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CONTROLLING OFFICER'S REPLY

(Question Serial No. 1239)

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 (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) sets up the Emergency Transport Co-ordination Centre (ETCC) to handle planned or unplanned event, implement special traffic and transport arrangement, liaise with public transport institutions and disseminate traffic and transport information to the public. ETCC operates 24 hours daily with a Three-Tier Response System depending on the scale and severity of the incident. As such:

1. Please provide in the following table, from 2013-14 to 2018-19 (up to 31 December 2018), the numbers of ETCC Tier Two and Tier Three Operations.

Year	No. of Tier Two Operation	No. of Tier Three Operation
2013-14		
2014-15		
2015-16		
2016-17		
2017-18		
2018-19 (up to 31 December 2018)		

2. Please advise the average extra financial resource incurred when the Government escalated ETCC operation from Tier One to Tier Two or Tier Three Response.

3. Please list in the following table, from 2013-14 to 2018-19 (up to 31 December 2018), the dates and types of incidents of each ETCC Tier Three Operation:

Date	Incident details/reason for activation of ETCC Tier Three Operation	Type of Incident (Emergency Incident/Planned Event)

4. At present, ETCC operates with a three-tier mode according to the scale and severity of the incident. Will the Government advise on the indicators, guidelines and procedures to decide the mode of operation?

Asked by: Hon AU Nok-hin (LegCo internal reference no.: 18)

Reply:

1. The numbers of Tier Two and Tier Three Operations of the TD's ETCC from 2013-14 to 2018-19 (up to 31 December 2018) are tabulated as follows:

Year	No. of Tier Two Operation	No. of Tier Three Operation
2013-14	3	7
2014-15	13	4
2015-16	12	7
2016-17	10	18
2017-18	16	12
2018-19 (up to 31 December 2018)	7	22

2. The operation of ETCC is undertaken by the TD's existing staff as part of their regular duties and the costs of ETCC operations are absorbed by the TD's existing resources. No additional expenses are involved.

3. The dates and types of incidents of each ETCC Tier Three Operation from 2013-14 to 2018-19 (up to 31 December 2018) are tabulated as follows:

Date	**Incident details/reason for activation of ETCC Tier Three Operation**	**Type of Incident (Emergency Incident / Planned Event)**
1 July 2013	Public procession	Planned event
2 September 2013	New school year	Planned event
16 December 2013	Service disruption of MTR Tseung Kwan O Line Extension	Unplanned event
1 January 2014	Public procession	Planned event
29 January 2014	Taxi trade procession	Planned event
15 February 2014	Hong Kong Marathon	Planned event
18 February 2014	Electricity suspension of MTR East Rail Line	Unplanned event
1 July 2014	Public procession	Planned event
28 September to 15 December 2014	Occupy Central Movement	Unplanned event
25 January 2015	Hong Kong Marathon	Planned event
1 February 2015	Public procession	Planned event
14 June 2015	Public procession	Planned event
17 and 18 June 2015	Public procession	Planned event

Date	Incident details/reason for activation of ETCC Tier Three Operation	Type of Incident (Emergency Incident / Planned Event)
1 July 2015	Public procession	Planned event
28 September 2015	Public event	Planned event
10 October 2015	Hong Kong Cyclothon	Planned event
17 January 2016	Hong Kong Marathon	Planned event
17 to 19 May 2016	Visit of the Chairman of the Standing Committee of the National People's Congress, Zhang Dejiang, to Hong Kong	Planned event
1 July 2016	Public procession	Planned event
18 July 2016	Closure of Wui Man Road	Planned event
6 August 2016	Take-over of Eastern Harbour Crossing	Planned event
21 and 22 August 2016	Emergency repairing of Lion Rock Tunnel	Planned event
11 September 2016	Emergency repairing of Lion Rock Tunnel	Planned event
11 to 12 September 2016	MTR Shatin-Central Link construction works	Planned event
25 September 2016	Hong Kong Cyclothon	Planned event
8 and 9 October 2016	FIA Formula E Hong Kong E-Prix	Planned event
1 January 2017	Public procession	Planned event
12 February 2017	Hong Kong Marathon	Planned event
20 March 2017	Public petition	Planned event
26 March 2017	2017 Chief Executive Election	Planned event
29 June to 1 July 2017	20th Anniversary of the Establishment of the Hong Kong Special Administrative Region	Planned event
1, 4 and 5 September 2017	New school year	Planned event
1 October 2017	Public procession	Planned event
8 October 2017	Hong Kong Cyclothon	Planned event
12 November 2017	Shatin Cycle Racing	Planned event
2 and 3 December 2017	FIA Formula E Hong Kong E-Prix	Planned event
21 January 2018	Hong Kong Marathon	Planned event
1 July 2018	Public procession	Planned event
3 September 2018	New school year	Planned event
15 to 22 September 2018	Super typhoon Mangkhut	Unplanned event
23 and 24 September 2018	Commissioning of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	Planned event
28 to 30 September 2018	Trial run of Hong Kong-Zhuhai-Macao Bridge	Planned event
14 October 2018	Hong Kong Cyclothon	Planned event
24 to 29 October, 3,4,10,11, 17 and 18 November 2018	Commissioning of Hong Kong-Zhuhai-Macao Bridge	Planned event

Date	Incident details/reason for activation of ETCC Tier Three Operation	Type of Incident (Emergency Incident / Planned Event)
9 December 2018	Hong Kong Island 10-km running competition	Planned event

4. ETCC monitors and handles traffic and transport incidents on a 24-hour basis. Its mode of operation will be escalated from Tier One to Tier Two or Tier Three having regard to the scale and severity of the planned events or unplanned traffic and transport incidents, assessment of which are based on incident locations, length of traffic queues, spread of traffic congestion, estimated duration of traffic and transport service disruption and number of public transport passengers affected, etc.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1250)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. One of the main tasks of the Transport Department (TD) is to arrange road tests for drivers of various transport modes. Our office receives views claiming that, after the New Kwun Tong Driving School comes into operation, the four designated driving schools (DDSs) in Hong Kong will be operated under the same company group in a monopolised market. Hence, it is worried that the gap of the road test waiting time and passing rate between the general application and DDSs will be widened and causing further unfairness. Would the Government compare the average waiting time of road tests (Part C) of private cars (PCs), motor cycles (MCs), light goods vehicles (LGVs) and other transport modes of the general application and DDSs of 2018-19 in the following table by taking reference of "Waiting Time of Driving Tests" provided by the TD:

   (https://eapps2.td.gov.hk/repoes/td-es-app517/WaitingTimeExtPreview.do?language=zh)

	PC		MC		LGV		Other Transport Modes	
	General Application	DDSs	General Application	DDSs	General Application	DDSs	General Application	DDSs
2018-19 Average Waiting Time								

2. In 2018-19, what are the passing rates of Part C road test for general application and driving schools respectively?

	PC		MC		LGV		Other Transport Modes	
	General Application	DDSs	General Application	DDSs	General Application	DDSs	General Application	DDSs
Passing rate								

3. How will the TD assess the change in driving training market after all the four DDSs are operated under the same company group in a monopolised market? How will the TD ensure consistency, fairness and justice in conducting road tests?

4. What are the reasons for the difference in the road test waiting time for the general applications and DDS?

5. It is learned that after all the four DDSs are operated under the same company group in an exclusive market, the MC Part B mandatory test must be conducted in DDSs. Why does the TD disallow the public to take the MC Part B mandatory test through an open application?

6. In the past five years, how many complaints against the results of road tests were received? How many cases were ruled in favour of the candidates?

7. There are companies in the market using computer scripts to apply for repeater early test appointment service. Has the Department assessed to what extent such activities have increased the difficulty for the general applicant to apply for the tests?

Asked by: Hon AU Nok-hin (LegCo internal reference no.: 45)

Reply:

1. & 4.
The Government adopts a "two-pronged approach" for driver training in view of the traffic situation in Hong Kong. On the one hand, we promote off-street driver training through the establishment of DDSs to reduce traffic congestion caused by on-street driver training. On the other hand, we maintain adequate supply of private driving instructors (PDIs) for on-street driver training provided that such activities will not aggravate the traffic situation or cause road safety concerns. Under this policy, the TD has been sourcing suitable sites for setting up DDSs. At present, there are two types of DDSs: DDSs set up on Government short term tenancy (STT) sites, and DDSs on sites provided by the operators on their own. For the former, their tenders were awarded through competitive bidding based on the highest rental proposal with the mandatory requirements being met. The practice of competitive tendering in acquiring Government STT site for designation of DDS is well-established, transparent and fair. All tenderers were assessed on a level playing field. For the latter, the Government welcomes application from any operator who can provide the sites on their own to operate DDS provided that all the pre-requisite requirements are met. The present market of driver training is open to all potential participants.

The average waiting time for conducting combined road test and Part C road test in respect of different vehicle classes in 2018-19 (up to end January), with breakdowns of applications from candidates learning with PDIs and DDSs are set out in the table below :

(a) Non-commercial Vehicles

Test Type	PC (Combined)		LGV (Combined)		PC (Part C)		MC (Part C)		LGV (Part C)	
Sector	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS
Average Waiting time (days)	250	250	260	249	91	245	262	227	101	245

(b) Commercial Vehicles [Note 1]

Test Type	Medium Goods Vehicle (MGV)		Heavy Goods Vehicle (HGV)		Articulated Vehicle (AV)		Private Light Bus/ Public Light Bus (PLB)		Private Bus/ Public Bus (PB)	
Sector	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS	PDI	DDS
Average Waiting time (days)	67	64	68	NA[Note 2]	57	59	50	NA[Note2]	66	63

Note 1: There is no definition of "commercial vehicles" in existing legislation. For the purpose of classifying driving licences, taxis, MGVs, HGVs, private light buses and PLBs, private buses and PBs, franchised buses, AVs and special purpose vehicles are generally regarded as "commercial vehicles".

Note 2: There was no road test of HGV and Private Light Bus/ PLB held in the DDS sector as the relevant driving training is available in PDI sector only.

Generally speaking, the average waiting time of PC and LGV combined tests, MC Part C road tests and road tests for other commercial vehicles in the PDI and DDS sector were similar. The average waiting time of PC and LGV Part C road tests in PDI sector is significantly shorter than that in DDS sector because such demand for PDI sector is lower. The PC and LGV Part C road tests for PDI sector only cater for driving test candidates who have failed in the road test, whilst for DDS driving test candidates include both first-time and repeated candidates.

2.

The passing rate of candidates trained by PDI and DDS in respect of the Part C road test for various vehicles types in 2018 are tabulated below:

Vehicle Types	Passing rate in the PDI sector	Passing rate in the DDS sector
PC	28.6%	36.6%
LGV	23.1%	25.8%
MC	40.1%	41.4%

Vehicle Types	Passing rate in the PDI sector	Passing rate in the DDS sector
MGV	34.6%	44.0%
HGV	28.9%	N.A.
Private Bus /PB	42.8%	38.5%
Private light bus /PLB	29.7%	N.A.
AV	39.0%	53.8%

3.
The present market for driver training is open to all potential participants. Learner drivers are free to choose between receiving driver training either at DDSs or from a PDI. In the past three years, over 70% of candidates taking the TD's driving tests received their training from PDIs. All driving tests are conducted by Driving Examiners of the TD regardless of whether the driving tests are conducted at DDS or other driving test centres. The standard and requirements of tests imposed by the TD for all candidates are the same.

5.
According to the Road Traffic (Driving Licences) Regulations (Cap. 374B), Part B of a MC driving test shall comprise a basic driving skill test conducted in a DDS. Candidates must pass this competence test before applying for a road test. This aims to ensure that candidates are properly trained in well-equipped off-road facilities and be competent enough to ride a MC before they are allowed for driving practices on roads. This mandatory requirement would ensure road safety as new MC learners are more prone to losing balance. Any company which has the pre-requisite off-road facilities can apply to operate as a DDS to provide MC training course.

6.
If a candidate is not satisfied with the driving test results, he/she can lodge a complaint to the TD, which will be handled by more senior driving examiners. If he/she is still not satisfied with the decision, he/she may apply for a review by an independent Transport Tribunal in accordance with Regulation 45 of the Road Traffic (Driving Licence) Regulations (Cap. 374B). The number of complaint cases against road test results and the ruling in the past five years are tabulated as follows:

Year	2014	2015	2016	2017	2018
No. of complaint cases against test results	260	249	231	192	205
No. of cases ruled in favour of the candidate	0	1	1	0	1

7.
In combating the use of computer scripts for the booking of the early repeater driving test slots via its online booking system for their clients, the TD has implemented a series of

enhancement measures over the past years to alleviate the situation. Such measures include (i) adding a verification code on the reservation page to ensure the applications are made by manual input; (ii) upgrading internet security to block computer script from skipping essential steps on the reservation pages; and (iii) using software to ensure that the online booking system would only process applications made by manual entries. After the implementation of the enhancement measures, the suspected applications were effectively blocked and no reservation made by the computer scripts was identified in recent months. The TD will continue to closely monitor the operation of early repeater driving test booking system and enhance the internet security of the system where necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0991)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

1. the design capacities and peak-hour utilisation of the ten strategic routes in Hong Kong;
2. the change in traffic flow following the commissioning of the Central-Wan Chai Bypass;
3. the design capacities and peak-hour utilisation of various tunnels in Hong Kong;
4. the casualties involved in traffic accidents;
5. the average daily patronage of various public transport modes and their respective ratios;
6. the toll levels and operational expenditures of various tunnels; and
7. the utilisation rates of the Autotoll system of various tunnels.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 54)

Reply:

1. The design capacities and peak-hour utilisation rates of the strategic routes in Hong Kong in the past three years are in Annex 1.

2. The Central-Wan Chai Bypass (CWB) was fully commissioned on 24 February 2019. The average daily number of vehicles using CWB during weekdays is about 53 000 and the observed traffic conditions at Connaught Road Central, Harcourt Road and Gloucester Road have improved. As it is now still at an early stage since the full commissioning of CWB, the traffic conditions have not yet stabilised and the Transport Department will continue to monitor the traffic situation and collect traffic data for further assessment.

3. The design capacities and peak-hour utilisation rates of various tunnels in the past three years are in Annex 2.

4. The total numbers of casualties involved in traffic accidents in the past three years are as follows:

Year	Total number of casualties involved in traffic accidents
2016	20 132
2017	19 888
2018	19 637

5. The average daily public transport passenger journeys from 2016 to 2018 are provided in Annex 3.

6. The toll levels and operating costs of various tunnels are in Annex 4.

7. The usage of Autotoll of various tunnels from 2016 to 2018 is provided in the table below:

Toll Tunnels	2018	2017	2016
Aberdeen Tunnel	55%	51%	53%
Cross-Harbour Tunnel	43%	41%	42%
Eastern Harbour Crossing	49%	50%	51%
Tate's Cairn Tunnel	55%	55%	55%
Lion Rock Tunnel	46%	45%	46%
Shing Mun Tunnels	43%	42%	42%
Tseung Kwan O Tunnel	47%	47%	47%
Route 8K (Eagle's Nest Tunnel and Sha Tin Heights Tunnel)	51%	51%	49%
Western Harbour Crossing	55%	56%	55%
Tai Lam Tunnel	56%	57%	56%

Annex 1

Design capacity and peak-hour utilisation rate of strategic routes

Road Section	Strategic Route[1]	Direction	Design Capacity (vehicles/ hour)	Utilisation Rate[2]		
				2015	2016	2017
Hong Kong						
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	9 450	0.6	0.7	0.6
Kowloon						
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	4 700	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	4 700	0.6	0.6	0.7
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	4 700	0.8	0.9	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	3 000	0.9	0.9	0.9

Road Section	Strategic Route[1]	Direction	Design Capacity (vehicles/ hour)	Utilisation Rate[2]		
				2015	2016	2017
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	4 700	0.9	0.8	0.9
New Territories East						
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	6 300	0.9	0.9	1.0
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	4 700	0.4	0.5	0.5
New Territories West						
Ting Kau Bridge	3	Southbound	4 700	1.1	1.0	1.0
Nam Wan Tunnel	8	Eastbound	4 700	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	6 300	1.0	0.9	0.9

Road Section	Strategic Route[1]	Direction	Design Capacity (vehicles/ hour)	Utilisation Rate[2]		
				2015	2016	2017
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)[3]	10	Northbound	3 000	-	-	0.2

Notes

1 The utilisation rate for Route 6 is not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning.

2 The utilisation rate refers to the ratio of traffic volume to design capacity at the morning peak hour (i.e. the busiest one hour from 7:00 am to 10:00 am on weekdays). The traffic volume statistics in the Annual Traffic Census are currently available up to 2017.

3 Since no peak-hour traffic flow data are available in the Annual Traffic Census 2015 and 2016, the corresponding utilisation rate cannot be compiled for Kong Sham Western Highway. The utilisation rate for 2017 was compiled based on individual traffic surveys.

Annex 2

Design capacity and peak-hour utilisation rate of various tunnels

Tunnel	Direction	Design Capacity (vehicles/hour)	Utilisation Rates[1]		
			2016	2017	2018
Aberdeen Tunnel	Northbound	2 600	0.6	0.6	0.6
	Southbound	2 600	0.7	0.7	0.7
Cross-Harbour Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.1	1.1	1.1
Eastern Harbour Crossing	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Western Harbour Crossing	Northbound	4 200	0.6	0.6	0.6
	Southbound	4 200	0.6	0.6	0.6
Lion Rock Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Tate's Cairn Tunnel	Northbound	2 600	0.8	0.8	0.9
	Southbound	2 600	0.8	0.9	0.9
Tseung Kwan O Tunnel	Westbound	2 600	1.0	1.0	1.0
	Eastbound	2 600	1.0	1.1	1.1
Eagle's Nest Tunnel & Shatin Heights Tunnel	Northbound	4 700	0.4	0.4	0.5
	Southbound	4 700	0.5	0.5	0.5
Shing Mun Tunnels	Westbound	2 600	0.7	0.7	0.7
	Eastbound	2 600	0.7	0.7	0.7
Tai Lam Tunnel	Northbound	4 700	0.4	0.4	0.4
	Southbound	4 700	0.5	0.5	0.5

Note

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

Annex 3

Average Daily Public Transport Passenger Journeys from 2016 to 2018

	Franchised Buses ('000)	**Mass Transit Railway ('000)**	**Hongkong Tramways ('000)**	**Public Light Buses ('000)**	**Ferries[2] ('000)**	**Taxis ('000)**	**Residents' Services ('000)**	**MTR Buses (Northwest New Territories) ('000)**	**Total ('000)**
2016	3 957.4 (31.4%)	5 186.8 (41.2%)	176.9 (1.4%)	1 834.6 (14.6%)	130.8 (1.0%)	933.1 (7.4%)	234.1 (1.9%)	137.7 (1.1%)	12 591.5 (100.0%)
2017	3 966.5 (31.3%)	5 340.5 (42.1%)	172.1 (1.4%)	1 814.8 (14.3%)	128.2 (1.0%)	898.0 (7.1%)	231.6 (1.8%)	139.0 (1.1%)	12 690.8 (100.0%)
2018	4 054.3 (31.5%)	5 461.6 (42.4%)	164.7 (1.3%)	1 810.8[1] (14.1%)	127.3 (1.0%)	889.2[1] (6.9%)	224.9[1] (1.7%)	139.8 (1.1%)	12 872.6 (100.0%)

Notes

1 Provisional Figures

2 Excluding patronage figures of the special ferry service for Joss House Bay.

3 Figures in brackets denote percentage share of all public transport modes.

Annex 4

Current toll levels of various tunnels

Vehicle type	Cross-Harbour Tunnel	Eastern Harbour Crossing	Aberdeen Tunnel	Lion Rock Tunnel	Shing Mun Tunnels	Tseung Kwan O Tunnel	Route 8K[1]	Tai Lam Tunnel	Western Harbour Crossing	Tate's Cairn Tunnel
Motor cycles, motor tricycles	$8	$13						$22[3]	$25[3]	$15
Private cars	$20	$25						$48[3]	$70[3]	$20
Taxis	$10	$25 / $15[2]						$48[3]	$65[3]	$20
Public light buses	$10	$38						$100[3]	$80[3]	$23
Private light buses	$10	$38						$100[3]	$80[3]	$24
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	$15	$38						$49[3]	$80[3]	$24
Medium goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	$20	$50	$5[4] (Flat toll)	$8[4] (Flat toll)	$5[4] (Flat toll)	$3[4] (Flat toll)	$8[4] (Flat toll)	$55[3]	$105[3]	$28
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	$30	$75						$60[3]	$135[3]	$28
Public and private single-decked buses	$10[4]	$50[4]						$143[3]	$130[3]	$32[4]
Public and private double-decked buses	$15[4]	$75[4]						$168[3]	$185[3]	$35[4]
Each additional axle in excess of two	$10	$25						Free of charge[3]	$30[3]	$24

Notes

1 Eagle's Nest Tunnel forms part of Route 8K.

2 Toll level for taxis without passengers is $15 and the tolls are settled at toll booths other than Autotoll booths.

[3] Concessionary tolls in effect until further notice.

