attending school/ training	4 136	4 965	4 979	6 210	7 531
	4. Going home/ to rehabilitation centre	4 024	3 630	2 902	3 248	3 288
	5. Going to work	681	681	644	525	370
	6. Others	519	424	336	430	616
Total number of cases:		83 359	81 714	75 831	76 873	80 750

3. The number of orders for DAR services not entertained each quarter between 2011 and 2015 with breakdown by intended purpose of appointment is provided below:

Intended purpose of using DAR Services		Number of orders for DAR services not entertained				
		Year				
		2011	2012	2013	2014	2015
First quarter January to March	1. Receiving medical treatment	2 050	2 137	1 866	1 626	1 521
	2. Attending social activities	863	889	705	751	479
	3. Attending school/ training	180	350	279	274	197
	4. Going home/ to rehabilitation centre	620	906	560	506	603
	5. Going to work	14	12	17	103	19
	6. Others	119	118	78	80	139
Second quarter April to	1. Receiving medical treatment	2 114	1 766	1 655	1 460	1 201
	2. Attending social activities	721	595	412	466	220

Intended purpose of using DAR Services		Number of orders for DAR services not entertained				
		Year				
		2011	2012	2013	2014	2015
June	3. Attending school/ training	263	256	274	288	116
	4. Going home/ to rehabilitation centre	587	591	292	413	418
	5. Going to work	11	27	19	81	25
	6. Others	106	75	83	85	59
Third quarter July to September	1. Receiving medical treatment	2 034	1 493	1 822	1 195	1 220
	2. Attending social activities	868	600	573	357	255
	3. Attending school/ training	329	293	277	220	106
	4. Going home/ to rehabilitation centre	558	485	411	416	351
	5. Going to work	30	24	75	75	25
	6. Others	77	64	85	102	56
Fourth quarter October to December	1. Receiving medical treatment	2 619	2 399	2 087	1 403	1 230
	2. Attending social activities	1 249	814	844	580	359
	3. Attending school/ training	359	441	465	278	174
	4. Going home/ to rehabilitation centre	907	648	555	529	385
	5. Going to work	85	18	97	69	11
	6. Others	76	104	104	129	73
Total number of cases:		16 839	15 105	13 635	11 486	9 242

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)1250****(Question Serial No. 4347)**Head: (186) Transport DepartmentSubhead (No. & title): ()Programme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Labour and WelfareQuestion:

Regarding the rebus dial-a-ride services, what are the average daily passenger trips, numbers of vehicles, orders received and orders not entertained in each year between 2014 and 2016? What are the reasons for not entertaining orders?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 232)Reply:

Rebus provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rebus 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.

Regarding DAR services, the average daily number of passenger trips, number of vehicles, number of orders received and number of orders not entertained each year in 2014, 2015 and 2016 are tabulated below:

DAR services	Year		
	2014	2015	2016 (estimate)
Average daily number of passenger trips	1 267	1 295	1 301
Number of vehicles available each day ^(Note)	39	43	48
Average daily number of orders received	312	336	No such information
Average daily number of orders not entertained	31	25	No such information

Note: During off peak periods, rehabuses intended for provision of SR services will be flexibly deployed for provision of DAR services. Such rehabuses are not counted towards this number.

DAR services are operated on a first-come-first-served basis and may be booked in advance without time restriction. As the overall demand for DAR varies on a daily basis and between different time slots, whether orders are entertained depends on the positions of individual cases, including the date and time slot requiring services, the overall demand on a particular day and the time of placing service orders, etc.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1251

(Question Serial No. 4348)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1187 of 2015-16 Estimates of Expenditure states that “the Government has been conducting reviews on the fleet size, routeings and mode of operation of Rehabus on a regular basis for service enhancement. Over the past ten years (2005-2014), the number of rehabuses has increased from 87 to 141, with number of SR services from 59 to 86.”

That said, while the numbers of hours for performing overtime work by full-time rebus drivers each year between 2010 and 2014 were 101 559, 100 939, 98 839, 89 942 and 98 567 hours respectively, the average working hours of part-time rebus drivers in each quarter between 2010 and 2014 were 2 927, 3 796, 3 852, 4 978 and 6 497 hours respectively. Please inform this Committee of the following:

- a. How was the shortage problem of rebus drivers in the past 5 years?
- b. Has the Government examined the relationship between shortage of rebus drivers and service provision? If yes, what are the details? If no, what are the reasons?
- c. What were the resources the Government put in place each year in recruiting rebus drivers in the past 5 years?
- d. Will an extra 5 to 10% increase in resources be spent on recruiting an adequate number of rebus drivers to alleviate the problem of not having enough rebus drivers? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 233)

Reply:

- a.&b. Over the past 5 years, the ratio between the strength and establishment of rebus drivers averaged between 92% and 100%. The Hong Kong Society for Rehabilitation (HKSR) has implemented various management measures as and when necessary, such as the employment of part-time drivers, extending the

retirement age of drivers and inviting retired drivers to continue to work as part-time drivers to enhance the fleet efficiency.

According to the records of the HKSR, Rehabus scheduled route services have operated smoothly and the number of telephone orders not entertained dropped gradually from 16 839 in 2011 to 9 242 in 2015.

- c.&d. The Government allocates additional provision to the HKSR according to actual needs each year for enhancement of Rehabus service. The amounts of additional recurrent provisions provided for the rehabuses procured during the year in the past five years are listed below:

2011-12: about \$0.74 million

2012-13: about \$1.20 million (year-on-year increase of about 62%)

2013-14: about \$1.28 million (year-on-year increase of about 7%)

2014-15: about \$1.35 million (year-on-year increase of about 5%)

2015-16: about \$2.17 million (year-on-year increase of about 61%)

The additional provisions were spent on the operation of the newly-procured rehabuses, including expenditure on employment of drivers.