[4] Except franchised buses which are waived from tolls for using government tolled tunnels with effect from 17 February 2019.

Operating costs of Government tolled tunnels from 2016 to 2018

Tunnel[1]	**2017-18 ($ million)**	**2016-17 ($ million)**	**2015-16 ($ million)**
Cross-Harbour Tunnel[2]	79	70	63
Eastern Harbour Crossing[2,3]	103	67	-
Aberdeen Tunnel[4]	80	77	71
Lion Rock Tunnel[4]	70	75	69
Shing Mun Tunnels[4]	67	67	65
Tseung Kwan O Tunnels[4]	56	55	53
Route 8K[4,5]	271	300	271

Notes

[1] Tai Lam Tunnel, Western Harbour Crossing and Tate's Cairn Tunnel are not included, as they are "Build-Operate-Transfer" projects which are owned and operated by the respective franchisees during the period. Tate's Cairn Tunnel was subsequently reverted to Government ownership on 11 July 2018 upon expiry of the "Build-Operate-Transfer" franchise.

[2] Eastern Harbour Crossing and Cross-Harbour Tunnel were "Build-Operate-Transfer" projects. The capital cost of Eastern Harbour Crossing and Cross-Harbour Tunnel were not contributed by the Government. The figures provided in the above table represent the management fee paid to the contractors for the year concerned.

[3] Eastern Harbour Crossing reverted to Government ownership on 7 August 2016, upon expiry of the "Build-Operate-Transfer" franchise.

[4] These tunnels were constructed by the Government. The operating costs have taken into account the depreciation charges of the capital costs of the tunnels for the years concerned.

[5] The operating costs cover all related infrastructure for the section of Route 8 between Shatin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle's Nest Tunnel and Sha Tin Heights Tunnel.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1388)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

1. the numbers of complaints about bicycles received by government departments and among them, the numbers of complaints about "bicycle-sharing";
2. the total number of clearance operations against illegally parked bicycles, the total number of bicycles confiscated and among them, the number of those which were "shared bicycles";
3. the numbers of accidents involving bicycles in the past three years;
4. the numbers of bicycle parking spaces currently provided in various districts; and
5. the progress of the work in improving existing cycle tracks and associated facilities in nine new towns in the New Territories.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 35)

Reply:

1. In 2018, the Government received 3 579 complaints relating to bicycles via the 1823 Call Centre. Among these complaints, 957 were related to dockless automated bicycle rental service.

2. In 2018, the Government conducted 403 joint clearance operations against illegally parked bicycles. A total of 14 047 bicycles were removed, of which 3 898 were dockless automated rental bicycles.

3. The numbers of traffic accidents involving bicycles in 2016, 2017 and 2018 were 2 087, 1 917 and 1 804 respectively.

4. The numbers of public bicycle parking spaces as at December 2018 are tabulated in Annex.

5. Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works.

Annex

Number of Existing Bicycle Parking Spaces by Districts (as at December 2018)

District	Bicycle parking spaces
Central & Western	40
Wan Chai	8
Eastern	44
Southern	13
Kowloon City	75
Sham Shui Po	60
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 639
North	6 503
Sai Kung	5 763
Sha Tin	12 368
Tai Po	6 472
Tsuen Wan	113
Tuen Mun	7 016
Yuen Long	15 333
Total	**60 575**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0365)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the measure to increase the seating capacity of public light buses (PLBs) to 19, please advise on the following:

(1) What is the number of PLBs which have the seating capacity increased to 19 across the territory?
(2) Please list out the distribution of the above PLBs in the 18 districts in Hong Kong.
(3) Have the operators of the above PLBs which have the seating capacity increased applied for fare increase in the past year, or will they apply for fare increase in the coming year? If yes, please list out the routes involved, the rates of fare increase applied for, as well as the results of the Transport Department (TD)'s assessment of the fare increase applications.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 1)

Reply:

(1) The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs. Among these 949 19-seat PLBs registered, 799 are green minibuses (GMBs) deployed on 270 GMB routes, and 150 are red minibuses (RMBs).

(2) The distribution of the 799 19-seat PLBs deployed on 270 GMB routes in the 18 districts in Hong Kong is tabulated below:

District		Number of 19-seat PLBs deployed on GMB routes of the district (Note)
Hong Kong Island		
1.	Central & Western	88
2.	Eastern	29
3.	Southern	109

District		Number of 19-seat PLBs deployed on GMB routes of the district (Note)
4.	Wan Chai	122
Kowloon		
5.	Kowloon City	115
6.	Kwun Tong	104
7.	Sham Shui Po	57
8.	Yau Tsim Mong	152
9.	Wong Tai Sin	127
New Territories		
10.	Islands	0
11.	Kwai Tsing	85
12.	North	95
13.	Sai Kung	88
14.	Sha Tin	100
15.	Tai Po	47
16.	Tsuen Wan	87
17.	Tuen Mun	64
18.	Yuen Long	99

Note: For GMB routes with origins and destinations in different districts, the number of 19-seat PLBs would be counted in both the origin and destination district. Therefore, the sum of the number of 19-seat PLBs in all districts may be greater than the total number of 19-seat GMBs in the territory.

As RMBs are not required to operate on fixed routes or timetable, the TD does not maintain the figures on the distribution of the 19-seat RMBs in the 18 districts in Hong Kong.

(3) In assessing the fare adjustment applications from GMB operators, the TD will carefully take into account various relevant factors, in accordance with established procedures. These factors include (i) the financial position of the GMB service concerned, including the operating cost and revenue; (ii) the service quality and service improvement plan; (iii) the availability of other public transport services with similar routeing and their respective fares; and (iv) the public acceptability on the proposed rate of fare increase, etc. The GMB operators which have the seating capacity increased and which applied for fare increase in 2018-19 are tabulated below:

GMB route		Fare adjustment applied for	Result
1.	Hong Kong Island (HKI) 1	To increase by 9.6%	Being processed
2.	HKI 1A	To increase by 9.6%	Being processed
3.	HKI 2	To increase by 9.6%	Being processed
4.	HKI 3	To increase by 9.6%	Being processed
5.	HKI 3A	To increase by 9.6%	Being processed
6.	HKI 14M	To increase by 17.6%	Being processed
7.	HKI 21A	To increase by 17.6%	Being processed
8.	HKI 21M	To increase by 17.6%	Being processed
9.	HKI 24A	To increase by 17.2%	Being processed

GMB route		Fare adjustment applied for	Result
10	HKI 24M	To increase by 17.2%	Being processed
11.	HKI 25	To increase by 17.2%	Being processed
12.	HKI 28	To increase by 9.6%	Being processed
13.	HKI 32	To increase by 21.2%	To be increased by 8.4%
14.	HKI 32A	To increase by 21.2%	To be increased by 8.4%
15.	HKI 33	To increase by 21.2%	To be increased by 8.4%
16.	HKI 33M	To increase by 21.2%	To be increased by 8.4%
17.	HKI 43M	To increase by 29.6%	Being processed
18.	HKI 44M	To increase by 29.6%	Being processed
19.	HKI 47M	To increase by 28.6%	Being processed
20.	HKI 48M	To increase by 28.6%	Being processed
21.	HKI 51	To increase by 18.2%	To be increased by 5.8%
22.	HKI 51S	To increase by 18.2%	To be increased by 5.8%
23.	HKI 52	To increase by 15.5%	Being processed
24.	HKI 58	To increase by 30.0%	Being processed
25.	HKI 59	To increase by 30.0%	Being processed
26.	HKI 66	To increase by 17.1%	Being processed
27.	HKI 68	To increase by 17.1%	Being processed
28.	HKI 69	To increase by 21.3%	To be increased by 4.3%
29.	Kowloon (Kln) 16	To increase by 12.0%	Being processed
30.	Kln 22M	To increase by 5.4%	Being processed
31.	Kln 46	To increase by 6.6%	Being processed
32.	Kln 72	To increase by 11.9%	Being processed
33.	Kln 86	To increase by 11.7%	Being processed
34.	Kln 89A	To increase by 25.5%	Being processed
35.	Kln 89B	To increase by 25.5%	Being processed
36.	New Territories (NT) 11	To increase by 17.1%	To be increased by 5.9%
37.	NT 11A	To increase by 17.1%	To be increased by 5.9%
38.	NT 11M	To increase by 17.1%	To be increased by 5.9%
39.	NT 12	To increase by 17.1%	To be increased by 5.9%
40.	NT 19S	To increase by 7.9%	Being processed
41.	NT 25K	To increase by 7.0%	To be increased by 7.0%
42.	NT 52A	To increase by 25.8%	To be increased by 4.9%
43.	NT 52K	To increase by 25.8%	To be increased by 4.9%
44.	NT 54A	To increase by 25.2%	To be increased by 6.0%
45.	NT 54K	To increase by 25.2%	To be increased by 6.0%
46.	NT 55K	To increase by 13.6%	To be increased by 7.4%
47.	NT 56A	To increase by 13.6%	To be increased by 7.4%
48.	NT 56K	To increase by 13.6%	To be increased by 7.4%
49.	NT 63K	To increase by 20.0%	To be increased by 12.0%
50.	NT 63S	To increase by 20.0%	To be increased by 12.0%
51.	NT 64K	To increase by 20.0%	To be increased by 12.0%
52.	NT 65K	To increase by 32.7%	To be increased by 15.1%
53.	NT 65A	To increase by 32.7%	To be increased by 15.1%
54.	NT 81	To increase by 27.6%	To be increased by 8.4%

GMB route		Fare adjustment applied for	Result
55.	NT 81M	To increase by 27.6%	To be increased by 8.4%
56.	NT 82	To increase by 27.6%	To be increased by 8.4%
57.	NT 82M	To increase by 27.6%	To be increased by 8.4%
58.	NT 89	To increase by 21.0%	To be increased by 6.3%
59.	NT 89M	To increase by 21.0%	To be increased by 6.3%
60.	NT 98	To increase by 21.0%	To be increased by 6.3%
61.	NT 108A	To increase by 7.9%	Being processed
62.	NT 808	To increase by 11.5%	To be increased by 6.3%
63.	NT 809K	To increase by 11.5%	To be increased by 6.3%
64.	NT 814	To increase by 11.0%	To be increased by 9.0%

The TD does not have information on whether GMB operators will apply for fare increase in 2019-20.

As the fare level of RMBs are not regulated, the TD does not have the information on the fare increase of the 19-seat RMBs in the 18 districts in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0366)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out the passenger reward measures offered by each franchised bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved over the past year.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 4)

Reply:

According to the Passenger Reward Arrangement under the Fare Adjustment Arrangement for Franchised Buses, when the rate of return on the average net fixed asset for a franchised bus operator reaches or exceeds a pre-set threshold (updated from 9.7% to 8.7% on 8 January 2019) in a particular year, the franchised bus operator shall share any profit over and above the threshold with passengers on a 50:50 basis in the form of fare concessions.

Details of the fare concession schemes offered by franchised bus operators under the Passenger Reward Arrangement in 2018 are as follows:

Fare concession scheme	Amount used ($ million)	Number of beneficiaries (million, in term of passenger trips)
The Kowloon Motor Bus Company (1933) Limited 1. free ride for the elderly on the Senior Citizen's Day on 18 November 2018	**0.7**	**0.4**

Fare concession scheme	Amount used ($ million)	Number of beneficiaries (million, in term of passenger trips)
Long Win Bus Company Limited 1. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 2. same day return discounts on "Airbus Services" with forward trip on "North Lantau External Services" between 1 October 2017 and 30 June 2018*.	**0.2**	**0.02**
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) 1. $2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); and 2. free ride for the elderly on the Senior Citizen's Day on 18 November 2018.	**1.1**	**1.0**
New World First Bus Services Limited 1. free ride for the elderly on the Senior Citizen's Day on 18 November 2018	**0.1**	**0.06**
Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. same day return discounts on "Airbus Services" routes; 2. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff and staff of the Hong Kong Port of the Hong Kong – Zhuhai – Macao Bridge; 3. concession on prepaid tickets on "Airbus Services" routes; and 4. free ride for the elderly on the Senior Citizen's Day on 18 November 2018.	**39.7**	**3.4**

* The concession period of this time-limited fare concession started in 2017. The figures on the amount used and number of beneficiaries in the table cover only that from 1 January 2018.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0367)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

GMB route	Application date	Fare adjustment applied for	Result	Average daily patronage of the respective route

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 5)

Reply:
The latest situation on fare adjustment applications of GMB routes received by the TD in 2018-19 are as follows:

GMB route		**Application date**	**Fare adjustment applied for**	**Result**	**Daily patronage* (per package)**
1.	Hong Kong Island (HKI) 51	April 2018	To increase by 18.2%	To be increased by 5.8%	17 000
2.	HKI 51A	April 2018	To increase by 18.2%	To be increased by 5.8%	
3.	HKI 51S	April 2018	To increase by 18.2%	To be increased by 5.8%	
4.	HKI 52	April 2018	To increase by 15.5%	Being processed	6 800
5.	HKI 69	April 2018	To increase by 21.3%	To be increased by 4.3%	7 600
6.	HKI 69A	April 2018	To increase by 21.3%	To be increased by 3.8%	
7.	HKI 69X	April 2018	To increase by 21.3%	To be increased by 4.0%	
8.	Kowloon (Kln) 9M	April 2018	To increase by 25.0%	Being processed	6 000

GMB route		Application date	Fare adjustment applied for	Result	Daily patronage* (per package)
9.	Kln 71A	May 2018	To increase by 12.5%	Being processed	13 900
10.	Kln 71B	May 2018	To increase by 12.5%	Being processed	
11.	New Territories (NT) 55K	May 2018	To increase by 13.6%	To be increased by 7.4%	21 800
12.	NT 56A	May 2018	To increase by 13.6%	To be increased by 7.4%	
13.	NT 56B	May 2018	To increase by 13.6%	To be increased by 7.4%	
14.	NT 56C	May 2018	To increase by 13.6%	To be increased by 7.4%	
15.	NT 56K	May 2018	To increase by 13.6%	To be increased by 7.4%	
16.	NT 301	May 2018	To increase by 14.9%	To be increased by 5.7%	7 900
17.	NT 301M	May 2018	To increase by 14.9%	To be increased by 5.7%	
18.	NT 302	May 2018	To increase by 14.9%	To be increased by 5.7%	
19.	NT 81	June 2018	To increase by 27.6%	To be increased by 8.4%	8 400
20.	NT 81M	June 2018	To increase by 27.6%	To be increased by 8.4%	
21.	NT 82	June 2018	To increase by 27.6%	To be increased by 8.4%	
22.	NT 82M	June 2018	To increase by 27.6%	To be increased by 8.4%	
23.	NT 89	June 2018	To increase by 21.0%	To be increased by 6.3%	30 300
24.	NT 89A	June 2018	To increase by 21.0%	To be increased by 6.3%	
25.	NT 89B	June 2018	To increase by 21.0%	To be increased by 6.3%	
26.	NT 89M	June 2018	To increase by 21.0%	To be increased by 6.3%	
27.	NT 89P	June 2018	To increase by 21.0%	To be increased by 6.3%	
28.	NT 89S	June 2018	To increase by 21.0%	To be increased by 6.3%	
29.	NT 98	June 2018	To increase by 21.0%	To be increased by 6.3%	
30.	NT 112A	June 2018	To increase by 8.4%	To be increased by 7.3%	3 700
31.	NT 112M	June 2018	To increase by 8.4%	To be increased by 7.3%	
32.	NT 112S	June 2018	To increase by 8.4%	To be increased by 7.3%	
33.	Kln 16	June 2018	To increase by 12.0%	Being processed	30 100
34.	Kln 16A	June 2018	To increase by 12.0%	Being processed	
35.	Kln 16B	June 2018	To increase by 12.0%	Being processed	
36.	Kln 16S	June 2018	To increase by 12.0%	Being processed	
37.	Kln 89A	June 2018	To increase by 25.5%	Being processed	7 800
38.	Kln 89B	June 2018	To increase by 25.5%	Being processed	
39.	Kln 89C	June 2018	To increase by 25.5%	Being processed	
40.	HKI 32	July 2018	To increase by 21.2%	To be increased by 8.4%	12 400
41.	HKI 32A	July 2018	To increase by 21.2%	To be increased by 8.4%	
42.	HKI 33	July 2018	To increase by 21.2%	To be increased by 8.4%	
43.	HKI 33M	July 2018	To increase by 21.2%	To be increased by 8.4%	
44.	NT 11B	July 2018	To increase by 17.1%	To be increased by 5.9%	13 300
45.	NT 11	July 2018	To increase by 17.1%	To be increased by 5.9%	
46.	NT 11A	July 2018	To increase by 17.1%	To be increased by 5.9%	
47.	NT 11M	July 2018	To increase by 17.1%	To be increased by 5.9%	
48.	NT 11S	July 2018	To increase by 17.1%	To be increased by 5.9%	
49.	NT 12	July 2018	To increase by 17.1%	To be increased by 5.9%	
50.	NT 52A	July 2018	To increase by 25.8%	To be increased by 4.9%	20 500
51.	NT 52B	July 2018	To increase by 25.8%	To be increased by 4.9%	
52.	NT 52K	July 2018	To increase by 25.8%	To be increased by 4.9%	

GMB route		Application date	Fare adjustment applied for	Result	Daily patronage* (per package)
53.	NT 54A	July 2018	To increase by 25.2%	To be increased by 6.0%	3 000
54.	NT 54K	July 2018	To increase by 25.2%	To be increased by 6.0%	
55.	NT 65A	July 2018	To increase by 32.7%	To be increased by 15.1%	10 900
56.	NT 65K	July 2018	To increase by 32.7%	To be increased by 15.1%	
57.	NT 65S	July 2018	To increase by 32.7%	To be increased by 15.1%	
58.	NT 66K	July 2018	To increase by 32.7%	To be increased by 15.1%	
59.	NT 67A	July 2018	To increase by 32.7%	To be increased by 15.1%	
60.	NT 67K	July 2018	To increase by 32.7%	To be increased by 15.1%	
61.	HKI 43M	July 2018	To increase by 29.6%	Being processed	8 400
62.	HKI 44M	July 2018	To increase by 29.6%	Being processed	
63.	HKI 47E	July 2018	To increase by 28.6%	Being processed	32 400
64.	HKI 47M	July 2018	To increase by 28.6%	Being processed	
65.	HKI 47S	July 2018	To increase by 28.6%	Being processed	
66.	HKI 48M	July 2018	To increase by 28.6%	Being processed	
67.	Kln 43M	July 2018	To increase by 19.4%	Being processed	9 700
68.	NT 814	August 2018	To increase by 11.0%	To be increased by 9.0%	1 900
69.	NT 25A	August 2018	To increase by 7.0%	To be increased by 7.0%	15 400
70.	NT 25B	August 2018	To increase by 7.0%	To be increased by 7.0%	
71.	NT 25K	August 2018	To increase by 7.0%	To be increased by 7.0%	
72.	HKI 24A	August 2018	To increase by 17.2%	Being processed	9 400
73.	HKI 24M	August 2018	To increase by 17.2%	Being processed	
74.	HKI 25	August 2018	To increase by 17.2%	Being processed	
75.	Kln 22A	August 2018	To increase by 5.4%	Being processed	17 000
76.	Kln 22M	August 2018	To increase by 5.4%	Being processed	
77.	NT 19S	August 2018	To increase by 7.9%	Being processed	2 600
78.	NT 108A	August 2018	To increase by 7.9%	Being processed	
79.	NT 10M	September 2018	To increase by 23.5%	To be increased by 11.4%	7 900
80.	NT 13	September 2018	To increase by 23.5%	To be increased by 11.4%	
81.	NT 110	September 2018	To increase by 23.5%	To be increased by 11.4%	
82.	NT 94	September 2018	To increase by 13.4%	To be increased by 7.2%	6 900
83.	NT 94A	September 2018	To increase by 13.4%	To be increased by 7.2%	
84.	NT 94S	September 2018	To increase by 13.4%	To be increased by 7.2%	
85.	HKI 9	September 2018	To increase by 21.7%	Being processed	8 800
86.	HKI 12	September 2018	To increase by 21.7%	Being processed	
87.	HKI 13	September 2018	To increase by 21.7%	Being processed	
88.	HKI 58	September 2018	To increase by 30.0%	Being processed	16 800
89.	HKI 58A	September 2018	To increase by 30.0%	Being processed	
90.	HKI 58M	September 2018	To increase by 30.0%	Being processed	
91.	HKI 59	September 2018	To increase by 30.0%	Being processed	
92.	HKI 59A	September 2018	To increase by 30.0%	Being processed	
93.	HKI 59B	September 2018	To increase by 30.0%	Being processed	
94.	HKI 66	September 2018	To increase by 17.1%	Being processed	5 100
95.	HKI 66A	September 2018	To increase by 17.1%	Being processed	
96.	HKI 68	September 2018	To increase by 17.1%	Being processed	

GMB route		Application date	Fare adjustment applied for	Result	Daily patronage* (per package)
97.	NT 63A	October 2018	To increase by 20.0%	To be increased by 12.0%	18 300
98.	NT 63B	October 2018	To increase by 20.0%	To be increased by 12.0%	
99.	NT 63K	October 2018	To increase by 20.0%	To be increased by 12.0%	
100.	NT 63S	October 2018	To increase by 20.0%	To be increased by 12.0%	
101.	NT 64A	October 2018	To increase by 20.0%	To be increased by 12.0%	
102.	NT 64K	October 2018	To increase by 20.0%	To be increased by 12.0%	
103.	Kln 46	October 2018	To increase by 6.6%	Being processed	9 100
104.	NT 808A	November 2018	To increase by 11.5%	To be increased by 6.3%	3 200
105.	NT 808	November 2018	To increase by 11.5%	To be increased by 6.3%	
106.	NT 808P	November 2018	To increase by 11.5%	To be increased by 6.3%	
107.	NT 809K	November 2018	To increase by 11.5%	To be increased by 6.3%	
108.	HKI 14M	November 2018	To increase by 17.6%	Being processed	15 400
109.	HKI 21A	November 2018	To increase by 17.6%	Being processed	
110.	HKI 21M	November 2018	To increase by 17.6%	Being processed	
111.	Kln 72	November 2018	To increase by 11.9%	Being processed	4 900
112.	Kln 73	November 2018	To increase by 11.4%	Being processed	7 100
113.	HKI 26	December 2018	To increase by 9.7%	Being processed	2 300
114.	Kln 86	December 2018	To increase by 11.7%	Being processed	1 300
115.	NT 411	December 2018	To increase by 18.0%	Being processed	1 500
116.	HKI 1	January 2019	To increase by 9.6%	Being processed	7 700
117.	HKI 1A	January 2019	To increase by 9.6%	Being processed	
118.	HKI 2	January 2019	To increase by 9.6%	Being processed	
119.	HKI 3	January 2019	To increase by 9.6%	Being processed	
120.	HKI 3A	January 2019	To increase by 9.6%	Being processed	
121.	HKI 28	January 2019	To increase by 9.6%	Being processed	
122.	HKI 28S	January 2019	To increase by 9.6%	Being processed	
123.	HKI 28A	January 2019	To increase by 9.6%	Being processed	
124.	HKI 28M	January 2019	To increase by 9.6%	Being processed	
125.	NT 611	February 2019	To increase by 12.9%	Being processed	4 300
126.	NT 611A	February 2019	To increase by 12.9%	Being processed	
127.	NT 611B	February 2019	To increase by 12.9%	Being processed	
128.	NT 611P	February 2019	To increase by 12.9%	Being processed	
129.	NT 88D	March 2019	To increase by 13.0%	Being processed	12 900

Note *: Based on TD's survey.

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

In addition, while the operator of another two GMB routes had earlier applied for fare increases, the service of these two routes was already cancelled in March 2019 as per the operator's application. Hence, the fare application of these two routes was no longer valid and not processed by the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0368)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will provide subsidy to and monitor the franchised bus operators on the installation of appropriate safety devices on existing buses. Please provide the items of the above devices, funding involved and the installation timetable of the respective franchised bus operators.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 7)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all franchised bus operators have undertaken that all new double-deck buses procured from July 2018 will be equipped with seat belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

Regarding the existing franchised buses, the Government proposes to set aside $500 million to subsidise the franchised bus operators 80% of the relevant costs for retrofitting ESC and speed limiting retarder for all bus models which are suitable for retrofitting; as well as seat belts on all seats in the upper deck of buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops. The remaining costs and maintenance in future will be borne by the franchised bus operators.

Based on the prevailing cost of retrofitting the three safety devices, it is estimated that each double-deck bus will receive a subsidy of around $20,000 for installing ESC, around $10,000 for installing the speed limiting retarder and around $192,000 for installing seat belts on all seats in the upper deck. Among the around 6 000 existing franchised buses, about 4 000 buses are suitable for retrofitting ESC and speed limiting retarder. About $120 million has been earmarked for the installation of these two devices. Separately, about 2 000 buses are now operating on long-haul routes via expressways with relatively fewer bus stops, and may be identified for retrofitting seat belts on all seats in the upper deck. About $380 million has been earmarked for such installation.

In the light of the recommendation of the Independent Review Committee on Hong Kong's Franchised Bus Service, the TD is conducting a cost-benefit analysis on the retrofitting of seat belts, ESC and speed limiting retarder on existing buses before making a decision on implementing the proposal. The analysis is expected to be completed in mid-2019.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0369)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the numbers of (1) quota, (2) applications and (3) approved applications of cross-boundary private cars in the past three years, in table form.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 9)

Reply:

Cross-boundary private cars are currently regulated by quota systems jointly administered by the governments of Hong Kong and Guangdong, as well as Hong Kong and Macao respectively. These private cars must have the Approval Notice issued by the Guangdong Provincial Public Security Department or the Identification label issued by the Macao Transport Bureau as appropriate and the Closed Road Permit (CRP) issued by the Transport Department (TD), and have completed the formalities required by the relevant authorities, before they could travel between Hong Kong and Guangdong, as well as Hong Kong and Macao.

The TD has not kept the number of CRP applications for cross-boundary private cars. The numbers of CRPs issued (including renewals) for cross-boundary private cars (including private cars issued with Hire Car Permits) in the past three years are as follows:

Year	Number of CRPs (including renewals) issued for private cars (including private cars issued with Hire Car Permits)
2016	39 492
2017	41 767
2018	56 730
2019 (up to 28 February)	8 426

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CONTROLLING OFFICER'S REPLY

(Question Serial No. 0371)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned that the Government will continue to provide subsidy to franchised bus operators to install seats at bus stops and bus termini. Please advise:

Since the commencement of the scheme, how many franchised bus operators had applied for the above subsidy? What are the locations of the seats installed and to be installed? What are the expenses incurred respectively? Please provide the information in a table.

Asked by: Hon Chan Han-pan (LegCo internal reference no.: 11)

Reply:

The Government subsidises all five franchised bus companies, viz. the Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited, Citybus Limited, New World First Bus Services Limited and New Lantao Bus Company (1973) Limited, to install seats at about 2 600 covered bus stops in the territory. The installation will be carried out in three phases for completion in 2020. Under phase one of the scheme which was completed in end 2018, a total of 790 bus stops were installed with seats. The locations of the seats installed and to be installed are set out in Annex 1 and Annex 2 respectively. The amount of subsidy incurred for phase one of the scheme was about $4.5 million. Actual expenditure for subsidising the seat installation in the remaining phases would depend on the results of the tender exercises to be conducted by the respective franchised bus companies.

Annex 1

Location of the bus stops with seats installed by franchised bus companies under phase one of the Subsidy Scheme
(as at end 2018)

Braemar Hill Bus Terminus
Argyle Street Hong Kong Eye Hospital L/P BE6265-9
Argyle Street Kowloon City Police Station L/P AE6264-3
Argyle Street Kowloon Hospital L/P E6277-7 [2]
Argyle Street opp. House No. 106D
Chatham Road North House No. 436-450
Chatham Road North House No. 508
Chatham Road North O/S House No. 275 O/S Ulfert near Valley Road
Chatham Road North opp. Ulfert near Ping Chi Street
Chung Hau Street opp. Carmel Secondary School
Chung Hau Street opp. Oi Man B/T L/P AA1342
Cornwall Street east of Ede Road
Hung Hom South Road near Cheong Wan Road
Hung Lok Road O/S House No. 12 Harbourview Horizon
Junction Road near Kam Shing Road O/S Kam Shing Road Recreation Ground
Junction Road near Renfrew Road O/S Hong Kong Baptist University
Ma Tau Wai Road House No. 21
Ma Tau Wai Road House No. 21 O/S Eldex Industrial Building
Ma Tau Wai Road House No. 29
Ma Tau Wai Road near U.C. To Kwa Wan Market
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
Mok Cheong Street House No. 19 The HK Society for the Blind [2]
Prince Edward Road East near Sa Po Road
Prince Edward Road East opp. Rhythm Garden
Prince Edward Road East opp. The Latitude [2]
Prince Edward Road West near Ma Tau Chung Road [2]
Prince Edward Road West near Padek Palace
Prince Edward Road West O/S Belvedere Heights
Prince Edward Road West O/S House No. 239
Prince Edward Road West opp. The Lamma Palace
Princess Margaret Road Pui Ching Road Flyover L/P AA4477-9
Pui Ching Road near Man Fuk Road
Sheung Foo Street near L/P E6419-3
Sheung Foo Street opp. Ho Man Tin Plaza
Shing Kai Road near Muk Hung Street
Shing Kai Road near Tak Long Estate
To Kwa Wan Road House No. 13 near Hung Fook Street
To Kwa Wan Road House No. 19
Waterloo Road House No. 96-94 Kowloon Hospital
Waterloo Road opp. Baptist University
Wuhu Street Walker Road
Castle Peak Road near Shek Ying Path
Castle Peak Road near Tsui Yiu Court

Castle Peak Road near Yiu Wing Lane [2]
Castle Peak Road O/S Greenknoll Court
Castle Peak Road O/S Tai Wo Hau Sports Centre
Cheung Ching B/T near Cheung Ching Estate Community Centre [2]
Cheung Wing Road O/S Sun Fung Centre
Ching Hong Road O/S Hong Shun House Cheung Hong Estate
Ching Hong Road O/S PLK Lo Kit Sing (1983) College
Chung Mei Road near Hong Shun House Cheung Hong Estate
Chung Mei Road near Tsing Yi Fire Station
Chung Mei Road O/S OSH Academy
Fung Shue Wo Road near Tai Wong Ha Tsuen
Fung Shue Wo Road O/S Tsing Yi Ferry
Fung Shue Wo Road opp. Yee Yat House
Hing Fong Road O/S Kwai Chung Sports Ground
Hing Fong Road O/S Metroplaza
Kwai Chung Road near Hoover Industrial Building
Kwai Chung Road near Kwai Yik Road [2]
Kwai Chung Road O/S Kwai Fong Shopping Centre
Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building
Kwai Fuk Road O/S Kwai Tsing Theatre
Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate
Kwai Shing Circuit O/S Lee Yat Ngok Memorial School
Lai Cho Road Lai Yiu Bus Terminus [2]
Lai King Hill Road Lai King North B/T
Lai King Hill Road near Kau Wa Keng Village
Lai King Hill Road near Kwai Chung Interchange [2]
On Yam near Tak Yam House
Shek Pai Street O/S Shek Foon House
Sheung Kok Street O/S Luk Kwai House Kwai Chung Estate
Tai Pak Tin Street near On Chit Street
Tai Wo Hau Road opp. Fu On House Tai Wo Hau Estate
Tsing King Road near Tsing Luk Street
Tsing King Road opp. Tsing Yi Sports Ground
Tsing Yi Heung Sze Wui Road O/S Greenfield Garden
Tsing Yi Heung Sze Wui Road O/S Tsing Yi Police Station
Tsing Yi Road West O/S Ching Wah Court
Wo Yi Hop Road O/S House No. 103-107 Park Sun Building
Wo Yi Hop Road O/S House No. 208
Wo Yi Hop Road O/S House No. 33 The Apex
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden
Choi Ha Road opp. Ying On House Choi Ying Estate
Chun Wah Road Ngau Tau Kok Bus Terminus [3]
Chun Wah Road O/S Lok Wah Community Centre
Chun Wah Road opp. Lok Nga Court near L/P E2801
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station [3]
Hip Wo Street O/S Wo Lok Estate [2]
Hiu Kwong Street opp. Hiu Lai Court
Hong Ning Road O/S House No. 149
Kai Tin Road opp. Kei Hau Secondary School

Kai Tin Road opp. Lam Tin Clinic
Ko Chiu Road opp. Ko Chun Court
Kwun Tong (Yue Man Square) B/T
Kwun Tong Ferry Bus Terminus [5]
Kwun Tong Road House No. 406 O/S PCCW Telephone Exchange
Kwun Tong Road Kwun Tong Railway Station Bus Terminus [6]
Kwun Tong Road near Lotus Tower
Kwun Tong Road O/S APM Millennium City 5 [2]
Kwun Tong Road O/S Kai Yip Estate
Kwun Tong Road O/S Millennium City
Kwun Tong Road O/S Telford Gardens [4]
Kwun Tong Road opp. Kowloon Bay Railway Station
Lam Tin (Kwong Tin Estate) Bus Terminus [2]
Lam Tin (North) Bus Terminus [2]
Lee On Road near Shun Lee Fire Station
Lee On Road O/S Lee Hang House Shun Lee Estate
Lee On Road O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Shun On Restaurant Shun On Estate
Lei Yue Mun Road near Lam Tin Railway Station
Lei Yue Mun Road O/S Kowloon East Government Offices
Lei Yue Mun Road O/S Kwun Tong Swimming Pool
Lei Yue Mun Road opp. St. Antonius Girls' College
New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate
Ngau Tau Kok Road O/S Sheung Tai House Upper Ngau Tau Kok Estate
Ngau Tau Kok Road opp. Amoy Gardens [2]
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214
Pik Wan Road near Tak Hong House Tak Tin Estate
Prince Edward Road East near Choi Hung Interchange
Sau Mau Ping Road near Hiu Kwong Street
Sau Ming Road opp. Sau Mau Ping Shopping Centre
Sau Ming Road opp. Sau Ming House
Shun Lee Bus Terminus
Shun On Road Shun Tin Bus Terminus
Shun Tin Bus Terminus
Tsui Ping Road O/S Tsui Pak House Tsui Ping Estate
Wang Kwong Road O/S Richland Gardens Shopping Centre
Yue Man Square O/S House No. 44A
Chi Fuk Circuit Ka Fuk Estate opp. L/P EA9562
Ching Ho Estate Bus Terminus
Choi Yuen Road opp. Sheung Shui Railway Station near L/P N1536
Fan Kam Road Ping Kong opp. L/P AD8350
Fan Kam Road Tsiu Keng opp. L/P N8913
Fanling Station Road Fanling Railway Station opp. L/P DD0583 [2]
Jockey Club Road Fanling Assembly of God Church opp. L/P AD2693
Jockey Club Road Shum Shing Middle School opp. L/P AD2683
Lung Sum Avenue near Tin Yee House Tin Ping Estate near L/P DD0382
Pak Wo Road Fanling Railway Station opp. L/P EC0151
Pak Wo Road Fung Ying Seen Koon near L/P EB5579
Pak Wo Road Ng Uk Village opp. L/P EA3049