Moreover, to enhance Rehabus service, the Government allocated an additional recurrent provision of \$1.76 million to the HKSR in 2014-15 for employment of 9 drivers.

Since 2015-16, of the additional recurrent provision allocated to Rehabus service, the proportion of drivers' remuneration has increased from the previous 40% to the current 70% to enable the HKSR to recruit more drivers and improve the shift arrangements and working conditions of drivers for enhancement of the fleet efficiency.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1252

(Question Serial No. 4349)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1185 of 2015-16 Estimates of Expenditure states that “to encourage users of the Rehabus dial-a-ride (DAR) services to jointly use a rehabus, the Hong Kong Society for Rehabilitation (HKSAR) introduced in June 2014 a trial scheme on Shared DAR Services for Hospital to and from six public hospitals.” Please inform this Committee of the following:

- a. Regarding the trial scheme, what are the monthly numbers of successful orders, service applications and service trips?
- b. There were about 20 orders for the months between July and September 2014, but the number dropped to about 11 for the months between October and December 2014. What were the reasons?
- c. Will the trial scheme on Hospital Shared DAR Services to and from six public hospitals be regularised and extended to cover all public hospitals in Hong Kong? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 234)

Reply:

The information sought is provided as follows:

- a. Rehabus operated by the HKSAR provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rehabus offers scheduled route services to carry persons with disabilities to office, schools and places of rehabilitation, and DAR services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

In providing shared Rehabus service, the HKSAR introduced in June 2014 a trial scheme on Hospital Shared DAR Services to and from six public hospitals, including

Queen Mary Hospital, The Duchess of Kent Children's Hospital at Sandy Bay and MacLehose Medical Rehabilitation Centre on the Hong Kong Island, and Queen Elizabeth Hospital, Kwong Wah Hospital and Kowloon Hospital in Kowloon. Its objective was to facilitate and encourage persons with disabilities requiring DAR services to share use a vehicle for attending medical appointments at public hospitals.

The monthly numbers of service applications, successful orders, and service trips of the trial scheme on Hospital Shared DAR Services, as well as telephone orders for non-shared use of Rehabus to and from six public hospitals are tabulated below:

Month	Number of service applications and successful orders for Shared DAR Service for Hospital ^(note)	Service trips of Shared DAR Service
June 2014	16	9
July 2014	47	23
August 2014	41	20
September 2014	41	18
October 2014	24	10
November 2014	25	10
December 2014	32	14
January 2015	19	8
February 2015	19	8
March 2015	19	8
April 2015	24	11
May 2015	17	7
June 2015	23	9
July 2015	18	9
August 2015	12	6
September 2015	13	6
October 2015	6	3
November 2015	26	11
December 2015	31	14
Total	453	204

Note: All service applications for Hospital Shared DAR Services are successful orders.

- b. The number of service trips of Hospital Shared DAR Services will depend on whether Rehabus can arrange appropriate bookings with the same or similar routings and time slots for shared use of vehicles. It also depends on whether individual service users accept the arrangements of Shared DAR Services.

- c. When launching the trial scheme, there were 453 successful orders for Hospital Shared DAR Services , accounting for about 9% of the total number of successful telephone orders (5 165) for access to and from six public hospitals. Having considered the effectiveness of the trial scheme, the HKSR terminated the service on 1 January 2016. On the other hand, given that receiving medical treatment at hospitals was the intended purpose of a majority of DAR booking orders that cannot be entertained, the HKSR introduced two hospital feeder services in 2013 and 2015 respectively and has achieved substantial results. To address the demand of DAR service users for receiving medical treatment at hospitals more effectively and to better utilise resources, the HKSR plans to introduce additional feeder services serving more hospitals in 2016-17.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1253

(Question Serial No. 4350)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

What is the number of full-time rebus drivers of the Hong Kong Society for Rehabilitation (HKSR) and their ranks, salaries, number of working days per week, number of working hours per day, number of hours for performing overtime work, and number of total working hours in 2015-16?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 235)

Reply:

The number of full-time rebus drivers of the HKSR and their ranks, salaries, number of working days per week, number of working hours per day and total working hours in 2015-16 are tabulated below:

Full-time drivers	2015-16 (as at end February 2016)
Number of drivers	143
Basic monthly salary	\$14,000 to \$18,000
Number of working days per week	6 days
Number of working hours per day	8 hours (a maximum of 2 hours of overtime work per day when necessary)
Total working hours	A maximum of 10 hours per day

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1254

(Question Serial No. 4351)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1187 of 2015-16 Estimates of Expenditure states that “Rehabus feeder services to “Princess Margaret Hospital” and that for “Queen Mary Hospital and The Duchess of Kent Children’s Hospital” began on 15 April 2013 and 2 February 2015 respectively on a trial basis.” Please advise on whether such feeder services will be regularised and extended to cover all public hospitals in Hong Kong? What is the effectiveness of the services?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 236)

Reply:

Rehabus operated by the Hong Kong Society for Rehabilitation (HKSR) provides 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.