Pak Wo Road Yan Shing Court near L/P AD4514
Ping Che Road near Ta Kwu Ling Rural Centre Government Building opp. L/P EB4902
San Wan Road near Oil Station opp. L/P BN3148
San Wan Road opp. Landmark North near L/P EB7353
San Wan Road opp. Landmark North near L/P EB7355
Sha Tau Kok Road Luen Wo Hui Playground opp. L/P N7677
Sha Tau Kok Road opp. Oil Station opp. L/P N7665
Sha Tau Kok Road Sha Tau Kok Clinic near L/P EA9319
Tai Ping Bus Terminus near North District Hospital near L/P EA2988
Tai Ping Bus Terminus near North District Hospital near L/P EA2989
Wo Muk Road Union Plaza opp. L/P DD0742
Yat Ming Road Dawning Views near Avon Park opp. L/P EA1981
Yat Ming Road Dawning Views opp. L/P EA1981
Chun Yat Street near Chun Cheong Street
Chun Ying Street opp. HITACHI HEE TKO Centre
Clear Water Bay Bus Terminus
Clear Water Bay Road Mang Kung Uk
Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital [7]
Hang Hau Road opp. Boon Kin Village
Hiram's Highway Marina Cove
Hiram's Highway near Sai Kung Rural Committee Lane
Po Fung Road O/S Metro City
Po Fung Road O/S STFA Leung Kit Wah Primary School
Po Hong Road near Kwong Ming Court
Po Hong Road near Verbena Heights [2]
Po Hong Road O/S Fu Ning Garden
Po Lam Road North near Tsui Lam Estate [2]
Po Lam Road North near Yan Kuk House Yan Ming Court [3]
Po Lam Road North O/S Block 5 Hong Sing Garden
Po Lam Road North O/S Yan Ming Court [2]
Po Lam Road North opp. Ying Ming Court
Po Ning Road opp. Tak Fu House Hau Tak Estate
Po Tung Road near Sai Kung Town Hall
Po Yap Road near Tseung Kwan O Plaza
Pui Shing Road O/S Nam Fung Plaza
Sai Kung Bus Terminus [3]
Tai Mong Tsai Road Mak Pin
Tong Ming Street O/S Sheung Tak Plaza
Tong Ming Street O/S Tong Ming Street Park
Tong Ming Street opp. Beverly Garden
Tong Ming Street opp. Tong Ming Court
Wan Po Road near Pak Shing Kok
Yan King Road O/S Yan Ming Court near L/P EA9627-G
Castle Peak Road opp. Jao Tsung-I Academy
Cheung Sha Wan Road near Mei Foo Railway Station
Cheung Sha Wan Road O/S Cheung Sha Wan Estate
Cheung Sha Wan Road O/S Cheung Sha Wan Playground [3]
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]
Cheung Sha Wan Road O/S House No. 339 near Yee Kok Court

Cheung Sha Wan Road O/S Yat Ching House Yee Ching Court
Cheung Sha Wan Road O/S Yee Kok Court [2]
Cheung Sha Wan Road opp. Cheung Sha Wan Indoor Games Hall
Cheung Sha Wan Road opp. Cheung Shan Wan Post Office
Cheung Sha Wan Road south of Wing Lung Street
Lai Chi Kok Road O/S House No. 250
Lai Chi Kok Road O/S House No. 808 Good Luck Industrial Centre
Lai Chi Kok Road O/S Sham Shui Po Park
Lai Chi Kok Road opp. Mei Foo Bus Terminus [2]
Mei Foo Bus Terminus [3]
Nam Cheong Street O/S Shek Kip Mei Commercial Centre
Nam Cheong Street O/S Wong Tai Shan Memorial College
Nam Cheong Street opp. Shui Tin House
So Uk Bus Terminus
Tai Hang Tung Road O/S Concordia Lutheran School
Tai Po Road opp. House No. 70
Tonkin Street O/S Cheung Sha Wan Railway Station
Yen Chow Street O/S Sham Shui Po Police Station
Yen Chow Street West opp. Nam Cheong Estate
A Kung Kok Street near Sha Tin Hospital [2]
A Kung Kok Street opp. Sha Tin Hospital [2]
Che Kung Miu Road near Tai Wai Railway Station
Chevalier Garden Bus Terminus [4]
Chun Shek Estate O/S Shek Yuk House
Chung Ling Road near Tung Lo Wan Village
Fo Tan (Shan Mei Street) Bus Terminus [2]
Hang Hong Street near Yiu Him House Yiu On Estate [2]
Hang Hong Street O/S Tsang Pik Shan Secondary School
Hang Tak Street near Hang Shun Street
Heng On Bus Terminus [2]
Hin Keng Bus Terminus [2]
Hin Keng Street near Hin Hing House
Hin Keng Street near Hin Pui House [2]
Hung Mui Kuk Road near Chung Pak Road
Hung Mui Kuk Road O/S Sun Yuet House [2]
Hung Mui Kuk Road opp. Sun Yuet House
Kam Ying Road O/S Kam Ying Court
Kwong Sin Street near Kwong Yuen
Kwong Yuen Bus Terminus [3]
Mei Tin Road O/S Holford Garden
Mei Tin Road O/S Tai Wai Market [2]
Mei Tin Road O/S Yat Shing House May Shing Court
Ngan Shing Street near Prince of Wales Hospital Main Clinical Block
Ngan Shing Street O/S Yuen Chau Kok THA (Ngan Shing Street near St. Rose of Lima's College)
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street O/S Yu Chui Court [2]
Pak Hok Ting Street near Royal Park Hotel
Sai Sha Road near Lee Wing House Lee On Estate

Sai Sha Road near Villa Athena
Sai Sha Road O/S Ma On Shan Town Centre B/T
Sai Sha Road opp. Chung On
Sai Sha Road opp. Villa Athena [2]
Sha Kok Street O/S Pok Hong Bus Terminus
Sha Kok Street O/S Sha Kok Estate
Sha Tin Railway Station Bus Terminus
Sha Tin Tau Road O/S Yan Wai House
Sha Tin Wai Road near Li Ka Shing Specialist Clinic
Sha Tin Wai Road near Sha Kok Estate
Siu Lek Yuen Road O/S Cypress House Kwong Yuen Estate [2]
Siu Lek Yuen Road O/S Siu Lek Yuen Village
Tai Chung Kiu Road O/S Belair Garden
Tai Chung Kiu Road O/S Block 13, City One Shatin [2]
Tai Chung Kiu Road O/S Garden Rivera
Tai Chung Kiu Road opp. Ravana Garden [2]
Tai Po Road near Shek Lei Pui Reservoir
Tam Kon Po Street O/S Sha Tin Town Hall
Tin Sam Street O/S Tin Sam Village
University Railway Station Bus Terminus
Wong Nai Tau Bus Terminus [3]
Yuen Wo Road O/S Lek Yuen Estate
Yuen Wo Road O/S Wo Che Shopping Centre [2]
Yuen Wo Road opp. Lek Yuen Estate [2]
Yuen Wo Road opp. Wo Che Estate
Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
Chung Nga Road opp. Fu Heng Estate near L/P EA7472 [2]
Kwong Fuk Road House No. 121 near Tung Sau Square near L/P AE0239
Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311
Kwong Fuk Road House No. 85 near Tung Mau Square near L/P AE0233
Kwong Wang Street near Wang Fuk Court opp. L/P N4824
Kwong Wang Street opp. Wang Fuk Court near L/P N4824
Lam Kam Road Chung Uk Tsuen opp. L/P EB0516
Nam Wan Road near Uptown Plaza opp. L/P EA7573
On Cheung Road Eightland Gardens near L/P EB3767
On Cheung Road Fortune Plaza opp. Eightland Gardens opp. L/P EB3765
On Cheung Road Tai Po Civic Centre opp. L/P EB3767
Po Heung Street Luk Heung Public School opp. L/P N3267
Po Heung Street Luk Heung Public School opp. L/P N3269
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Road opp. Kwong Fuk Estate opp. L/P EA8356
Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opp. L/P DE0033
Tai Po Tai Wo Road opp. Tai Po Old Market Public School near L/P EB8313
Ting Kok Road Full Scene Garden opp. L/P DE0075
Ting Kok Road Lee Kum Kee opp. Fung Yuen opp. L/P EB2820
Ting Kok Road Po Sum Pai opp. L/P AE0645
Ting Kok Road Shuen Wan near L/P AE1620
Ting Kok Road Wing Fai Garden opp. L/P DE0070
Wong Shek Pier

Castle Peak Road near Fu Wah Street [2]
Castle Peak Road near Kin Ming Street
Castle Peak Road near Tsuen King Circuit near L/P U7252-8
Castle Peak Road O/S The Panorama
Castle Peak Road O/S Wing Hong House Fuk Loi Estate
Castle Peak Road opp. Ma Wan Pier
Cheung Shan Estate Road West O/S Sau Shan House Cheung Shan Estate
Sha Tsui Road O/S House No. 213 Lady Trench Polyclinic [2]
Shek Wai Kok Road Shek Wai Kok B/T
Tai Chung Road near Yuen Tun Circuit
Texaco Road Tsuen Wan Industrial Centre DCH Tsuen Wan Motor Service Centre
Tsuen Foo Street near Tsuen Wah Street O/S East Asia Shopping Arcade
Tsuen King Circuit O/S Allway Gardens Phase 3 [2]
Tsuen King Circuit O/S Tsuen King Circuit Market
Tsuen King Circuit O/S Tsuen Wan Centre Shopping Arcade
Wai Tsuen Road near Luk Yeung Sun Chuen
Wing Shun Street under Tsuen Wan Road Flyover
Wo Yi Hop Road O/S Hong Shue House Lei Muk Shue Estate
Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground
Wo Yi Hop Road opp. Wing Shue House Lei Muk Shue Estate
Yeung Uk Road opp. Yeung Uk Road Market O/S Citywalk 2
Castle Peak Road Hong Kong Gold Coast opp. L/P DD0007
Castle Peak Road near Nai Wai opp. L/P FA8102
Castle Peak Road near Tuen Mun Hospital opp. L/P H4932
Castle Peak Road opp. Fu Hang Tsuen opp. L/P DD0196
Castle Peak Road opp. Rosedale Garden opp. L/P H1086
Castle Peak Road opp. Sam Shing Estate near L/P DD0166
Castle Peak Road Prime View Garden opp. L/P H0806
Lung Mun Road opp. Glorious Garden near L/P AD0429
Ming Kum Road O/S Po Tin Interim Housing opp. L/P FA2578
Ming Kum Road opp. King Wah House Shan King Estate opp. L/P FA2794 [2]
Pui To Road near Hang Wai Industrial Centre near L/P FA2217
Shek Pai Tau Road near Toi Shan Association Primary School near L/P DD0969
Shek Pai Tau Road Wai Cheong Industrial Centre near L/P FB4451
Siu Hong Court Bus Terminus near Siu Hong Court Playground
Tai Hing Street Tai Hing Commercial Complex near L/P DD0950
Tin King Road near San Wai Court opp. L/P FA2623
Tuen Fat Road Waldorf Garden near L/P H1867 [2]
Tuen Hing Road near CMA Choi Cheung Kok Secondary School L/P H0379
Tuen Hing Road near New Town Commercial Arcade near L/P H0399
Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0065
Tuen Mun Heung Sze Wui Road On Ting Podium opp. L/P DD0072
Wu Chui Road Melody Garden opp. L/P H4589
Wu Chui Road Siu Hei Court opp. L/P DD0976
Wu King Road opp. Wu Tsui House Wu King Estate near L/P H0958
Wu King Road Wu Tsui House Wu King Estate near L/P H0957
Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate
Choi Hung B/T [3]
Choi Hung Road near Rhythm Garden

Choi Hung Road O/S House No. 22-24 [2]
Choi Hung Road O/S House No. 8 near Ning Yuen Street
Choi Hung Road O/S Ng Wah Catholic Secondary School
Chuk Yuen Estate Bus Terminus [3]
Chuk Yuen Road opp. Baptist Rainbow Primary School
Fu Mei Street O/S Wang Chiu House Wang Tau Hom Estate
Fung Tak Road O/S Ban Fung House Fung Tak Estate [2]
Fung Tak Road O/S Fung Tak Park
Fung Tak Road O/S Lung Poon Court [2]
Fung Tak Road O/S/ Nam Lian Garden
Hammer Hill Road near Chun Tok School
Hammer Hill Road near East Kowloon Polyclinic
Heng Lam Street O/S The Hong Kong Buddhist Hospital
Lung Cheung Road near Hung Ngok House Choi Hung Estate [2]
Lung Cheung Road near Tan Fung House Choi Hung Estate [2]
Lung Cheung Road near Wing Kwong College
Lung Cheung Road O/S Ngau Chi Wan Village Ngau Chi Wan
Lung Cheung Road O/S Temple Mall North
Ma Tsai Hang Road opp. Wang King House Tin Wang Court
Po Kong Village Road near Fu Shan Estate
Prince Edward Road East near Choi Hung Estate
Shatin Pass Road near Lung Yat House Lower Wong Tai Sin Estate
Sheung Fung Street O/S Wu York Yu Health Centre
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate
Tsz Wan Shan Road O/S Ching Hong House Tsz Ching Estate near L/P AB3817 [2]
Tsz Wan Shan Road O/S Lok Wah Street Playground near L/P E6903
Tsz Wan Shan Road O/S Tak Oi Secondary School
Tsz Wan Shan Road opp. Oi Fu House Tsz Oi Court
Tung Tau Tsuen Road O/S Lung Wing House Lower Wong Tai Sin Estate
Argyle Street O/S House No. 83 Sincere House [2]
Boundary Street O/S House No. 15 near Tai Nam Street
Chatham Road South opp. House No. 41-43
Gascoigne Road after Labour Tribunal
Gascoigne Road Chi Wo Street L/P AA3705
Gascoigne Road Labour Tribunal [2]
Hoi Fai Road O/S The Long Beach
Hoi Wang Road O/S Charming Garden
Hung Hom Railway Station Bus Terminus [4]
Jordan Road before the Junction with Ferry Street
Jordan Road House No. 3 near Chi Wo Street
Lai Chi Kok Road O/S House No. 23 Kei Wing Primary School
Mong Kok East Railway Station Podium [2]
Nathan Road House No. 171-173 O/S Park Lane
Nathan Road O/S House No. 105 near Kowloon Park
Nathan Road O/S House No. 133 Park Lane
Nathan Road O/S House No. 405 near Market Street
Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden
Star Ferry B/T [2]
Tai Kok Tsui Road O/S House No. 121

Waterloo Road House No. 54 opp. Kwong Wah Hospital
Waterloo Road south of Dundas Street Kwong Wah Hospital
Wylie Road Queen Elizabeth Hospital L/P DF0847
Castle Peak Road House No. 142 near L/P DD1027
Castle Peak Road Hung Shui Kiu opp. L/P AD2839
Castle Peak Road near Healey Mansion near L/P DD1009
Castle Peak Road near Hung Shui Kiu opp. L/P AD2839A
Castle Peak Road near Yuen Long Police Station near L/P DD1031
Castle Peak Road O/S Villa By the Park near L/P AD6527
Castle Peak Road San Wai (Fairview Park) near L/P FA8356
Kam Tin Road near Lo Uk Tsuen opp. L/P U8859
Long Ping Railway Station B/T near L/P GD2530
Ma Wang Road Shan Shui House Shui Pin Wai Estate near L/P FB6926
S5 Access Road near Pok Oi Hospital near L/P FB9671 [2]
Tin Fuk Road Tin Yau Court opp. L/P AD6673
Tin Ha Road San Sang Tsuen near L/P FB9105
Tin Kwai Road near Lee Shau Kee College opp. L/P AD1178
Tin Kwai Road near Maywood Court near L/P AD5708
Tin Sau Road Nang Fu House Tin Fu Court near L/P AD1244
Tin Sau Road Yat Yeung House Tin Yat Estate opp. L/P AD1215
Tin Shing Road O/S Kenswood Court opp. L/P DD1052
Tin Shing Road O/S Tin Tsz Commercial Complex opp. L/P DD1039
Tin Shui Bus Terminus
Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552
Tin Shui Road Tin Chung Court opp. L/P DD0537
Tin Shui Road Tin Chung Court opp. L/P DD0538
Tin Shui Road Tin Shui Wai Park near L/P DD0568
Tin Shui Road Yan Fu House Tin Fu Court opp. L/P AD1087
Tin Wah Road Chung Ki House Tin Chung Court opp. L/P AD1305
Tin Wah Road near Ching Choi House Tin Ching Estate near L/P AD1313
Tin Wah Road near Tin Yuet Estate opp. L/P AD1305
Tin Wu Road Yiu Shing House Tin Yiu Estate opp. L/P DD0338
Tin Yiu Road O/S Tin Shing Shopping Centre opp. L/P DD3033
Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033
Wang Tat Road Yuet Ping House Long Ping Estate near L/P AD5062
Yuen Long (West) Bus Terminus [3]
Man Tung Road O/S Caribbean Coast Phase 1
Shun Tung Road O/S Yu Tung Court [2]
Shun Tung Road opp. Yu Tung Court
Tat Tung Road near Mei Tung Street O/S Cable Car Terminal
Tat Tung Road O/S Fu Tung Plaza [2]
Wai Tung Road opp. Seaview Crescent
Tai Po Central B/T
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Tau B/T
Discovery Park B/T [2]
Tin Fuk Road Tin Yau Court opp. L/P AD6673
Tin Shui Road Tin Chung Court opp. L/P DD0537
Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD0526

10 Park Road opposite St. Stephen's Girls' College
139 Des Voeux Road West after Eastern Street
2- 8 Caine Road outside Caritas Centre[2]
63F Bonham Road outside Hing Hon Building
Caine Road outside Caine Road Garden
Connaught Road Central outside City Hall
Connaught Road Central outside Shun Tak Centre [5]
Des Voeux Road West before Hill Road
Man Kwong Street outside Central Pier 5
Peak Road before Mount Kellett Road
Pok Fu Lam Road near HKU Yam Pak Building
Pok Fu Lam Road opposite Pok Fu Lam Road Playground
Pok Fu Lam Road outside Pok Fu Lam Road Playground
Queensway outside Bank of China Tower
Shing Sai Road near Kennedy Town New Praya [3]
Chai Wan Road before Yee Tai Street
Chai Wan Road near Koway Court
Chai Wan Road outside Star of the Sea Catholic Church
Chai Wan Road outside Wan Tsui Shopping Centre [2]
Island Eastern Corridor outside Chai Wan Park
Island Eastern Corridor outside Chong Gene Hang College
Oi Yin Street outside Aldrich Garden [2]
Siu Sai Wan Road opposite Siu Sai Wan Sports Ground
Siu Sai Wan Road outside Harmony Garden [2]
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre[2]
Siu Sai Wan Road outside Siu Sai Wan Sports Ground
Tai Tam Road near Tsui Yue House (Block B), Shan Tsui Court
Tin Hau Temple Road opposite Block A, Coral Court
Tin Hau Temple Road opposite Viking Villas
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate
Yee King Road near L/P 33387
Yiu Hing Road opposite King Hei House, Tung Hei Court
Yiu Hing Road outside Yiu Wah House, Yiu Tung Estate
Argyle Street outside Argyle Street Playground
Ma Tau Chung Road outside Argyle Street Playground
Prince Edward Road East opposite ex-San Po Kong Magistracy
33 Tai Tam Road outside The Manhattan
84 Stanley Village Road after Wong Ma Kok Road
Aberdeen Praya Road outside Aberdeen Promenade
Cape Road after access road to Lung Tak Court
Cape Road outside Chun Ma House, Ma Hang Estate
Pok Fu Lam Road opposite Queen Mary Hospital
Repulse Bay Road opposite The Repulse Bay / Old Repulse Bay Hotel
Stanley Gap Road after Stanley Gap Road Interchange
Tai Tam Road opposite The Red Hill Peninsula
Wu Nam Street opposite On Tai Building
Po Hong Road opposite Block 7, Verbena Heights
Po Hong Road outside Block 4, Serenity Place
Po Hong Road outside Kwong Ning House, Kwong Ming Court

Po Lam Road North opposite Ying Ming Court
Po Lam Road North outside Yan Ming Court Shopping Centre
Tong Ming Street outside Sheung Tak Plaza
Tong Yin Street outside Tseung Kwan O Catholic Primary School
A Kung Kok Street opposite Shatin Hospital
Hang Hong Street opposite Yiu On Estate Bus Terminus
Siu Lek Yuen Road outside Siu Lek Yuen Road Playground
18 Harbour Road outside Central Plaza
262 Gloucester Road after Cannon Street
27 Harbour Road outside Wan Chai Training Pool
336 Tai Hang Road outside Marymount Primary School
50 Tai Hang Road outside True Light Middle School of HK
555 Hennessy Road outside East Point Centre / Sogo Department Store
56 Tai Hang Road outside C.C. Lodge
7 Gloucester Road outside Immigration Tower
Causeway Road outside Hong Kong Central Library
King's Road after Ngan Mok Street
Lai Tak Tsuen Road opposite Tak Chuen Lau (Block 4), Lai Tak Tsuen
Morrison Hill Road near South Pacific Hotel
Morrison Hill Road outside Happy Valley Racecourse
Queen's Road East outside St. Joseph's Primary School
Stubbs Road outside Lingnan Primary School
Yee King Road near North Point Government Primary School (Cloud View Road)
12- 16 Des Voeux Road Central outside The Landmark
168- 200 Connaught Road Central outside Shun Tak Centre
2 Murray Road outside Murray Road Multi-Storey Car Park
23 Cotton Tree Drive outside Hong Kong Squash Centre
38 Kennedy Town Praya outside Belcher Bay Park
88 Queensway outside Pacific Place
Chater Road outside Statue Square
Connaught Road Central outside City Hall
Connaught Road Central outside Jardine House
Connaught Road Central outside Shun Tak Centre [2]
Connaught Road Central outside Statue Square
Cotton Tree Drive outside Lippo Centre
Des Voeux Road Central outside Chater Garden
Des Voeux Road West after Queen's Road West
Des Voeux Road West before Hill Road
Harcourt Road outside Central Government Offices
Kennedy Town Praya before Sai Cheung Street
Kennedy Town Praya opposite Collinson Street
Man Kwong Street outside Central Pier 5
Man Kwong Street outside Central Pier 6
Pier Road opposite Harbour Building
Pok Fu Lam Road opposite Pokfield Road Bus Terminus
Pok Fu Lam Road outside HKU Haking Wong Building
Robinson Road opposite Garden Terrace
1037 King's Road outside Block A, Westlands Gardens
15 A Kung Ngam Road outside Block F, Ming Wah Dai Ha

2 Kornhill Road outside Kornhill Plaza (South)
511 King's Road outside Island Place
852 King's Road before Mansion Street
Aldrich Street near Nam On Street and Po Man Street [3]
Chai Wan Road after Lok Man Road
Chai Wan Road after pedestrian flyover to Hing Man Estate
Chai Wan Road before Tai Tam Road
Chai Wan Road near Koway Court
Fu Yee Road outside Block 2 Cheerful Garden
Fu Yee Road outside Cheerful Garden
Java Road opposite Ibis North Point
King's Road opposite Tsing Fung Street
Lei King Road opposite On Ping Mansion (Tower 14), Lei King Wan
Oi Yin Street outside Aldrich Garden
Shun Tai Road outside HKIVE (Chai Wan)
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre [2]
Tai Hong Street outside Tai Hong House
Tin Chiu Street outside Tin Chiu Street Playground
Wan Tsui Road outside Hing Tsui House, Hing Wah Estate
Wan Tsui Road outside Hing Wah Estate Phase I Shopping Centre
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate
Yiu Hing Road opposite Smiling Shau Kei Wan Plaza
Yiu Hing Road opposite Yiu Tung Shopping Centre
Yiu Hing Road opposite Yiu Wah House, Yiu Tung Estate
Yiu Hing Road outside Leung Lee Sau Yu Memorial Primary School
Yiu Hing Road outside Tung Hei Court Multi-storey Car Park
Yiu Hing Road outside Yat Hei House (Block B), Tung Hei Court
Yiu Hing Road outside Yiu Hing House, Yiu Tung Estate
Yiu Hing Road outside Yiu Kwai House, Yiu Tung Estate
233 Hing Fong Road outside Metroplaza
14 Wong Chuk Hang Road outside Victory Factory Building
150 Pok Fu Lam Road outside LCSD Pokfulam Nursery
162 Pok Fu Lam Road outside Pok Fu Lam Village [2]
168 Wong Chuk Hang Road outside Wong Chuk Hang Indoor Games Hall
2 Wah Fu Road outside Pok Fu Lam Terrace
30 Aberdeen Main Road near Seaview Court
38 Island Road outside Deepdene
41 Stanley Village Road outside Stanley Court
7 Stanley Village Road outside Stanford Villa
76 Chung Hom Kok Road
Aberdeen Praya Road outside Aberdeen Promenade
Aberdeen Praya Road outside Ocean Court
Ap Lei Chau Bridge Road before Lee Chi Road
Cape Road after access road to Lung Tak Court
Cape Road opposite Lung Tan House, Lung Yan Court
Cape Road outside Koon Ma House, Ma Hang Estate
Chi Fu Road after Chi Fu Close
Chi Fu Road outside Block 1-7, Chi Fu Fa Yuen
Chi Fu Road outside Chi Fu Fa Yuen Tennis Court

Chung Hom Kok Road opposite Chung Hom Kok Fire Station
Cyberport Road opposite Residence Bel-Air Phase 2-South Towers
Cyberport Road outside Bel-Air on the Peak
Lei Tung Estate Road outside Lei Tung Shopping Centre (Phase 2)
Nam Fung Road after Deep Water Bay Road
Nam Fung Road near South Island School
Nam Fung Road outside Wong Chuk Hang Hospital / Complex for Elderly
Pok Fu Lam Road opposite HKCCCU Pok Fu Lam Road Cemetery
Pok Fu Lam Road opposite Yu Chun Keung Memorial College No.2
Tin Wan Praya Road near Hing Wai Industrial Centre
Wah King Street near Wah Chui House, Wah Fu Estate
Wah King Street outside Hong Fu Playground
Wong Chuk Hang Road after Ocean Park Road
Wong Chuk Hang Road outside Wong Chuk Hang San Wai
Wong Nai Chung Gap Road opposite HK Tennis Centre
Wu Nam Street opposite On Tai Building [4]
Yue Kwong Road opposite Hoy Au Lau, Yue Kwong Chuen
18 Tsing Hoi Circuit outside Lok Hang Yuen, Chi Lok Fa Yuen
Castle Peak Road - Castle Peak Bay opposite Castle Peak Beach
Castle Peak Road - So Kwun Wat before So Kwun Wat Road
Tuen Mun Heung Sze Wui Road outside Light Rail Town Centre Stop
Wu Chui Road outside Pierhead Garden / Light Rail Ferry Pier Terminus
Wu Chui Road outside Tip Sum House, Butterfly Estate
Wu King Road near Wu Poon House, Wu King Estate
Wu Sau Street outside Block 2, Yuet Wu Villa
Castle Peak Road - Sham Tseng outside Rhine Garden
1 Gloucester Road outside The Hong Kong Academy for Performing Arts
1 Green Lane outside Aroma House
113 Tai Hang Road outside Swiss Towers
12 Mount Butler Road outside Jardine Court
19 Eastern Hospital Road outside Tung Wah Eastern Hospital
22 Hennessy Road after Anton Street
23 Tai Hang Road outside Morengo Court
28 Harbour Road outside Causeway Centre
286 Queen's Road East outside Queen Elizabeth Stadium
35 Moorsom Road opposite Jardine's Lookout Garden
50 Gloucester Road (outer) outside Malaysia Building
555 Hennessy Road outside East Point Centre / Sogo Department Store
58 Mount Butler Road before Mount Butler Drive
7 Chun Fai Road outside Flora Garden
7 Gloucester Road outside Immigration Tower
83 Tai Hang Road before Access Road to Loong Fung Terrace
Caroline Hill Road opposite South China Athletic Association
Causeway Road outside Victoria Park [2]
Eastern Hospital Road outside Hong Kong Stadium
Gloucester Road opposite Elizabeth House (near Cross Harbour Tunnel Hong Kong Exit)
Hennessy Road outside Asian House [2]
Hennessy Road outside Southorn Playground
Hing Fat Street outside Victoria Park Swimming Pool

Leighton Road outside Craigengower Cricket Club
Morrison Hill Road opposite Happy Valley Racecourse (under Morrison Hill Road Flyover)
Morrison Hill Road outside Happy Valley Racecourse
Stubbs Road outside Tung Shan Terrace
Tung Lo Wan Road outside Moreton Terrace Playground
Victoria Park Road near Causeway Bay Typhoon Shelter
Wong Nai Chung Road outside Arts Mansion
Tin Kwai Road outside Maywood Court, Kingswood Villas [2]
Tin Sau Road outside Nang Fu House, Tin Fu Court
Tin Shui Road opposite Tin Shui Shopping Centre
Tin Shui Road outside Tin Chak Shopping Centre
Tin Shui Road outside Tin Shui Wai Park
Tin Shui Road outside Wah Yau House, Tin Wah Estate
Tin Wah Road outside Tin Yuet Estate Multi-storey Car Park
Tin Wing Road outside Light Rail Chestwood Stop
Tin Wu Road outside Yiu Shing House, Tin Yiu Estate [2]
Tin Yan Road outside Kingswood Ginza
Shun Tung Road opposite Tung Chung Crescent
Shun Tung Road outside Tung Chung Crescent
Shun Tung Road outside Tung Shing House, Fu Tung Estate
Tat Tung Road near Mei Tung Street
Tat Tung Road outside Fu Tung Plaza
Oi Man Estate outside Oi Man Plaza
8 Yan King Road outside Metro City II
King Ling Road opposite Tiu Keng Leng Station Public Transport Interchange
King Ling Road outside Kin Ming Estate
Po Ning Road opposite Tak Fu House, Hau Tak Estate
Po Yap Road outside Bauhinia Garden Multi-storey Car Park
Po Yap Road outside Tseung Kwan O Plaza
Po Yap Road outside Tseung Kwan O Station
Tong Ming Street opposite Sheung Tak Plaza
Sham Mong Road outside Aqua Marine
151- 159 Gloucester Road (inner) outside AXA Centre
Cherry Street opposite CCC Ming Kei College

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

Annex 2

Location of the bus stops with seats to be installed by franchised bus companies under the remaining phases of the Subsidy Scheme
(as at end 2018)

Argyle Street House No. 163 after Forfar Road
Argyle Street near Hospital Authority Building
Argyle Street O/S Argyle Street Playground
Argyle Street O/S House No. 123
Argyle Street O/S The Astrid
Boundary Street O/S Beverly Villas
Boundary Street O/S House No. 119
Chatham Road North House No. 436-450
Chatham Road North near Chi Kiang Street Playground
Chung Hau Street O/S Cascades near Tsoi Kung Po Secondary School
Chung Hau Street O/S CEDD Headquarters L/P 5435-5G
Chung Hau Street O/S Man Hung House Chun Man Court
Chung Hau Street opp. Oi Man B/T L/P AA1342
Fat Kwong Street O/S House No. 1A near Ka Wai Chuen
Fat Kwong Street O/S The Open University of Hong Kong
Hung Hom Road O/S Block Q Whampoa Estate
Junction Road O/S Holy Family Canossian School
Junction Road O/S Iu Shan School
Junction Road opp. Patina [2]
Kowloon Tong Suffolk Road [2]
Laguna Verde B/T
Ma Tau Chung Road O/S Argyle Street Playground [3]
Ma Tau Kok Road O/S Towngas Ma Tau Kok Control Centre [2]
Ma Tau Wai Road near Chi Kwong Street Garden
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
Prince Edward Road East near Sa Po Road [7]
Prince Edward Road West near Padek Palace
Prince Edward Road West O/S Grandco Mansion
Prince Edward Road West O/S House No. 199
Prince Edward Road West opp. The Lamma Palace
Princess Margaret Road near Greenfield Terrace
Princess Margaret Road Oi Man Estate L/P AA5593-2G
To Kwa Wan Road House No. 11
To Kwa Wan Road House No. 23 near Hung Fook Street
To Kwa Wan Road House No. 33 near Ngan Hon Street
Waterloo Road House No. 81 St. George Apartments
Waterloo Road Kowloon Tong Club
Waterloo Road south of Suffolk Road
Whampoa Garden Bus Terminus [5]
Wuhu Street House No. 155
Castle Peak Road Chung Shan Terrace
Castle Peak Road near Chung Shan Terrace
Castle Peak Road O/S Kwai Chung Public School

Castle Peak Road O/S Wah Yuen Chuen
Cheung Wang B/T
Ching Hong Road near Cheung Ching Estate B/T
Ching Hong Road O/S Ching Wai House Cheung Ching Estate [3]
Ching Hong Road O/S Hong Cheung House
Ching Hong Road O/S Hong Shun House Cheung Hong Estate
Ching Hong Road O/S PLK Lo Kit Sing (1983) College
Ching Hong Road opp. Cheung Ching B/T
Ching Hong Road opp. Cheung Hong Estate
Ching Hong Road opp. PLK Lo Kit Sing (1983) College
Chung Mei Road near Ha Ko Tan Street
Chung Mei Road O/S Hong Fu House Cheung Hong Estate
Chung Mei Road O/S Hong Fung House Cheung Hong Estate
Fung Shue Wo Road O/S Tsing Kin THA
Fung Shue Wo Road O/S Yee Yip House Tsing Yi Estate
Fung Shue Wo Road opp. Tsing Yi Garden
Hing Fong Road O/S Kwai Shun House Kwai Fong Estate
Hing Fong Road O/S Osman Ramju Sadick Memorial Sports Centre
Hing Fong Road opp. Sun Kwai Hing Gardens
King Cho Road O/S Cho Yiu Chuen Commercial Complex
King Cho Road opp. Cho Yiu Chuen Commercial Centre
Kwai Chung Road near Kwai Chung Interchange [3]
Kwai Chung Road near Kwai Yik Road
Kwai Chung Road near Kwong Fai Circuit
Kwai Chung Road near Lai King Catholic Secondary School [3]
Kwai Chung Road O/S Hoover Industrial Building
Kwai Chung Road O/S Luen Tai Industrial Building
Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building [2]
Kwai Chung Road opp. Sun Kwai Hing Gardens
Kwai Chung Road opp. Sun Kwai Hing Gardens L/P FA6073-7
Kwai Fong Railway Station [8]
Kwai Hing Railway Station Bus Terminus [3]
Kwai Hing Road opp. Hing Fuk House Kwai Hing Estate
Kwai Shing Circuit opp. Lee Wai Lee College
Kwai Tsing Road near Modern Terminals
Kwai Tsing Road near Tsuen Wan Road
Kwai Yan Road opp. Metroplaza
Lai Cho Road opp. Lai Yiu Commercial Complex
Lai King Hill Road near Ching Lai Commercial Centre
Lai King Hill Road near Lai Chi Kok Bay Garden
Lai King Hill Road near The Salvation Army Lai King Home
Lai King Hill Road O/S Ching Lai Court L/P FA4952-5
Lai King Hill Road O/S Lok King House
Lai King Hill Road O/S Yat King House
Lai King Hill Road opp. Ching Lai Commercial Centre
Lai King Hill Road opp. Ching Lai Court
Lai King Hill Road opp. Morninghope School
Lai King Hill Road opp. Wah Lai Estate
Lai King Hill Road opp. Wo King House

Shek Pai Street near Castle Peak Road
Shek Pai Street near Shek Lei Catholic Primary School
Shek Pai Street O/S Block 9, Shek Lei Estate
Shek Pai Street O/S Shek On House
Shek Pai Street opp. Block 1, Shek Lei Estate near L/P W3760-5
Shek Yam Road O/S North Kwai Chung Market
Tai Wo Hau Road near Shek Tau Street O/S Fu Wah House
Tai Wo Hau Road O/S Fu Kwai House Tai Wo Hau Estate
Tai Wo Hau Road O/S Ha Kwai House Kwai Chung Estate
Tsing Luk Street O/S Tsing Yi Estate B/T
Tsing Yi Heung Sze Wui Road near Tsing Yi Industrial Centre
Tsing Yi Heung Sze Wui Road under the Route 3 Bridge
Tsing Yi Railway Station Bus Terminus [6]
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate
Tsing Yi Road opp. Kam Pak Cheuk Restaurant
Tsing Yip Street O/S Yi Wai House Tsing Yi Estate
Wo Tong Tsui Street near Kin Hong Street
Wo Yi Hop Road O/S Riley House
Wo Yi Hop Road O/S Shek Yam Lei Muk Road Park
Cha Kwo Ling Rd O/S Shing Yip Street Rest Garden
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden
Chun Wah Road Ngau Tau Kok Bus Terminus
Chun Wah Road opp. Chun Wah Court
Chun Wah Road opp. Lok Wah Community Centre near L/P E2812-8
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station
Hip Wo Street O/S House No. 195-197
Hip Wo Street opp. Cheung Wo Court
Hiu Kwong Street O/S Hiu Lai Court
Hong Ning Road near Hong Ning Road Park (Phase I)
Kai Cheung Road opp. HK Auxiliary Police Force Headquarters
Kai Fuk Road near KITEC
Kai Fuk Road near L/P AB3541-1
Kai Fuk Road opp. KITEC
Kai Tin Road O/S Kai Tin Shopping Centre
Kai Yip B/T [3]
King Yip Street O/S House No.55
Ko Chiu Road O/S Ko Yuen House Ko Yee Estate
Ko Chiu Road O/S the HKCWC WCSY Memorial Care and Attention Home for the Aged [2]
Ko Chiu Road opp. Ko Yuen House L/P E2556-6
Kowloon Bay Bus Terminus
Kwun Tong (Elegance Road) B/T
Kwun Tong (Yue Man Square) B/T [2]
Kwun Tong Road near Choi Shek Lane
Kwun Tong Road near Yue Man Centre [2]
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area [2]
Kwun Tong Road O/S Lower Ngau Tau Kok Estate [3]
Kwun Tong Road O/S Millennium City
Kwun Tong Road O/S Millennium City