To effectively address the demand of service users for receiving medical treatment at hospitals, which was the intended purpose of a majority of DAR booking orders that cannot be entertained, and to better utilise resources, the HKSR has introduced two hospital feeder services on a trial basis. These two feeder services have operated smoothly and have been well received since introduction, with the total number of passenger trips standing at 5 728 and 4 820 respectively in 2015 (from its introduction in February 2015 to December 2015). These two feeder services have now been regularised and the HKSR plans to introduce additional hospital feeder services in 2016-17 to address the passenger demand for receiving medical treatment at hospitals more effectively.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4352)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1187 of 2015-16 Estimates of Expenditure states that “the Government plans to allocate another funding to the Hong Kong Society for Rehabilitation (HKSR) for procurement of 12 additional rehabuses in 2015-16. Six of them will be deployed for provision of new services and the remaining six for replacement of older vehicles. The capital cost to be incurred is about \$11.85 million. The Government will also allocate an additional recurrent provision of \$2.17 million to HKSR for meeting the operating costs of the six new rehabuses.” In other words, there were only six additional rehabuses in 2015-16 and an additional recurrent provision of \$2.17 million was allocated for meeting the operating costs of the six new rehabuses. In this connection, please advise on the use of the recurrent provision of \$2.17 million, such as drivers, vehicle retrofitting, maintenance, parking expenses and fuel charges, etc.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 237)

Reply:

The Government allocated an additional recurrent provision of \$2.17 million in 2015-16 to the HKSR for meeting the recurrent expenditure of the six additional rehabuses. While about 70% of the sum went to drivers' remuneration, the remaining 30% were spent on meeting other recurrent expenditure, including fuel charges of vehicles, vehicle repair and maintenance costs, parking fees and insurance premiums for vehicles.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1256

(Question Serial No. 5106)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please advise on the capital subventions and recurrent subventions the Government provided to Rehabus services in 2014-15 and 2015-16.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 222)

Reply:

The actual capital subventions and recurrent subventions the Government provided to Rehabus services in 2014-15 were \$11.73 million and \$57.42 million respectively. For 2015-16, the revised estimated capital subventions and recurrent subventions were \$11 million and \$63.32 million respectively.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5107)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1185 of 2015-16 Estimates of Expenditure states that “the average working hours of part-time rehabus drivers in each quarter between 2010 and 2014 were 2 927, 3 796, 3 852, 4 978 and 6 497 hours respectively.” As operators are facing difficulties in recruiting rehabus drivers, please advise on whether the Government will raise the salary point of rehabus drivers to maintain the service level. If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 223)

Reply:

The Government has all along processed funding applications in the annual resource allocation exercise in accordance with established mechanism. The expenditure on remuneration of rehabus drivers is estimated by reference to the mid-point salary (based on the notional annual mid-point salary value) of the Motor Driver grade in the civil service. The practice is in line with that of the preparation of estimated provision on remuneration of the Motor Driver grade in the civil service.

In 2015-16, the revised recurrent subvention allocated to Rehabus service was \$63.32 million. The estimated recurrent subventions to be allocated in 2016-17 will be \$67.85 million, a year-on-year increase of about 7.2%. The subvention will include an additional recurrent provision of \$2.89 million (year-on-year increase of about 33%) to the Hong Kong Society for Rehabilitation (HKSR) for meeting the recurrent expenditure of the nine additional rehabuses and recruiting more drivers. Of the additional estimated expenditure, 70% will go to drivers' remuneration to enable the HKSR to recruit more drivers and improve the shift arrangements and working conditions of drivers for enhancement of the fleet efficiency.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5108)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1185 of 2015-16 Estimates of Expenditure states that “to meet the demands for rebus services, overtime work is required for full-time rebus drivers throughout the whole year. The Hong Kong Society for Rehabilitation (HKSR) will schedule overtime work for full-time workers in a flexible manner according to factors such as service demands, their job preference and occupational safety considerations.” The numbers of hours for performing overtime work by full-time rebus drivers each year between 2010 and 2014 were 101 559, 100 939, 98 839, 89 942 and 98 567 hours respectively. While the above numbers of hours for performing overtime work indicate that there is a huge manpower demand for rebus drivers, operators are facing difficulties in recruiting such drivers. Please advise on whether the Government will raise the salary point of rebus drivers to maintain the service level? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 224)

Reply:

The Government has all along processed funding applications in the annual resource allocation exercise in accordance with established mechanism. The expenditure on remuneration of rebus drivers is estimated by reference to the mid-point salary (based on the notional annual mid-point salary value) of the Motor Driver grade in the civil service. The practice is in line with that of the preparation of estimated provision on remuneration of the Motor Driver grade in the civil service.

In 2015-16, the revised recurrent subvention allocated to Rebus service was \$63.32 million. The estimated recurrent subventions to be allocated in 2016-17 will be \$67.85 million, a year-on-year increase of about 7.2%. The subvention will include an additional recurrent provision of \$2.89 million (year-on-year increase of about 33%) to the HKSR for meeting the recurrent expenditure of the nine additional rebus and recruiting more

drivers. Of the additional estimated expenditure, 70% will go to drivers' remuneration to enable the HKSR to recruit more drivers and improve the shift arrangements and working conditions of drivers for enhancement of the fleet efficiency.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1259

(Question Serial No. 5109)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1185 of 2015-16 Estimates of Expenditure states that the numbers of hours for performing overtime work by full-time rebus drivers each year between 2010 and 2014 were 101 559, 100 939, 98 839, 89 942 and 98 567 hours respectively. Prolonged overtime work will adversely affect the health of rebus drivers. In this connection, has the Government considered the health conditions of rebus drivers? If yes, what were the details? If no, what were the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 225)

Reply:

The Government attaches great importance to the working hours of rebus drivers. It has provided the Hong Kong Society for Rehabilitation (HKSR) with the guidelines on working hours of drivers of public light buses¹ for reference and urged the HKSR to follow relevant arrangements when fixing the working schedule of rebus drivers.