Kwun Tong Road O/S St. Joseph's Primary School [2]
Kwun Tong Road O/S Telford Gardens
Kwun Tong Road opp. APM Millennium City 5 [2]
Kwun Tong Road opp. Kowloon Bay Railway Station [3]
Kwun Tong Road opp. Lower Ngau Tau Kok Estate
Lam Tin Railway Station B/T [5]
Lam Tin Railway Station Bus Terminus [4]
Lee On Road near Shun Lee Fire Station
Lee On Road O/S Shun On Restaurant Shun On Estate
Lei Yue Mun Road near Lam Tin Railway Station
Lei Yue Mun Road O/S Kowloon East Government Offices [3]
Lei Yue Mun Road O/S Kwun Tong Swimming Pool
Lei Yue Mun Road O/S Yau Tong Estate
Lei Yue Mun Road opp. St. Antonius Girls' College [2]
Lin Tak Road opp. Hong Yat Court
Lin Tak Road opp. Mei Tin House Hing Tin Estate
New Clear Water Bay Road O/S Kei Shun Special School Shun Lee Estate
Ngau Tau Kok Road near Kwai Fai House Lower Ngau Tau Kok Estate
Ngau Tau Kok Road near Kwun Tong Government Primary School
Ngau Tau Kok Road O/S House No. 245 Hay Cheuk Lau Garden Estate
Ngau Tau Kok Road O/S Ngau Tau Kok Railway Station
Pik Wan Road near Cheung Pak House Hong Pak Court
Pik Wan Road O/S Heng Nga House Hong Nga Court
Pik Wan Road O/S Kwong Ching House Kwong Tin Estate
Pik Wan Road O/S Kwong Tin Shopping Centre
Pik Wan Road O/S Tak King House Tak Tin Estate
Pik Wan Road O/S Tak Lok House Tak Tin Estate near L/P LAA6890-6
Pik Wan Road opp. Tak King House Tak Tin Estate
Pik Wan Road opp. Tak Lung House Tak Tin Estate
Ping Shek B/T
Po Lam Road O/S Po Tat Estate
Po Lam Road opp. Po Tat Estate
Prince Edward Road East near Choi Hung Interchange [2]
Sau Mau Ping (Upper) B/T [2]
Sau Mau Ping Road near Sau Ching House Sau Mau Ping Estate
Sau Mau Ping Road Ning Po No. 2 College
Sau Ming Road O/S Sau Fu House
Sau Ming Road O/S Sau Ming House
Sau Ming Road opp. Sau Hong House [2]
Sheung Yuet Road opp. Enterprise Square
Shun Lee Bus Terminus [2]
Shun Lee Tsuen Road O/S Leung Sing Tak Primary School near L/P AB4077-9
Shun On Road Shun Tin Bus Terminus
Shun Tin Bus Terminus
Tak Tin Street O/S Hong Yat Court
Tak Tin Street O/S Kai Wong House Kai Tin Estate
Tseung Kwan O Road opp. Kwun Tong Police Station
Tsui Ping Road O/S Po Pui Court
Tsui Ping Road O/S Tsui Tsz House Tsui Ping Estate

Wang Chiu Road near House No. 17
Wang Chiu Road O/S Block 13, Richland Gardens [2]
Wang Chiu Road O/S Block 18, Richland Garden
Wang Chiu Road O/S Kai Yip Bus Terminus
Wang Chiu Road opp. Richland Gardens Shopping Centre
Wang Kwong Road O/S Richland Gardens Shopping Centre
Castle Peak Road Kam Tsin Tsuen opp. L/P EA2169
Castle Peak Road Kam Tsin Tsuen opp. L/P EB0215
Ching Hiu Road near Ching Ho Estate near L/P AJ1087
Ching Hiu Road near Tsang Mui Millennium School near L/P AJ1047
Choi Yuen Road near Choi Pik House Choi Po Court near L/P N1688
Choi Yuen Road Sheung Shui Railway Station near L/P AJ0142
Fan Kam Road Kiu Tau (Vegetable Collecting Station) near L/P FB3693
Fan Kam Road Lin Tong Mei near L/P N8921
Fan Kam Road Lin Tong Mei opp. L/P EB5087
Fan Kam Road Ying Pun Tsuen near L/P EB5070
Fan Leng Lau Road House No. 125 Fan Leng Lau Tsuen
Fan Leng Lau Road Ma Kam Chan Secondary School
Jockey Club Road near Fung Kai Secondary School opp. L/P AD2633
Jockey Club Road Salvation Army Shek Wu School opp. L/P AD2667
Kwu Tung Road Kwu Tung Market near L/P EA2040
Kwu Tung Road Kwu Tung opp. L/P EA2053
Lin Ma Hang Road near Ta Kwu Ling Police Station opp. L/P N4282
Luen Wo Hui Bus Terminus [3]
Lung Sum Avenue near Lung Sum Avenue Sports Centre near L/P DD0379
Man Kam To Road near Lo Wu Station Road near L/P EB8132
Man Kam To Road near Sandy Ridge Cemetery near L/P EB8136
Man Kam To Road San Uk Ling Man Kam To B/T near L/P EB3842
Pak Wo Road Fanling Railway Station opp. L/P EC0151
Pak Wo Road Flora Plaza opp. L/P EA1894
Pak Wo Road Kei San Secondary School L/P EA9643
Pak Wo Road King Shing Court opp. L/P EA1887
Pak Wo Road opp. Ka Shing Court opp. L/P EA9507
Pak Wo Road opp. Kei San Secondary School opp. L/P EA9644
Pak Wo Road Sheung Shui Government School opp. L/P EA3050
Pak Wo Road Wah Sum Estate opp. L/P EA1895
Pak Wo Road Yan Shing Court near L/P AD4514 [2]
Ping Che Road near Ping Yuen Road near L/P EB4919
Ping Che Road near Regency Court near L/P EB4864
Ping Che Road near Sing Ping Village opp. L/P EB7400
Ping Che Road near Wan Chuen Sin Koon near L/P EB7412
Po Shek Wu Road Choi Ngan House Choi Po Court near L/P AD8405
Po Shek Wu Road Sheung Shui Tsuen opp. L/P N7543
San Wan Road near Fanling Ching Wai opp. L/P N8277
San Wan Road North District Central Park near L/P EA3272
San Wan Road opp. Landmark North near L/P EB7355
Sha Tau Kok Road Chun Yiu near L/P EB1219
Sha Tau Kok Road Fan Leng Lau Tsuen opp. L/P BD0011
Sha Tau Kok Road Ko Po opp. L/P EB7309

Sha Tau Kok Road Kwan Tei opp. L/P EB7265
Sha Tau Kok Road Kwan Tei opp. L/P EB7270
Sha Tau Kok Road Lau Shui Heung opp. L/P EB7280 [2]
Sha Tau Kok Road Lung Yeuk Tau opp. L/P EB7191
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9289
Sha Tau Kok Road Man Uk Pin near L/P EA9241
Sha Tau Kok Road near Ha Wo Hang near L/P EA9280
Sha Tau Kok Road near Loi Tung near L/P EA9225
Sha Tau Kok Road opp. Luen Wo Hui Playground opp. L/P N7679
Sha Tau Kok Road San Wai Barrack opp. L/P EB7242
Sha Tau Kok Road Sun Tsuen near L/P EA9341
Sha Tau Kok Road Tam Shui Hang near L/P EA9346
Sha Tau Kok Road Wo Hang opp. L/P EA9261
Sha Tau Kok Road Yim Tso Ha near L/P EA9302
Sha Tau Kok Shun Lung Street near L/P EA8878
Tai Wo Service Road West Ho Ka Yuen near L/P N6149
Wah Ming Road Hong Ming House Wah Ming Estate near L/P AD0948
Wah Ming Road Yiu Ming House Wah Ming Estate opp. L/P EA9057
Wo Hing Road Chi Hoi Yuen opp. L/P N8171
Wo Hing Road opp. Venton Manufacturing Company Limited near L/P EA9084
Wo Muk Road Alliance Primary School Sheung Shui near L/P DD0743
Chun Kwong Street opp. Next Media Company Limited
Chun Wang Street O/S Mei Ah Centre
Clear Water Bay Road Lung Wo Village
Clear Water Bay Road near Tseng Lan Shue Village
Clear Water Bay Road near Ying Yip Road
Clear Water Bay Road O/S Pik Uk Correctional Institution
Clear Water Bay Road O/S Tai Po Tsai Village
Clear Water Bay Road opp. Pak Shek Wo Village
Clear Water Bay Road opp. Pik Uk Correctional Institution
Clear Water Bay Road opp. Shaw's Studio
Clear Water Bay Road opp. Silver Cape Road
Clear Water Bay Road Pak Shek Wo
Clear Water Bay Road Shaw's Studio
Clear Water Bay Road Sheung Yeung
Clear Water Bay Road Tai Po Tsai Kau
Hang Hau Station Bus Terminus [4]
Hiram's Highway Flyover near Cheng Chek Chee Secondary School
Hiram's Highway Habitat
Hiram's Highway Nam Pin Wai
Hiram's Highway O/S Hebe Haven Yacht Club
Hiram's Highway opp. Cheng Chek Chee Secondary School
Hiram's Highway opp. Po Lo Che near L/P EB6641-7
Hiram's Highway Pak Kong
Kai King Road O/S Ho Ming Court
Po Hong Road O/S Po Hong Park
Po Lam Bus Terminus [5]
Po Lam Road near Anderson Road
Po Lam Road near Tsui Lam Road

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

Nam Cheong Street near Tai Woh Ping T.H.A.
Nam Cheong Street O/S Fu Tin House
Nam Cheong Street O/S Mei Shing House Shek Kip Mei Estate [2]
Nam Cheong Street O/S Shui Tin House Pak Tin Estate
Nam Cheong Street opp. Chak On Estate
Nam Cheong Street opp. Shek Kip Mei Commercial Centre [2]
Sham Mong Road near Hing Wah Street West
Sham Mong Road opp. Fu Cheong Estate
Sham Shing Road O/S Banyan Garden
Sham Shui Po (Yen Chow Street) Bus Terminus [2]
Tai Hung Tung Bus Terminus O/S Tung Lung House Tai Hang Tung Estate
Tai Po Road near Caldecott Road
Tai Po Road opp. Carlton Hotel
Tai Po Road opp. SCAD Hong Kong
Tonkin Street O/S Lai Kok Estate
Un Chau Street opp. House No. 392
Woh Chai Street O/S Shum Oi Church near Wai Chi Street
Woh Chai Street opp. Man Lok House Tai Hang Sai Sun Chuen
Yen Chow Street O/S Sham Shui Po Police Station
A Kung Kok Street O/S A Kung Kok [2]
A Kung Kok Street opp. A Kung Kok [2]
A Kung Kok Street opp. Tsung Tsin Secondary School
Chap Wai Kon Street opp. Shatin Industrial Centre
Che Kung Miu Road O/S Carado Garden [2]
Che Kung Miu Road O/S Che Kung Miu [2]
Che Kung Miu Road O/S Chun Shek Estate [4]
Che Kung Miu Road O/S Festival City
Che Kung Miu Road O/S Hin Yeung House Hin Keng Estate
Che Kung Miu Road O/S Sun Chui Estate [2]
Che Kung Miu Road O/S Tin Sam Village [2]
Che Kung Miu Road opp. Che Kung Miu
Che Kung Miu Road opp. Chun Shek Estate [2]
Che Kung Miu Road opp. Hin Keng Estate
Che Kung Mui Road O/S CRC Supermarket
Fo Tan Road near Fo Tan Village [2]
Fo Tan (Shan Mei Street) Bus Terminus
Hang Fai Street near Kam On Court
Hang Hong Street near Hang Kam Street [2]
Hang Hong Street near Hang Kong House
Hang Hong Street O/S Tsang Pik Shan Secondary School [2]
Hang Hong Street opp. Tsang Pik Shan Secondary School [2]
Hang Tak Street near Hang Shun Street
Hin Keng Street near Ha Keng Hau Village
Hin Keng Street near Hin Hing House
Hin Keng Street near Hin Tin Village
Hung Mui Kuk Road O/S Sun Yuet House
Hung Mui Kuk Road opp. Sun Yuet House [2]
Hung Mui Kuk Road opp. Worldwide Gardens [2]
Jat Min Chuen Street O/S Chan Cho Chak Primary School

Kam Ying Road near Saddle Ridge Gardens
Kam Ying Road O/S Kam Lung Court
Kam Ying Road O/S Kam Ying Court
Kwong Sin Street near Hang Seng Management College
Kwong Sin Street near Kwong Yuen
Lee On Bus Terminus [3]
Lion Rock Tunnel Road O/S Sha Tin Park
Lion Rock Tunnel Road opp. Sha Tin Park
Lion Rock Tunnel Road opp. Sun Tin Wai Estate [3]
Lion Rock Tunnel Toll Plaza
Ma On Shan Road near Ma On Shan Police Station [2]
Ma On Shan Road near Sunshine City [2]
Ma On Shan Town Centre Bus Terminus [2]
Ngan Shing Street O/S City One Bus Terminus
Ngan Shing Street O/S Yue Tin Court
Ngan Shing Street opp. City One Plaza Plus [2]
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street near Ngau Pei Sha Village
Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited [2]
Ning Tai Road near L/P AE0337 opp. Tak Sun Secondary School
Ning Tai Road near L/P AE0393
Ning Tai Road O/S Tak Sun Secondary School
Po Tai Street O/S Ocean View
Sai Sha Road near Fok On Garden
Sai Sha Road near Wu Kai Sha Sun Chuen
Sai Sha Road O/S Bayshore Towers
Sai Sha Road O/S Chung On
Sai Sha Road O/S Kam On Court
Sai Sha Road O/S Ma On Shan Town Centre B/T
Sha Kok Street O/S Pok Hong Bus Terminus [3]
Sha Kok Street O/S Pok Hong Estate [3]
Sha Kok Street O/S Sha Kok Estate
Sha Tin Central Bus Terminus [6]
Sha Tin Centre Street O/S Hilton Centre [2]
Sha Tin Tau Road O/S Shek Ying House [2]
Sha Tin Tau Road opp. Shek Ying House
Sha Tin Wai Bus Terminus [2]
Sha Tin Wai Road near Ever Gain Building
Sha Tin Wai Road near Shatin Park
Sha Tin Wai Road O/S Greenfield Court [2]
Siu Lek Yuen Road near Slip Road to Tate's Carin Highway
Siu Lek Yuen Road near Tai Chung Kiu Road
Siu Lek Yuen Road near Yuen Hong Street
Siu Lek Yuen Road near Yuen Hong Street near L/P 1723-4
Siu Lek Yuen Road O/S Block 28 City One near Po Shing Street
Siu Lek Yuen Road O/S Siu Lek Yuen Village
Siu Lek Yuen Road opp. Block 28, City One
Siu Lek Yuen Road opp. Cypress House Kwong Yuen Estate
Tai Chung Kiu Road near Treasure Floating Restaurant

Tai Chung Kiu Road near Tsang Tai Uk
Tai Chung Kiu Road O/S Belair Garden [2]
Tai Chung Kiu Road O/S Block 13, City One Shatin
Tai Chung Kiu Road O/S Garden Rivera [2]
Tai Chung Kiu Road O/S Jat Min Chuen [2]
Tai Chung Kiu Road O/S Ravana Garden [2]
Tai Chung Kiu Road opp. Belair Garden [2]
Tai Chung Kiu Road opp. Jat Min Chuen [2]
Tai Chung Kiu Road opp. Ravana Garden
Tai Chung Kiu Road opp. Rivera Garden [2]
Tai Chung Kiu Road opp. Tsang Tai Uk
Tai Chung Kiu Road, O/S Garden Rivera
Tai Po Road near Chinese University of Hong Kong
Tai Po Road near Lok Lo Ha
Tai Po Road near Sha Tin Heights Road
Tai Po Road near Shek Lei Pui Reservoir
Tai Po Road O/S Sha Tin Heights
Tai Po Road opp. Chek Nai Ping
Tai Po Road opp. Luk Hop Village
Tai Po Road opp. Sha Tin Garden
Tai Wai Railway Station B/T [2]
Tam Kon Po Street O/S Sha Tin Town Hall
Tin Sam Street near P.L.K. C.W. Chu Secondary School
Tin Sam Street O/S Tin Sam Village [2]
Wu Kai Sha Railway Station B/T [2]
Yuen Wo Road O/S Lek Yuen Estate
Yuen Wo Road opp. Wo Che Estate [2]
Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
Dai Cheong Street opp. Tai Po Industrial Estate B/T near L/P M7469
Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House No. 1-3
Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026
Dai Hei Street opp. ZAMA Corporation Limited near L/P EA7513
Dai King Street opp. Phoenix Television Corporation near L/P EA7530
Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041
Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480
Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426
Kwong Fuk Road House No. 81 near Tung Mau Square
Lam Kam Road Kau Liu Ha near L/P EB9382
Lam Kam Road Ping Long Wing Fat Farm opp. L/P EB0477
Lam Kam Road San Tong Kun Kee Farm near L/P EB0488
Lam Kam Road Shek Poon Ho near L/P EA7374
Nam Wan Road near Kwong Fuk Estate opp. L/P N3281
Nam Wan Road near Kwong Fuk Playground opp. L/P AM3295
Nam Wan Road opp. Kwong Fuk Estate near L/P N3282
On Po Road Tai Po Central Bus Terminus opp. L/P EB3785
Pak Tam Road Ko Tong
Pak Tam Road Ko Tong Ha Yeung
Pak Tam Road near Lady MacLehose Holiday Village
Pak Tam Road To Kwa Peng (Uk Tau)

Sai Sha Road Che Ha near L/P N2477
Sai Sha Road Kei Ling Ha Lo Wai near L/P EA7924
Sai Sha Road Kei Ling Ha San Wai near L/P EA0667
Sai Sha Road Ma Kwu Lam near L/P N2469
Sai Sha Road Nai Chung [2]
Sai Sha Road near Cheung Muk Tau
Sai Sha Road opp. Cheung Muk Tau
Sai Sha Road Tai Tung near L/P N2464
Sam Mun Tsai Road Fish Market near Ting Kok Road opp. L/P N3066
Sam Mun Tsai Road near Pao Siu Loong Care and Attention Home near L/P N3080
Sam Mun Tsai Road opp. Pao Siu Loong Care and Attention Home opp. L/P N3079
Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]
Tai Po Market Railway Station [3]
Tai Po Road Cheung Shue Tan near L/P EC0749
Tai Po Road Cheung Shue Tan opp. L/P EC0748
Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737
Tai Po Road Chung Tsai Yuen near L/P M6323
Tai Po Road Chung Tsai Yuen opp. L/P AE1650
Tai Po Road Deerhill Bay near L/P EC0742
Tai Po Road House No. 4211 Southview Villas near L/P EC0693
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Road Lai Chi Hang Tsuen near L/P EC0707
Tai Po Road near Tai Po Mei
Tai Po Road opp. Chung Tsai Yuen Garden near L/P EC0731
Tai Po Road opp. Lai Chi Hang Tsuen near L/P M6338
Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798
Tai Po Road Savanna Garden near L/P CE1316
Tai Po Road Shui Wai near Tai Po Garden near L/P EA7027
Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168
Tai Po Road Tai Po Kau opp. Redland Garden opp. L/P EC0683
Tai Po Road Wong Yi Au near L/P CE0035
Tai Po Road Wong Yi Au near L/P EC0670
Tai Po Tai Wo Road near Tai Po Old Market Public School opp. L/P DE0026
Tai Po Tai Wo Road near YATA opp. L/P DE0015
Tai Wo Service Road West Kau Lung Hang near L/P N7079
Tai Wo Service Road West Nam Wah Po near L/P N6101
Tai Wo Service Road West Tai Hang opp. L/P EB5705
Tai Wo Service Road West Tai Wo opp. L/P EB5714
Ting Kok Road Fortune Garden near L/P BE1220
Ting Kok Road Lung King Village opp. L/P EA8237
Ting Kok Road near Block 1 Tai Ping Industrial Building opp. L/P EB0392
Ting Kok Road near Immanuel Lutheran College opp. L/P EB0394
Ting Kok Road near Lai Pek Shan Road near L/P AE0652
Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191
Ting Kok Road near Tung Tsz Road near L/P AE0637
Ting Kok Road opp. Ha Hang near CLP Substation opp. L/P EB2836
Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270
Ting Kok Road Yue Kok opp. L/P EB5688
Ting Kok Road Yue Kok opp. L/P EB5690

Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College opp. L/P DE0054
Ting Tai Road Tai Po Swimming Pool opp. L/P DE0060
Wan Tau Street opp. House No. 83 Wing Wo Building near L/P EB1193
Yuen Shin Road Waterfront Park opp. L/P EA7987
Yuen Shin Road Yuen Shin Park opp. L/P EA7986
Castle Peak Raod Nam Fung Centre Tsuen Wan Railway Station B/T [2]
Castle Peak Road near Chai Wan Kok Street
Castle Peak Road near Kam Fung Garden [2]
Castle Peak Road near Kin Ming Streeet
Castle Peak Road near Ma Wan Pier near L/P FB3130
Castle Peak Road near Tsing Lung Tau Tsuen
Castle Peak Road O/S Hong Kong Telephone Telephone Exchange
Castle Peak Road O/S House No. 135-143 Silka Far East Hotel [3]
Castle Peak Road O/S House No. 17-29
Castle Peak Road O/S Lido Garden
Castle Peak Road O/S Sea Crest Villa Phase 4
Castle Peak Road O/S Wing Hong House Fuk Loi Estate
Castle Peak Road opp. Sea Crest Villa Phase 3
Castle Peak Road Tsing Lung Tau Pier opp. Hong Kong Garden near L/P BC0946
Hoi On Road near the junction with Castle Peak Road
On Yin Street near Tsuen King Circuit Tsuen Tak Garden
Route Twisk Chuen Lung near L/P FA5590
Route Twisk Chuen Lung opp. L/P FA5590
Route Twisk near Ha Kwong Pan Tin Tsuen
Route Twisk near Tai Kiu Tsuen
Sam Tung Uk Road opp. Sam Tung Uk Resite Village
Sea Crest Villa Access Road opp. Sea Crest Villa Phase 2
Sha Tsui Road O/S House No. 334
Tai Ho Road O/S Cheuk Ming Mansion
Tai Ho Road O/S House No. 53-55
Tsuen King Circuit near Tsuen Wan Police Station
Tsuen King Circuit O/S Tsuen King Garden LST Wan Lap Keng Social Centre for The Elderly
Tsuen King Circuit O/S Tsuen King Garden Monthly Carpark
Tsuen King Circuit Tsuen Wan Centre Market
Tsuen Wan (Nina Tower) B/T
Tsuen Wan West Railway Station B/T [5]
Wo Yi Hop Road O/S Shek Wai Kok Sun Village
Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground
Wo Yi Hop Road opp. Ho Fung Secondary School
Yi Pei Chun Road near Hoi Pa Resite Village
Yi Pei Chun Road O/S Tung Po To
Castle Peak Road Brilliant Garden opp. L/P FB1957
Castle Peak Road Cafeteria Beach opp. L/P DD0131
Castle Peak Road Chi Lok Fa Yuen near L/P GD0384
Castle Peak Road Dragon Inn opp. L/P DD0154
Castle Peak Road Fu Tai Estate opp. L/P DD0198
Castle Peak Road Golden Beach near L/P DD0193
Castle Peak Road Harvest Garden opp. L/P H4957

Castle Peak Road Hoh Fuk Tong College opp. L/P H1082
Castle Peak Road House No. 201 Sheltered Workshop opp. L/P H1088
Castle Peak Road Ka Wo Lane Tsuen opp. L/P DD0019
Castle Peak Road Lam Tei opp. L/P GD0630
Castle Peak Road Miu Fat Buddist Monastery opp. L/P FA8091
Castle Peak Road near Chung Uk Tsuen opp. L/P AD2825
Castle Peak Road near Fuk Hang Tsuen opp. L/P FA8098
Castle Peak Road near Nai Wai Railway Station opp. L/P FA8101
Castle Peak Road near Pearl Island opp. L/P DD0025
Castle Peak Road near Siu Lam Tsuen opp. L/P FC4895
Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099
Castle Peak Road near Waldorf Garden opp. L/P H3636
Castle Peak Road near Yick Yuen opp. L/P AD2815
Castle Peak Road near Yick Yuen opp. L/P AD2817
Castle Peak Road O/S Gold Coast Complex opp. L/P DD0010
Castle Peak Road opp. Brilliant Garden opp. L/P FB1958
Castle Peak Road opp. Lingnan University opp. L/P DD0203
Castle Peak Road opp. Prime View Garden opp. L/P H0805
Castle Peak Road opp. Waldorf Garden opp. L/P H3641
Castle Peak Road opp. Yan Oi Market opp. L/P H3657
Castle Peak Road Sam Shing Estate opp. L/P DD0164
Castle Peak Road Sea View Garden near L/P DD0142
Castle Peak Road Siu Lam Quarters opp. L/P FC4912
Castle Peak Road Siu Lam San Tsuen opp. L/P FC4879 [2]
Castle Peak Road Siu Sau Sheung Tsuen opp. L/P FC4845
Castle Peak Road Siu Sau Tsuen opp. L/P FC4846
Castle Peak Road Tai Lam Chung opp. L/P FA2034
Castle Peak Road The Aegean opp. L/P FC4855
Castle Peak Road The Aegean opp. L/P FC4864
Hoi Chu Road Goodview Garden near L/P H1358
Hoi Chu Road opp. Goodview Garden opp. L/P H1358
Hoi Chu Road Tsui Ning Garden near L/P FA1441
Lung Mun Oasis Bus Terminus [2]
Lung Mun Road near Pak Kok opp. L/P FA2370
Lung Mun Road Siu Shan Court opp. L/P FA2784
Lung Mun Road Sun Tuen Mun Centre opp. L/P FB6948
Ming Kum Road near King Wah House Shan King Estate opp. L/P FA2793
Shek Pai Tau Road near China Light Company near L/P FB4431
Slip Road of Lam Tei Interchange Fu Tei
Tsing Wun Road opp. St. Peter's Church opp. L/P FC3772
Tsing Wun Road opp. Tsing Wun Railway Station opp. L/P H3003
Tsun Wen Road O/S Tuen Mun Catholic Secondary School opp. L/P FA2380
Tuen Hi Road Tuen Mun Town Hall near L/P FC0636
Tuen Mun Ferry Pier Bus Terminus
Tuen Mun Road near Shell Oil Station opp. L/P AD3876
Tuen Tsing Lane Sun Tuen Mun Centre
Under the Podium of Hanford Garden
Wu Chui Road Tip Sum House Butterfly Estate near L/P H4594
Wu Chui Road Wu Pik House Wu King Estate near L/P FA2184

Yau Oi (South) B/T
Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate [2]
Choi Hung Road Choi Hung Road Playground
Choi Hung Road near Rhythm Garden [3]
Choi Hung Road near Rhythm Garden
Choi Hung Road O/S House No. 14-16
Choi Hung Road O/S Lok Sin Tong Wong Chung Ming Secondary School
Choi Hung Road O/S Ng Wah Catholic Secondary School
Choi Hung Road O/S Yin Hing Building
Choi Hung Road opp. Shing King Industrial Building
Choi Hung Road opp. Wing Chai Industrial Building
Choi Hung Road opp. Wong Tai Sin Police Station [2]
Chuk Yuen Road near Baptist Rainbow Primary School
Clear Water Bay Road near Ngau Chi Wan Market
Fu Mei Street O/S Wang Fu House Wang Tau Hom Estate
Fu Mei Street O/S Wang Yip House Wang Tau Hom Estate
Fung Tak Road near Wong Tai Sin Fire Station
Fung Tak Road O/S House No. 75
Hammer Hill Road O/S Kam Wan House Choi Hung Estate
Junction Road near Fu Yue House Fu Keung Court
Junction Road O/S Heng Lam Street Sitting-out Area
Junction Road O/S HKICC Lee Shau Kee School of Creativity
Juntion Road near Lok Fu Recreation Ground
Lok Fu Bus Terminus [6]
Lung Cheung Road near Hung Ngok House Choi Hung Estate
Lung Cheung Road near Morse Park Swimming Pool [3]
Lung Cheung Road near Wang Yiu House Wang Tau Hom Estate
Lung Cheung Road O/S Lung Cheung Government Secondary School [2]
Lung Cheung Road O/S Tan Fung House Choi Hung Estate
Lung Cheung Road O/S Temple Mall North
Lung Cheung Road O/S Temple Mall South [2]
Lung Cheung Road O/S Tin Ma Court
Lung Poon Street inside Plaza Hollywood [7]
Ma Chai Hang Road O/S Wang King House Tin Wang Court
Ma Tsai Hang Road opp. Wang King House Tin Wang Court
New Clear Water Bay Road O/S Pak Hung House Choi Wan Estate
Po Kong Village Road near Po Kong Village Road Sports Centre
Po Kong Village Road O/S Fu Yan House Fu Shan Estate
Po Kong Village Road O/S Fu Yau Building
Po Kong Village Road O/S Fung Chuen Court
Po Kong Village Road O/S Po Leung Kuk No. 1 W.H. Cheung College
Prince Edward Road East near Choi Hung Interchange
Prince Edward Road East O/S Prince Industrial Building
Prince Edward Road East O/S Rhythm Garden
Prince Edward Road East O/S Tai King Industrial Building
Prince Edward Road East O/S The Latitude [2]
Prince Edward Road East opp. Rhythm Garden
Sheung Fung Street near Kam Fung Street Sitting-out Area
Shung Wah Street near Po Kong Lane

Tsz Wan Shan (South) B/T [2]
Tung Tau Tsuen Road O/S Carpenter Road Park
Tung Tau Tsuen Road O/S Wai Tung House Tung Tau Estate
Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate
Tung Tau Tsuen Road opp. Carpenter Road Park
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate
Boundary Street O/S Tai Hang Tung Recreation Ground
Boundary Street opp. Mongkok Stadium
Canton Road O/S The Victoria Towers
Chatham Road South House No. 85
Chatham Road South O/S Science Museum near L/P DF0154
Chatham Road South opp. House No. 41-43
Cheong Wan Road O/S HK Polytechnic University
Cherry Street O/S Ming Kei College
Cherry Street opp. Ming Kei College
Embankment Road near L/P E9066
Hoi Wang Road O/S Charming Garden
Hoi Wang Road O/S Hoi Fu Court [2]
Hoi Wang Road O/S Park Avenue
Island Harbourview B/T [2]
Jordan Road O/S Kowloon Union Church
Kowloon Railway Station B/T [2]
Lai Chi Kok Road House No. 112 near Tai Nam Street Sitting Out Area
Lai Chi Kok Road O/S House No. 166 near Tai Nam Street Sitting Out Area
Luen Wan Street near MK East Railway Station Pedestrian Elevator
Mong Kok (Park Avenue) Bus Terminus [3]
Nathan Road House No. 138 near St. Andrew's Church
Nathan Road House No. 405 near Market St
Nathan Road House No. 405 near Market Street
Nathan Road near Gascoigne Road L/P E0217-5
Nathan Road O/S House No. 23-25 Prestige Tower
Nathan Road O/S House No. 105 near Kowloon Park [2]
Nathan Road O/S House No. 105 near Kowloon Park
Nathan Road O/S House No. 132 near The Mira Hong Kong
Nathan Road O/S House No. 213 Tsim Sha Tsui Police Station
Nathan Road O/S House No. 760 near Allied Plaza
Nathan Road O/S Mongkok Police Station
Nathan Road O/S Peninsula Hotel
Olympic Station B/T
Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden
Sai Yee Street O/S Queen Elizabeth Secondary School
Salisbury Road East Tsim Sha Tsui Station [3]
Salisbury Road Middle Road Park
Salisbury Road Middle Road Park near L/P AA7970-2
Salisbury Road Middle Road Park near L/P AA7972-3
Sham Mong Road near Hoi Fai Road
Sham Mong Road O/S Metro Harbour View
Tai Kok Tsui Road O/S House No. 9
Tai Kok Tsui Road opp. House No. 181 near Larch Street Sitting Out Area

Tsim Sha Tsui East (Mody Road) Bus Terminus adjacent to Wing On Plaza [2]
Tsim Sha Tsui East B/T [3]
Waterloo Road near Yau Ma Tei Fire Station
Wylie Road near Ho Man Tin Hill Road
Castle Peak Road House No. 130 near L/P DD1026
Castle Peak Road Lok Ma Chau near L/P AD7512
Castle Peak Road Mai Po near L/P FC4103
Castle Peak Road near Fui Sha Wai opp. L/P AD2860B
Castle Peak Road near Fui Sha Wai opp. L/P AD9819
Castle Peak Road near Ki Tai Garden San Hei Tsuen opp. L/P AD2866B
Castle Peak Road near Ping Shan opp. L/P AD2872
Castle Peak Road near Ping Shan opp. L/P AD2878
Castle Peak Road near Shui Pin Tsuen near L/P AD2911
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2850
Castle Peak Road near Tong Fong Tsuen Railway Station opp. L/P AD2865
Castle Peak Road near Yuen Long Landmark near L/P DD1012
Castle Peak Road near Yuen Long Police Station near L/P DD1031
Castle Peak Road Shui Pin Wai Estate near L/P AD2894
Castle Peak Road Tung Shing Lei near L/P H3212
Castle Peak Road Tung Shing Lei near L/P U8917
Castle Peak Road Yeung Uk Tsuen near L/P BD0335
Castle Peak Road Yuen Long Park near L/P AD2906
Fan Kam Road Chuk Hang (Sheung Che) near L/P FB3616
Fan Kam Road Chuk Hang opp. L/P FB3615
Fan Kam Road near Shui Kan Shek opp. L/P FB3628
Fan Kam Road Pat Heung Police Station opp. L/P BD1121
Fan Kam Road Shui Kan Shek near L/P FB3626
Fan Kam Road Wang Toi Shan Shan Tsuen opp. L/P FB3602
Kam Sheung Road Dao Uk Tsuen near L/P U8451
Kam Sheung Road Lin Fa Tei near L/P U8423
Kam Sheung Road near Pat Heung Road near L/P FA3582
Kam Sheung Road Ng Ka Tsuen near L/P AD7134
Kam Sheung Road Sheung Tsuen Playground near L/P U8476
Kam Sheung Road Shui Lau Tin near L/P U8413
Kam Sheung Road Shui Tsan Tin near L/P U8405
Kam Sheung Road St. Joseph's Church Kindergarten near L/P U8340
Kam Sheung Road Tin Sam near L/P U8366
Kam Sheung Road Tse Uk Tsuen near L/P U8448
Kam Sheung Road Wing Lok Yuen (Liu Chiu Kee Garden) near L/P U8395
Kam Sheung Road Yuen Kong Tsuen near L/P U8387
Kam Tin Road Chi Ma Ling opp. L/P U8871
Kam Tin Road Chun Yiu opp. L/P U8887
Kam Tin Road Kam Tin Market near L/P FB5711
Kam Tin Road Ko Po L/P AD1677
Kam Tin Road Mung Yeung Primary School near L/P FB5696
Kam Tin Road Mung Yeung Primary School near L/P FB5699
Kam Tin Road near House No. 40 Kam Tin Post Office
Kam Tin Road near Lo Uk Tsuen opp. L/P U8860
Kam Tin Road near Pat Heung Shek Kong Bridge opp. L/P FB5751

Kam Tin Road opp. Ko Po Tsuen near L/P AD1658
Kam Tin Road opp. The Salvation Army Kam Tin Integrated Services Centre opp. L/P FB5702
Kam Tin Road Tai Kong Po near L/P AD5639
Kam Tin Road Tai Kong Po near L/P BD4972
Long Yat Road near Yoho Mall II near L/P AD5179
Long Yat Road Yoho Mall II near L/P AD5179
Long Yat Road Yoho Mall II near L/P AD5180
Ping Ha Road Pak Sha Tsai opp. Tin Shing Court opp. L/P AD6659
Ping Ha Road Ping Shan Hang Mei Tsuen opp. L/P FB9222
Route Twisk Country Park Management Centre near L/P FA7877
San Tam Road Chuk Yuen near L/P FA8434
San Tam Road Fung Kat Heung opp. L/P FA9285
San Tam Road Ko Hang Maple Garden near L/P FA8471
San Tam Road Mo Fan Heung near L/P FA9272
San Tam Road Pok Wai near L/P FA9262
Shap Pat Heung Road Emerald Green opp. L/P BD1354
Sheung Tsuen Bus Terminus [2]
Tin Fuk Road near Tsui Sing Lau opp. L/P AD6669
Tin Kwai Road near Lynwood Court near L/P FB2085
Tin Kwai Road near Maywood Court near L/P AD5708
Tin Kwai Road near Maywood Court near L/P FC3992
Tin Sau Road opp. Ching Pik House Tin Ching Estate opp. L/P AD1224
Tin Shui Road O/S Tin Shui Estate opp. L/P DD0550
Tin Shui Road O/S Tin Wah Estate opp. L/P DD0538
Tin Shui Road opp. Tin Shui Wai Park near L/P DD0564
Tin Shui Road Tin Chak Estate opp. L/P AD1067
Tin Shui Road Tin Yan Estate opp. L/P AD6627
Tin Shui Wai Town Centre B/T [2]
Tin Wing Road opp. Chestwood Court opp. L/P DD0331
Tin Wu Road near Sherwood Court opp. L/P DD0338
Tin Yiu Bus Terminus
Tin Yiu Road O/S Tin Shui Wai Police Station opp. L/P DD0524
Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033
Town Park Road North opp. Park Royale opp. L/P DD0658
Town Park Road South opp. Villa Art Deco opp. L/P DD1799
Wang Tat Road Fung Chi Tsuen near L/P H1595
Wetland Park Road opp. Grandeur Terrace opp. L/P AD2155
Yuen Long East Bus Terminus
Yuen Long Park Bus Terminus
Sha Tin Centre Street O/S Hilton Centre
Argyle Street House No. 173
Argyle Street O/S Argyle Street Playground
Argyle Street O/S House No. 121
Argyle Street O/S House No. 125
Argyle Street O/S The Astrid
Boundary Street House No. 131-139 La Salle Primary School
Boundary Street La Salle Primary School L/P AA1251-3
Broadcast Drive House No. 15-37 near Lung Cheung Court

Broadcast Drive O/S House No. 89-91
Chatham Road North near Cooke Street L/P K9729-7
Chung Hau Street Carmel Secondary School L/P AA1351-8G
Chung Hau Street near Ho Man Tin Railway Station
Chung Hau Street O/S Block 1, Ultima
Chung Hau Street O/S House No. 88 near Ho Man Tin Government General Office
Cornwall Street opp. House No. 6 Lockoo Gardens
Fat Kwong Street near Chung Hau Street
Fat Kwong Street near Sheung Lok Street L/P AA4505-1
Fat Kwong Street Shun Yung Street near L/P AB 0287-0
Fat Kwong Street Valley Road Estate Block 17
Fat Kwong Street Valley Road Estate Block 2
Hau Man Street near Kar Man House Oi Man Estate
Hung Hom Road south of Bailey Street Peninsula Square
Hung Hom South Road O/S Hung Hom Bay Centre
La Salle Road Sheffied Garden
Laguna Verde B/T [2]
Lancashire Road House No. 34 east of Oxford Road
Lung Cheung Road opp. Phoenix House
Ma Tau Chung Road near L/P AA2886-6G
Ma Tau Chung Road O/S Sung Wong Toi Park
Ma Tau Chung Road O/S Sung Wong Tooi Park
Ma Tau Wai Road near Chi Kwong Street Garden
Ma Tau Wai Road near U.C. To Kwa Wan Market
Muk Hung Street near Kai Ching Estate
Prince Edward Road East near Sa Po Road [2]
Prince Edward Road West near Ma Tau Chung Road [6]
Prince Edward Road West O/S House No. 201
Prince Edward Road West O/S House No. 249
Pui Ching Road Pui Ching Middle School
Renfrew Road House No. 30 opp. Mary Rose School
Renfrew Road Kowloon Tong Force Quarters
Sa Po Road O/S Regal Oriental Hotel
Sheung Shing Street Sheung Lok Street near L/P AA1123-8
Shing Kai Road near Tak Long Estate
Shing Tak Street Kowloon City
Waterloo Road Kowloon Tong Club
Waterloo Road south of Derby Road
Waterloo Road south of Junction Road
Waterloo Road south of Rutland Quadrant L/P K8660-6 [2]
Castle Peak Road near Shek Ying Path
Castle Peak Road O/S Wah Yuen Chuen
Cheung Ching B/T near Cheung Ching Estate Community Centre [3]
Cheung Hang near Cheung Hang Shopping Centre [2]
Cheung Wang B/T
Cheung Wing Road O/S Sun Fung Centre
Ching Hong Road beside Cheung Ching Estate B/T [2]
Ching Hong Road O/S Ching Wai House Cheung Ching Estate [2]
Fung Shue Wo Road O/S Greenfield Garden Shopping Mall