Apart from actively taking forward recruitment exercises to fill vacancies due to retirement and resignation of drivers and provision of new services, the HKSR also continues to implement other management measures, such as the employment of part-time drivers, extending the retirement age of drivers and inviting retired drivers to continue to work as part-time drivers, with a view to improving the shift arrangements and working conditions of drivers.

¹ The guidelines on working hours stipulate that:

(i) each shift period of drivers, including all rest breaks, should not exceed 14 hours at the maximum per day; and
(ii) the driving hours of drivers (i.e. the maximum hours of a shift period less all rest breaks that last for 15 minutes or more) should not exceed 11 hours per day.

Furthermore, to promote safe driving and health awareness of commercial vehicle drivers, the Transport Department has been conducting annual Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers since 2009-10. A wide range of activities are held, including dissemination of safe driving and health messages through radios and other publicity channels, and provision of free health checks to commercial vehicle drivers, including rebus drivers. With the help of the transport trade and public transport operators, commercial vehicle drivers are encouraged to take part in the Campaign.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1260

(Question Serial No. 5110)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1185 of 2015-16 Estimates of Expenditure states that the numbers of hours for performing overtime work by full-time rebus drivers each year between 2010 and 2014 were 101 559, 100 939, 98 839, 89 942 and 98 567 hours respectively. Prolonged overtime work will adversely affect the health of rebus drivers. In this connection, will the Government increase the benefits and medical allowance of rebus drivers so as to maintain the essential service? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 226)

Reply:

The Government attaches great importance to the working hours of rebus drivers. It has provided the Hong Kong Society for Rehabilitation (HKSR) with the guidelines on working hours of drivers of public light buses¹ for reference and urged the HKSR to follow relevant arrangements when fixing the working schedule of rebus drivers.

Apart from actively taking forward recruitment exercises to fill vacancies due to retirement and resignation of drivers and provision of new services, the HKSR also continues to implement other management measures, such as the employment of part-time drivers, extending the retirement age of drivers and inviting retired drivers to continue to work as part-time drivers, with a view to improving the shift arrangements and working conditions of drivers.

¹ The guidelines on working hours stipulate that:
(i) each shift period of drivers, including all rest breaks, should not exceed 14 hours at the maximum per day; and
(ii) the driving hours of drivers (i.e. the maximum hours of a shift period less all rest breaks that last for 15 minutes or more) should not exceed 11 hours per day.

Furthermore, the Government has all along processed funding applications in the annual resource allocation exercise in accordance with established mechanism. The expenditure on remuneration of rebus drivers is estimated by reference to the mid-point salary (based on the notional annual mid-point salary value) of the Motor Driver grade in the civil service. The practice is in line with that of the preparation of estimated provision on remuneration of the Motor Driver grade in the civil service. The HKSR also provides all eligible rebus drivers with such benefits and medical allowance as rest days, paid annual leave, sickness allowance, severance payment and long service payment under the Employment Ordinance.

In 2015-16, the revised recurrent subvention allocated to Rebus service was \$63.32 million. The estimated recurrent subventions to be allocated in 2016-17 will be \$67.85 million, a year-on-year increase of about 7.2%. The subvention will include an additional recurrent provision of \$2.89 million (year-on-year increase of about 33%) to the HKSR for meeting the recurrent expenditure of the nine additional rebus and recruiting more drivers. Of the additional estimated expenditure, 70% will go to drivers' remuneration to enable the HKSR to recruit more drivers and improve the shift arrangements and working conditions of drivers for enhancement of the fleet efficiency.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5111)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please advise on the shortage of rehabus drivers and the reasons for and number of staff loss each year between 2013-14 and 2015-16.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 227)

Reply:

The information sought is provided as follows:

The numbers of rehabus drivers of the Hong Kong Society for Rehabilitation (HKSR) retired and resigned each year between 2013 and 2015 are tabulated below:

Year	No. of drivers retired	No. of drivers resigned
2013	6	24
2014	7	13
2015	9	20

The HKSR does not keep records of the reasons of resignation of rehabus drivers.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1262

(Question Serial No. 5112)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Reply serial number LWB(WW)1186 of 2015-16 Estimates of Expenditure states that there were 138 full-time rebus drivers at the Hong Kong Society for Rehabilitation (HKSR) as at end December 2014. These drivers worked 8 hours a day, 6 days a week, with basic salary ranging between \$15,100 and \$17,200 (a maximum of 2 hours of overtime per day when necessary). At the same time, the number of hours for performing overtime work by full-time rebus drivers in 2014 was 98 567 hours. By simple calculation, the number of working hours per day for each full-time rebus driver was about 10 hours. In this connection, please advise on the measures to be in place to address the serious shortage of rebus drivers.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 228)

Reply:

The Government has all along processed funding applications in the annual resource allocation exercise in accordance with established mechanism. The expenditure on remuneration of rebus drivers is estimated by reference to the mid-point salary (based on the notional annual mid-point salary value) of the Motor Driver grade in the civil service. The practice is in line with that of the preparation of estimated provision on remuneration of the Motor Driver grade in the civil service.

In 2015-16, the revised recurrent subvention allocated to Rebus service was \$63.32 million. The estimated recurrent subventions to be allocated in 2016-17 will be \$67.85 million, a year-on-year increase of about 7.2%. The subvention will include an additional recurrent provision of \$2.89 million (year-on-year increase of about 33%) to the HKSR for meeting the recurrent expenditure of the nine additional rebuses and recruiting more drivers. Of the additional estimated expenditure, 70% will go to drivers' remuneration to enable the HKSR to recruit more drivers and improve the shift arrangements and working conditions of drivers for enhancement of the fleet efficiency.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5113)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding Rehabus services, please advise on the average daily number of passenger trips for scheduled route (SR) services, the fleet size and the number of people on the waiting list at year-end between 2014 and 2016.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 229)

Reply:

Rehabus provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. It offers SR services to carry persons with disabilities to office, schools and places of rehabilitation. The average daily number of passenger trips, the fleet size and the number of people on the waiting list regarding SR services of Rehabus in 2014, 2015 and 2016 are tabulated below:

SR services	Year		
	2014	2015	2016 (estimate)
Average daily number of passenger trips	1 214	1 239	1 312
Fleet size (Note)	87	95	99
Number of people on the waiting list (Note)	58	33	33

Note: As at end of the year.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1264

(Question Serial No. 5114)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding Rehabus services, please advise on the time slots with provision of scheduled route (SR) services, the utilisation in different time slots and service demand of different districts between 2014 and 2016.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 230)

Reply:

Rehabus provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rehabus offers SR services to carry persons with disabilities to office, schools and places of rehabilitation.

The time slots with provision of Rehabus SR services are 6.30 am to 10.00 am and 3.00 pm to 7.00 pm during weekdays (Mondays to Fridays)¹. The utilisation rates of SR services during the two weekday time slots in 2014 and 2015 are tabulated below:

Utilisation rates of SR services during weekdays	Year (up to end December)	
	2014	2015
6.30 am to 10.00 am	94%	95%
3.00 pm to 7.00 pm	94%	96%

The numbers of users of SR services with breakdown by districts in 2014 and 2015 are tabulated below:

¹ During non-peak periods, rehabuses intended for provision of SR services will be flexibly deployed for provision of dial-a-ride services.

Number of users using SR services	Year (up to end December)	
	2014	2015
Hong Kong Island	214	199
Kowloon	584	638
The New Territories	304	311
Total:	1 102	1 148

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5115)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding Rehabus services, there were 60 people on the waiting list for scheduled route (SR) services at year-end of 2014-15. Please advise on whether these people on the waiting list at year-end will receive service. How will the Government address such service demand?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 231)

Reply:

Rehabus provides 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.

As at end December 2014, the number of people on the waiting list for SR services was 58. Of the six rehabuses procured in 2014-15, three have been used for provision of SR services since early 2015. For the six rehabuses procured in 2015-16, five have also been used for provision of SR services since end 2015. In 2015, Rehabus successfully arranged SR services for 272 new service users. As at end December 2015, the number of people on the waiting list for SR services was 33.

The Government plans to allocate additional provision of about \$18.8 million to the HKSR in 2016-17 to cover the capital cost of procurement of nine rehabuses and replacement of ten rehabuses with higher vehicle age. Four of the nine rehabuses to be procured will be deployed on SR services. If the demand for SR services remains at the present level, the four additional rehabuses should be able to cater for all of the applicants currently on the waiting list for SR services.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1266

(Question Serial No. 6523)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

- (1) What was the total number of rehabuses in Hong Kong in each of the past three years and their distribution by vehicle age (5 years or less, 6 to 10 years, 11 to 15 years, 16 to 20 years, 21 to 25 years, 26 years or above)?
- (2) What was the total number of rebus drivers in Hong Kong in each of the past three years?
- (3) What was the daily average number and percentage of rehabuses which were not in service in each of the past three years?
- (4) What was the turnover number and rate of rebus drivers in the past three years?
- (5) What will be the number of rehabuses to be replaced and procured in the coming year and the expenditure involved?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1103)

Reply:

The information sought is provided as follows:

- (1) The total numbers of rehabuses operated by the Hong Kong Society for Rehabilitation (HKSAR) from 2013 to 2015, broken down by vehicle age, are tabulated below:

Vehicle age	Year (as at end December)		
	2013	2014	2015*
5 years or less	98	59	66
6 to 10 years	31	76	80
11 to 15 years	0	0	1
Total	129	135	147

* Including 12 additional rehabuses procured in 2014-15 and 2015-16.

- (2) The total numbers of rebus drivers of the HKSR from 2013 to 2015 (as at end-December) were 127, 138 and 139 respectively.
- (3) The daily average numbers of rebus which were not in service (including routine repair and maintenance, cancellation of dial-a-ride orders, drivers on leave, and inclement weather, etc.) and their percentages of the total numbers of rebus from 2013 to 2015 were 25.1 (19.5%), 27.9 (20.7%) and 26.3 (18.8%) respectively.
- (4) The total numbers of rebus drivers retired and resigned from 2013 to 2015 were 22 and 57 respectively, and the respective yearly wastage rates were 23.6%, 14.5% and 20.8%.
- (5) The Government plans to allocate provision to the HKSR to procure 19 additional rebus in 2016-17, with nine for the provision of additional services and the remaining ten for the replacement of rebus with higher vehicle age. The capital costs involved are \$9.82 million and \$8.97 million respectively.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)1267****(Question Serial No. 3987)**Head: (186) Transport DepartmentSubhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Labour and WelfareQuestion:

Please provide the Government's reimbursement of the revenue forgone to participating public transport operators under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities Scheme (the Scheme) in 2015-16.

Asked by: Hon Albert HO Chun-yan (Member Question No. 83)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 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to green minibuses (GMBs) in phases from 29 March 2015. The revised estimate of the Government's reimbursement of the revenue forgone to participating public transport operators under the Scheme in 2015-16 is provided below:

Public transport operators	2015-16 Revised estimate \$'000
MTR Corporation Limited	204,579
Franchised bus operators	418,427
Ferry operators	28,293
GMB operators	238,907
Total	890,206

CONTROLLING OFFICER'S REPLY

LWB(WW)1268

(Question Serial No. 3410)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the extension of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to green minibuses (GMBs), please advise on:

1. the government expenditure incurred for the Scheme and the amount of reimbursement the Government has made to each public transport operator over the past 3 years; and
2. the expected implications on the government expenditure after the extension of the Scheme to GMBs.

Asked by: Hon IP Kwok-him (Member Question No. 60)

Reply:

The information sought is provided as follows:

1. 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 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to GMBs in phases from 29 March 2015. In 2013-14, 2014-15 and 2015-16, the government expenditure in each financial year is tabulated below:

	2013-14 Actual \$'000	2014-15 Actual \$'000	2015-16 Revised estimate \$'000
(a) Reimbursement of the revenue forgone to participating public transport operators			
MTR Corporation Limited	148,371	173,629	204,579
Franchised bus operators	340,725	385,961	418,427
Ferry operators	16,918	21,087	28,293
GMB operators	-	492	238,907
Sub-total	506,014	581,169	890,206
(b) Operating expenses	13,076	16,240	19,373
(c) Expenditure for setting up the centralised settlement platform and related system enhancement for the Scheme	2,727	4,081	4,497
Total	521,817	601,490	914,076

2. The 2016-17 estimate for reimbursing the GMB operators their revenue forgone as a result of implementing the Scheme is about \$331 million.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1269

(Question Serial No. 4518)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

How many additional rehabuses and replacement rehabuses will be procured in 2016-17? 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 were the passenger number and utilisation rate of services in 2015-16?

Asked by: Hon LEUNG Kwok-hung (Member Question No. 233)

Reply:

Rehabus operated by the Hong Kong Society for Rehabilitation provides point-to-point transport services for persons with disabilities (including disabled elders) 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 Government plans to procure nine rehabuses and replace ten rehabuses with higher vehicle age in 2016-17. Four of the nine rehabuses procured will be deployed on SR services and the remaining five on DAR services. During non-peak periods, rehabuses intended for provision of SR services will be flexibly deployed for provision of DAR services.

The average waiting time for SR services by new applicants was about two months in 2015. If the demand for SR services remains at the present level, the four additional rehabuses to be deployed on SR services should be able to cater for all of the applicants currently on the waiting list for SR services.

DAR services are operated on a first-come-first-served basis and may be booked in advance without time restriction. Demand for DAR services varies considerably on a daily basis.

It is therefore not possible to give a precise estimate on the time required in advance to secure the provision of DAR services. The five additional rehabuses to be deployed on DAR services should be able to further reduce the number of DAR booking orders that cannot be entertained.

The total number of passenger trips and utilisation rate for SR and DAR services in 2015 are tabulated below:

Rehabus service	2015	
	Total number of passenger trips	Utilisation rate of services
SR services	366 800	44%
DAR services	472 800	56%
Total:	839 600	100%

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1270

(Question Serial No. 4748)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please provide the amount of reimbursement under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in 2014-15 and 2015-16, with breakdown by transport operators and fare levels (less than \$5, \$5 to \$9.9, \$10 to \$14.9).

Asked by: Hon WU Chi-wai (Member Question No. 177)

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 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited. The Scheme was extended to green minibuses (GMBs) in phases from 29 March 2015. The Government's reimbursement of the revenue forgone to participating public transport operators under the Scheme in the financial years 2014-15 and 2015-16 is tabulated below:

Public transport operator	2014-15 Actual \$'000	2015-16 Revised estimate \$'000
MTR Corporation Limited	173,629	204,579
Franchised bus operators	385,961	418,427
Ferry operators	21,087	28,293

Public transport operator	2014-15 Actual \$'000	2015-16 Revised estimate \$'000
GMB operators	492	238,907
Total	581,169	890,206

The Government does not maintain any information by fare levels of participating public transport operators regarding the Government's reimbursement of the revenue forgone to these public transport operators under the Scheme.

- End -

CONTROLLING OFFICER'S REPLY**FSTB(Tsy)040****(Question Serial No. 2662)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Financial Services and the TreasuryQuestion:

1. In the past five years, how many Personalised Vehicle Registration Marks (PVRMs) were successfully auctioned each year under the PVRM Scheme? What is the average auction price in each year? How many PVRMs were auctioned at reserve price each year? What is the highest auction price in each year? Please list out separately.

2. What are the monetary and manpower resources involved in the scheme last year and this year respectively? What is the amount of proceeds brought to the Treasury each year since the implementation of the scheme?

Asked by: Hon CHAN Kam-lam (Member Question No. 5)Reply:

- (1) In the past five years (i.e. 2011-2015), the number of PVRM allocated through auction, the number of PVRM allocated at reserve price, the average auction price and the highest auction price each year are tabulated below –

Year	No. of PVRM allocated through auction	No. of PVRM allocated at reserve price	Average auction price (\$)	Highest auction price (\$ '000)
2011	2 665	1 871	11,111	800
2012	2 877	2 065	10,857	1,250
2013	2 086	1 567	10,591	440
2014	2 728	2 061	10,747	1,520
2015	2 758	2 011	11,760	550

- (2) Since the applications and auctioning of PVRMS and the traditional vehicle registration marks are processed by staff in the same unit, we can only provide data in respect of the whole unit concerned. At present, the unit concerned has an

establishment of ten officers, involving annual emoluments of about \$4.07 million and \$4.25 million in 2014-15 and 2015-16 respectively.

In the past five years, the proceeds of the PVRM Scheme each year are tabulated below –

Year	2011	2012	2013	2014	2015
Proceeds (\$ '000)	29,610	31,236	22,092	29,318	32,435

*To ensure timely and quality response to questions, we would only provide information for up to five years.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)03

(Question Serial No. S0035)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Pursuant to Reply Serial No THB(T)173:

- (1) there were hundreds of accidents involving “Escalator / Travelator” and “Platform gap” in the past one year. Please provide the five stations with the highest numbers of accidents involving these two types of rail equipment, and the associated numbers of accidents.
- (2) further to the above question, in view of the large numbers of accidents at the stations concerned, has the Government adopted additional measures to enhance safety, and studied whether the design within the stations has room for improvement?
- (3) about accidents due to animals into track in the reply, will the Government advise on the numbers and kinds of animals which mistakenly entered the track area and were killed by trains in the past three years?
- (4) what are the number of incidents caused by suicide / attempted suicide, passengers' own sickness and trespassing, and the number of fatalities?

Asked by: Hon TANG Ka-piu

Reply:

- (1) The five stations with the highest numbers of accidents involving “Escalator / Travelator” and “Platform gap”, and the associated numbers of accidents in the past year (i.e. from March 2015 to February 2016) are as follows:

Escalator / Travelator		Platform gap	
Station	Number of accidents	Station	Number of accidents
Hong Kong	32	University	27
Mei Foo	29	Admiralty	23
Kowloon Tong	22	Causeway Bay	13
Tai Wai	22	Mong Kok East	13
Mong Kok	20	Lo Wu	12

- (2) The Electrical and Mechanical Services Department (EMSD) regulates escalator / travelator safety and railway safety. To enhance safe use of escalators and boarding / alighting trains, the EMSD has requested the MTR Corporation Limited (MTRCL) to adopt various improvement measures. On escalator / travelator safety, the EMSD has requested the MTRCL to deploy more station assistants to remind passengers of the proper ways to use escalators / travelators and provide assistance to passengers whenever necessary. On safety in relation to boarding / alighting trains, the EMSD has regularly reminded the MTRCL to put in place suitable measures, such as reducing platform gap by platform gap fillers where applicable, making use of public announcement and signs to remind passengers about the platform gap, and arranging platform assistants to assist passengers in boarding and alighting. The EMSD also promotes safe and courteous behaviour of passengers by organising various safety campaigns, including safety carnivals and open days, and by producing publicity and educational materials, such as safety booklets, posters and videos.
- (3) Since August 2014, the MTRCL has started to keep statistics on incidents of intrusion of animals into tracks of heavy rail lines. From August 2014 to December 2015, there were 31 incidents. Of these, four dogs were found dead.
- (4) According to the MTRCL's information, the number of incidents caused by suicide / attempted suicide and trespassing, and the number of fatalities in 2013 to 2015 are as follows:

	2013		2014		2015	
	Number of incidents	Number of fatalities	Number of Incidents	Number of fatalities	Number of Incidents	Number of fatalities
Suicide / attempted suicide	8	3	6	3	4	1
Trespassing	39	1	31	0	27	1
Total	47	4	37	3	31	2

There are no statistics about the number of incidents caused by passengers' own sickness.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)04

(Question Serial No. S0038)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Pursuant to Reply Serial No. THB(T) 168, there is an increasing trend in the numbers of elderly casualties and their proportions over the past three years. What measures have been undertaken by the Government to protect the safety of the elderly on road use?

Asked by: Hon TANG Ka-piu

Reply:

The Government has been monitoring the trend of elderly casualties. The Road Safety Council (RSC) has been collaborating with the Hong Kong Police Force and the Transport Department (TD), amongst others, in undertaking publicity and educational activities to enhance road safety of the elderly. Some examples of the publicity campaigns organised by the RSC in the past three years are:

- 2013-14
 - Elderly Road Safety Quiz
 - Elderly Road Safety Campaign Kick-off Ceremony cum Bus Parade in Yuen Long 2013
 - Road Safety Tips to Elderly Broadcast by the Radio Television Hong Kong
- 2014-15
 - Elderly Road Safety Mini Film Kick-off Ceremony
 - Road Safety Council 41st Anniversary Ceremony cum Elderly Road Safety Campaign 2014
 - Elderly Road Safety Campaign Kick-off Ceremony cum Bus Parade in Yuen Long 2014
- 2015-16
 - Elderly Pedestrian Road Safety Quiz Competition
 - Sharp Smart Elderly Pedestrian Safety Promotion Campaign
 - Elderly Pedestrian Safety Happy Classroom

In addition, road safety messages targeting at the elderly are disseminated through various channels, such as television, radio, posters, and other printed materials and Road Safety Bulletins. Road Safety Buses and Road Safety Towns in North Point, Sau Mau Ping, Shatin and Tuen Mun with exhibits simulating road environment are also used for raising road safety awareness of the elderly.

In 2016-17, the TD will conduct a study that aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as an indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. This will enable the elderly to have sufficient time to cross the road and attract them to use signalised crossings more, thereby enhancing their safety on roads. The retrofitting of lifts to existing footbridges and elevated walkways under the “Universal Accessibility” Programme will also attract the elderly to use these facilities more for crossing roads and help improve road safety.

The Government will continue its efforts to enhance road safety of the elderly.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)05

(Question Serial No. S0039)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Pursuant to Reply Serial No. THB(T)174, the Government will subsidise the franchised bus operators to provide additional display panels for real-time arrival information. Given that there are currently franchised bus operators broadcasting advertisements on their display panels, how will the Government deal with the profits reaped by operators from subsidised display panels?

Asked by: Hon TANG Ka-piu

Reply:

The Public Bus Services Ordinance (Cap 230) provides that both fare revenue and non-fare box revenue (covering any other revenue, including revenue from advertisements, derived from the use of fixed assets used to provide franchised bus service) of franchised bus companies are considered as operating receipts and shall be included in the franchise accounts. The existing bus franchises also state that the operating receipts of franchised bus services include fare revenue and non-fare box revenue. In fact, the Government has been encouraging franchised bus companies to increase their non-fare box revenue so as to relieve the pressure for fare adjustments.

As per the aforementioned statutory and franchise requirements, revenue earned by individual operators from advertisements shown on display panels subsidised by the Government would be counted towards the franchise accounts and would be taken into account in the assessment of a fare adjustment application, if and when it is received. The subsidy by the Government for the installation of display panels will cover the capital cost (and associated installation cost). The expenditure arising from the operation (including electricity and data transmission expenses), maintenance and repair of these facilities will be borne by the franchised bus operators.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)06

(Question Serial No. S0040)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Pursuant to Reply Serial No. THB(T)170, the Government is requested to provide further information on the following:

- (a) Will the Government consider setting up a bicycle rental system at MTR stations, large public transport interchanges and along cycle tracks to facilitate the public to use bicycle for commuting so that cycling will become a mode of transport for short-distance commuting?
- (b) On fostering the bicycle-friendly policy, will the Government request the public transport operators to relax the requirements so as to allow passengers to carry bicycle on board at designated hours thus promoting cycling culture?

Asked by: Hon TANG Ka-piu

Reply:

- (a) The Transport Department (TD) completed a consultancy study entitled "Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in Existing New Towns in Hong Kong" in 2013. Overseas experience, among other things, was studied in examining the feasibility of developing a self-service bicycle rental system in new towns. Conclusions of the study are as follows:
 - (i) a self-service bicycle rental system needs to provide public bicycle rental service at various locations at the same time to facilitate rental, return and change of bicycles by locals and tourists. Only then would the system attract patronage;
 - (ii) a self-service bicycle rental system requires frequent transfer of bicycles to ensure that there are adequate bicycles available for rental at various rental points. The bicycles also need to be regularly maintained. Back-up bicycles should be available to replace those under repair or stolen. Thus, the operating costs are relatively high; and

- (iii) the existing private rental services can already meet the current market demand and there is no need for a public rental system.

In addition, land in Hong Kong is limited. It will be difficult to provide public bicycle rental systems at numerous locations. Therefore, we have to carefully examine the matter. At the moment, we have no plan to introduce a self-service bicycle rental system.

Having said that, we note that the West Kowloon Cultural District Authority (WKCD) has launched a pilot self-service bicycle rental scheme at the waterfront promenade of the West Kowloon Cultural District, with two bicycle stations set up for public use. The WKCD will continue to assess and improve the service before the commissioning of the park.

The Government will continue to foster a “bicycle-friendly” environment where road safety and conditions permit, especially in new towns and new development areas, so as to promote cycling as a green mode for short-distance commuting, and to reduce the use of mechanised transport.

- (b) The Government encourages public transport operators to allow the carriage of bicycles on board provided that safety and passenger convenience are not compromised. Given that public transport is mainly used for carrying passengers and that about 90% of the commuters travel by means of public transport, the operators have set appropriate requirements for the carriage of bicycles by passengers having regard to actual occupancy situation as well as passenger safety and convenience. For example, the MTR Corporation Limited allows passengers to carry bicycle on board the train but requires them to fold up the bicycle or remove the front wheel of the bicycle. As for franchised buses, passengers may carry properly folded bicycles on board, provided that the bicycle does not occupy any seats or cause obstruction or hazard to other passengers. The TD will continue to keep in view the situation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. S0041)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Pursuant to Reply Serial No. THB(T)172, the Government is requested to provide further information:

- (a) How many complaint cases are still under processing?
- (b) In the past three years, there were some 700 complaint cases concerning driving tests but only two were substantiated. As for the unsubstantiated cases, please provide the breakdown figures by reasons for not establishing the complaints.
- (c) Will the Government consider reviewing the driving test procedures and complaint mechanism to make driving tests more fair, impartial and transparent, so as to strengthen protection for candidates?

Asked by: Hon TANG Ka-piu

Reply:

- (a) As at 7 April 2016, 21 complaint cases concerning driving test matters are under processing.
- (b) When processing complaints, the Transport Department (TD) examines information and evidence that can be collected concerning the case and carry out investigation. For cases in which the investigation outcome does not support the allegations in the complaint, the complaint would be concluded as not substantiated. The TD does not keep any information on rejection reasons for each complaint case.
- (c) The TD has been and will continue to conduct driving tests in a fair, impartial and transparent manner. This can be reflected by the small number of complaint cases (an average of about 240 cases per year) received when compared to the considerable number of driving tests conducted (about 136 000 tests on average per year) in the past three years. The existing complaint handling mechanism which includes the channel

for seeking review by the Transport Tribunal as provided by law is effective in ensuring the proper handling of all complaints received by the TD. The TD will review the driving test procedures and complaint handling mechanism from time to time and identify areas for improvement (if any) to ensure that good driving test services are provided to the public.

- End -