Hing Fong Road opp. Sun Kwai Hing Gardens
Kwai Chung Road near Kwong Fai Circuit [2]
Kwai Hing Railway Station Bus Terminus
Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate
Kwai Hing Road O/S Kwai Hing Railway Station Exit A
Kwai Luen Road O/S Kwai Shing West B/T [2]
Kwai Luen Road opp. Luen Hei House Kwai Luen Estate
Kwai Shing Circuit near Chun Kwai House Kwai Chung Estate
Kwai Shing Circuit near Shing On House
Kwai Shing Circuit near Tai Wo Hau Road L/P 9747-8
Kwai Shing Circuit O/S Lee Wai Lee College
Kwai Shing Circuit O/S Water Service Reservoir
Kwai Shing Circuit opp. Lee Yat Ngok Memorial School
Kwai Shing Circuit opp. Shing On House
Kwai Shing Circult O/S Shing Kwok House
Kwai Shing East Bus Terminus [3]
Kwai Tsing Road near Kwai Tai Road
Kwok Shui Road near Tai Wo Hau Railway Station L/P FB 2840-8
Kwok Shui Road O/S Mita Centre
Lai King Hill Road Lai King North B/T
Liu To Road O/S Cheung Hang Estate Commercial Complex [2]
On Yam near Tak Yam House [2]
Sai Shan Road near Mayfair Gardens
Shek Pai Street O/S Fung Yam House L/P 4405-2
Shek Yam Road O/S North Kwai Chung Market
Tai Pa Tin Street O/S Shek Yam East Estate
Tai Pak Tin Street O/S Yung Shek House Shek Yam Estate
Tai Wo Hau Road near Yan Kwai House Kwai Chung Estate
Tai Wo Hau Road O/S Kwai Hong Court
Tai Wo Hau Road O/S New Kwai Hing Gardens
Tai Wo Hau Road opp. Chau Kwai House Kwai Chung Estate
Tai Wo Hau Road opp. Kwai Chung Estate Bus Terminus
Tai Wo Hau Road opp. Yan Kwai House Kwai Chung Estate
Tsing King Road O/S Tivoli Garden
Tsing Yi Pier Bus Terminus
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate
Tsing Yi Road West opp. Cheung Hang Estate
Wai Kek St O/S Shek On House
Wo Yi Hop Road O/S House No. 212 L/P FB2905-0
Wo Yi Hop Road O/S House No. 33 The Apex
Cha Kwo Ling Road O/S Block 17 Laguna City
Cha Kwo Ling Road opp. Block 17, Laguna City
Choi Ha Road O/S Ying Shun House Choi Ying Estate
Chun Wah Road Ngau Tau Kok Bus Terminus
Chun Wah Road O/S Lok Nga Court [2]
Chun Wah Road O/S On Kay Court
Hip Wo Street O/S Cheung Wo Court near L/P L-AA0321-OG
Hip Wo Street opp. Wah Fung Court
Hiu Kwong Street opp. Hiu Kwong Street Recreation Ground

Hiu Kwong Street opp. Sau Ming House [2]
Hong Ning Road opp. Hong Ning Road Park (Phase I)
Kai Cheung Road opp. Dah Chong Hong Motor Car Service Centre [2]
Kai Tin Road near Kai Tin Shopping Centre
Kai Tin Road O/S FDBWA Szeto Ho Secondary School
Kai Yip B/T
King Yip Street O/S House No.57 near Hing Yip Industrial Building
Ko Chiu Road near Ko Chiu Path
Kung Lok Road O/S House No. 75
Kuwn Tong Road O/S Lower Ngau Tau Kok Estate
Kwun Tong (Elegance Road) B/T
Kwun Tong (Tsui Ping Road) Bus Terminus [2]
Kwun Tong Ferry Bus Terminus [5]
Kwun Tong Road near House No.83 Ting Fu Street
Kwun Tong Road near Kowloon Bay Railway Station
Kwun Tong Road O/S Kai Yip Estate [2]
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area
Kwun Tong Road O/S Lower Ngau Tau Kok Estate [2]
Kwun Tong Road O/S Millennium City [2]
Kwun Tong Road O/S Ngau Tau Kok Railway Station [3]
Kwun Tong Road O/S Telford Gardens
Laguna City B/T [3]
Lam Tin (Kwong Tin Estate) Bus Terminus [2]
Lam Tin (North) Bus Terminus [2]
Lee On Rd O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Shun On Restaurant Shun On Estate
Lee On Road opp. Lee Hang House
Lee On Road opp. Shun Lee Fire Station
Lei Yue Mun Road O/S Lai Yue Mun Road Playground
Lei Yue Mun Road O/S Lei Yue Mun Plaza
Lei Yue Mun Road opp. L/P AA4579-4
Lin Tak Road O/S Choi Tin House Hing Tin Estate
Lin Tak Road O/S Hong Yat Court
Ngau Tau Kok Road opp. Amoy Gardens
On Tin Street opp. Ping Chun House
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214-0G
Pik Wan Road near Tak Hong House Tak Tin Estate
Pik Wan Road O/S Heng Nga House Hong Nga Court near L/P AA1208-5G
Ping Shek B/T
Sau Mau Ping (Central) Bus Terminus
Sau Mau Ping Road near Shun On Road
Sau Mau Ping Road opp. Sau Ching House Sau Mau Ping Estate
Sau Mau Ping Road opp. Sau Fai House
Sau Ming Road opp. Sau Ming House
Sau Ming Road opp. Sau On House
Sau Ming Road Sau Mau Ping Shopping Centre
Shun Lee Tsuen Road opp. Shun On Estate near L/P AB4076-4
Shun On Road O/S Ning Po No. 2 College

Tak Tin Sreet near Tak Tin Shopping Centre
Tsui Ping Road near Hui Ming Street
Wai Yip Street near L/P AA3608-6
Wai Yip Street near Wai Lok Street
Wai Yip Street O/S House No.99
Wang Chiu Road O/S Kowloon Bay Sportground
Wang Chiu Road opp. Kowloon Bay Sports Ground
Wang Kwong Road near Kai Lai Road
Wang Kwong Road O/S Lam Wah Street Playground near L/P E7750-3
Yue Man Square O/S House No.16-18
Castle Peak Road Ho Tung Bridge near L/P EA2160
Castle Peak Road near Fan Kam Road near L/P AD8385
Cheung Wah Estate near Cheung Lok House near L/P N7476
Ching Hiu Road opp. Ching Ho Estate near L/P BD4361
Ching Hiu Road Royal Green near L/P AJ1103
Ching Ho Estate Bus Terminus
Choi Yuen Road opp. Choi Pik House Choi Po Court near L/P AD6956
Fan Kam Road On Po Village opp. L/P AJ1498
Fan Kam Road Ping Kong opp. L/P AD8350
Jockey Club Road near Sheung Shui Wai opp. L/P AD2628
Jockey Club Road near Sunningdale Garden opp. L/P AD2667
Jockey Club Road North District Park L/P AD8460
Luen Wo Hui Bus Terminus [3]
Man Kam To Road Lo Wu Cross Border Parking Area near L/P EA1829
Pak Wo Road King Shing Court opp. L/P EA1887
Ping Che Road near CLP Substation opp. L/P EB4875
Ping Che Road near Hung Leng Tsuen near L/P EB4874
Ping Che Road near Ping Che opp. L/P EB4892
Ping Che Road near Ping Yuen Road near L/P EB4919
Ping Che Road Ping Che Yuen Ha Tsuen near L/P EB4914
Po Shek Wu Road near Choi Fai Street opp. L/P AD8381
Po Shek Wu Road opp. Choi Ngan House Choi Po Court near L/P AD8407
Po Shek Wu Road Shek Wu Hui Jockey Club Playground opp. L/P N7543
San Wan Road Caritas Fanling Chan Chun Ha Secondary School opp. L/P N3112
San Wan Road Cheung Chung House Cheung Wah Estate opp. L/P DD0591
San Wan Road near Fanling Centre opp. L/P N3112
San Wan Road opp. Cheung Wah Estate opp. L/P DD0592
San Wan Road opp. Landmark North [2]
Sha Tau Kok Road Chun Yiu near L/P EA9219
Sha Tau Kok Road Ko Po opp. L/P EB7305
Sha Tau Kok Road Loi Tung opp. L/P EA9223
Sha Tau Kok Road Ma Mei Ha near L/P EA9194
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9290
Sha Tau Kok Road Man Uk Pin near L/P EA9242
Sha Tau Kok Road On Lok Tsuen opp. L/P N7668
Sha Tau Kok Road San Tsuen near L/P EA9339
Sha Tau Kok Road San Wai Barracks opp. L/P EB7242
Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9296
Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9299

Sha Tau Kok Road Tai Long near L/P EA9283
Sha Tau Kok Road Tai Tong Wu near L/P EA9205
Sha Tau Kok Road Tong To Tsuen near L/P EA9328
Tin Ping Road Fung Kai Social Service Complex opp. L/P EA2606
Tin Ping Road opp. CICTA Training Centre near L/P EA2598
Tsi Wo Service Road West Wen Tong Manufacturer opp. L/P N8527
Tsui Lai Garden near Block 6 near L/P EA2573
Wah Ming Road near Wo Hing Tsuen near L/P AJ1335
Wo Hing Road Hop Shing Gravestone near L/P AJ1339
Chiu Shun Road O/S Yuk Ming Court
Chiu Shun Road opp. Yuk Ming Court
Chun Choi Street near Wellcome
Chung Wa Road near Pui Shing Road [2]
Clear Water Bay Road Denon Terrace
Clear Water Bay Road Ha Yeung [2]
Clear Water Bay Road Mang Kung Uk
Clear Water Bay Road near Anderson Road Tai Shek Koo
Clear Water Bay Road near Hang Hau Road Silverstrand
Clear Water Bay Road near Hong Kong Adventist College
Clear Water Bay Road near Silver Strand Mart
Clear Water Bay Road opp. Ta Kwu Ling San Tsuen
Clear Water Bay Road Pan Long Wan [2]
Clear Water Bay Road Pik Sha Wan
Clear Water Bay Road Sheung Sze Wan
Clear Water Bay Road Ta Kwu Ling San Tsuen
Clear Water Bay Road Tai Po Tsai Kau
Clear Water Bay Siu Chung Lam
Fuk Man Road near Sai Kung Police Station
Hang Hau Road near St. Vincent's Church
Hang Hau Road O/S Shui Pin Tsuen
Hang Hau Road opp. Tseung Kwan O Hospital near Boon Kin Village
Hang Hau Station Bus Terminus
Hiram's Highway Fisherman's Village
Hiram's Highway Habitat
Hiram's Highway Ho Chung
Hiram's Highway Nam Pin Wai
Hiram's Highway opp. Lakeside Garden
Hiram's Highway Pak Kong
Hiram's Highway Pak Sha Wan
Hiram's Highway Pak Wai
Hiram's Highway Pak Wai near L/P EB4642-5
Hiram's Highway Tai Chung Hau near L/P EB4573-9
Hiram's Highway Wo Mei
New Hiram's Highway near Wo Mei
Po Hong Road opp. Kwong Ming Court
Po Hong Road opp. Verbena Heights
Po Lam Bus Terminus [3]
Po Lam Road North O/S Lok Sin Tong Lau Tak Primary School
Po Ning Road near Tak Fu House Hau Tak Estate [2]

Po Ning Road opp. Hang Hau (North) Bus Terminus
Po Tung Road O/S House No. 19E
Pui Shing Road O/S Nam Fung Plaza
Sai Kung Bus Terminus
Sai Kung North Bus Terminus near Sai Kung Police Station
Sai Sha Road near O Tau
Sheung Tak Bus Terminus
Tai Mong Tsai Road Au Kung Wan near L/P EA0245
Tai Mong Tsai Road near Fung Sau Road
Tai Mong Tsai Road near Fung Sau Road near L/P EA0227
Tai Mong Tsai Road near Pak Tam Road near Sheung Yiu near L/P N2601
Tai Mong Tsai Road near Tso Wo Hang Marine Police Station
Tai Mong Tsai Road Tsam Chuk Wan
Tai Mong Tsai Road Wong Keng Tei
Tai Mong Tsai Road Wong Keng Tei near L/P N2619-4
Wan Po Road near Drainage Department
Wan Po Road near Oscar By The Sea
Wan Po Road near Pak Shing Kok
Butterfly Valley Road near Ching Cheung Road
Cheung Sha Wan Road near Mei Foo Railway Station
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]
Cheung Sha Wan Road O/S House No. 740
Cheung Sha Wan Road O/S Kowloon Technical School
Cheung Sha Wan Road O/S Tin On Industrial Building near Cheung Sha Wan Path
Cornwall Street O/S Chak Yan Centre
Cornwall Street O/S Shek Kip Mei Park
Lai Chi Kok Bus Terminus [3]
Lai Chi Kok Rd. O/S Mei Foo Plaza Mei Foo Sun Chuen
Lai Chi Kok Road O/S IVE (Haking Wong)
Mei Foo Bus Terminus [5]
Mei Lai Road near Lai Wan Road
Mei Lai Road south of Lai Wan Road L/P K2192-8
Nam Cheong Street O/S Shui Tin House Pak Tin Estate
Pak Wan Street O/S Chak Tin House
Pak Wan Street O/S Cheung Tin House
Po On Road O/S Wing Hei House Po Hei Court
Sham Mong Road Near Access Road To Tonkin Street B/T
So Uk Bus Terminus
Tai Hang Tung Road north of Tat Chee Avenue
Tai Hang Tung Road north of Tong Yam Street
Tai Po Road O/S Carlton Hotel
Tai Po Road O/S House No. 292 near Saviour Lutheran School
Tai Po Road opp. House No. 70
Tat Chee Avenue opp. House No. 1 near L/P E8927-5
To Yuen Street O/S Heung To Middle School L/P AA9655-4
Tonkin Street O/S Fu Cheong Estate
Tonkin Street O/S Lai Kok Estate
Tonkin Street O/S Lei Cheng Uk Tomb Park
Woh Chai Street O/S Man Lok House Tai Hang Sai Sun Chuen [2]

Woh Chai Street O/S Shek Kip Mei Estate Block 23
Yen Chow Street O/S Sham Shui Po Police Station
Yen Chow Street West O/S Tung Chau Street Park
Che Kung Miu Road opp. Che Kung Miu
Chevalier Garden Bus Terminus
Chui Tin Street near 63 Sun Tin Village
Chui Tin Street O/S Sun Fong House
Chun Shek Estate O/S Shek Yuk House [2]
Fo Tan (Shan Mei Street) Bus Terminus [2]
Fung Shun Street O/S Fung Wo House
Fung Shun Street O/S Wo Yue House Fung Wo Estate
Hang Hong Street near Hang Kong House [2]
Hang Hong Street near Yiu Him House Yiu On Estate
Hang Hong Street O/S Yiu On Estate [2]
Hang Tak Street near Hang Shun Street
Heng On Bus Terminus
Hin Keng B/T [2]
Hin Keng Bus Terminus
Hin Keng Street near Hin Hing House
Hung Mui Kuk Road O/S Sun Yuet House [2]
Kam Ying Court B/T [3]
Kam Ying Rd O/S Kam Lung Court
Kam Ying Road near Saddle Ridge Gardens
Kam Ying Road O/S Kam Ying Court
Kam Ying Road opp. Lung Yan House Kam Lung Court [2]
Kwong Sin Street opp. Hang Seng Management College
Kwong Sin Street opp. Kwong Yuen
Kwong Yuen Bus Terminus [2]
Lee On Bus Terminus
Lok King Street O/S Fo Tan Railway Station
Lok King Street O/S Jubilee Garden
Ma On Shan Road near Yiu Shun House Yiu On Estate
Ma On Shan Road opp. Yiu Shun House Yiu On Estate
Ma On Shan Town Centre Bus Terminus [5]
Mei Tin Road O/S Holford Garden
Ngan Shing Street O/S CTB B/T
Ngan Shing Street O/S Ngan Shing Plaza
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited
Ngau Pei Sha Street O/S Yu Chui Court
Ngau Pei Sha Street opp. Ngau Pei Sha Village
Ning Tai Road near Holy Spirit Primary School [4]
Ning Tai Road O/S Tak Sun Secondary School [2]
On Chun Street opp. Bayshore Towers
On King Street O/S Garden Vista
Po Tai Street O/S Ocean View [2]
Pok Hong B/T [2]
Ravana Garden B/T
Sai Sha Rd O/S Ma On Shan Town Centre B/T

Sai Sha Road O/S Bayshore Towers
Sai Sha Road O/S Kam On Court [3]
Sai Sha Road O/S Ma On Shan Town Centre B/T
Sai Sha Road O/S Vista Paradiso
Sai Sha Road opp. Chung On [2]
Sai Sha Road opp. Fok On Garden [2]
Sha Kok Street O/S Pok Hong Bus Terminus
Sha Kok Street O/S Sha Kok Estate [2]
Sha Tin Central Bus Terminus [11]
Sha Tin Railway Station Bus Terminus [5]
Sui Wo Road O/S Goldfield Industrial Centre
Sun Chui Bus Terminus
Tai Chung Kiu Road near Treasure Floating Restaurant
Tai Chung Kiu Road O/S Block 13, City One Shatin
Tai Chung Kiu Road O/S Jat Min Chuen
Tai Chung Kiu Road opp. Ravana Garden [2]
Tai Po Road near Keng Hau Road
Tai Po Road near Mei Tao House
Tai Po Road near Seaview Villa
Tai Po Road near Tai Wai Sun Tsuen
Tai Po Road O/S House No. 8623
Tai Po Road O/S Luk Hop Village
Tai Po Road opp. House No. 8623 near L/P N6956-6
Tai Po Road opp. Mei Lam Estate
Tai Wai Railway Station B/T [2]
Tam Kon Po Street O/S Sha Tin Town Hall [2]
Tin Sam Street O/S Hin Yiu Estate
Tin Sam Street O/S Tin Sam Village
University Railway Station Bus Terminus [4]
Wong Nau Tau Bus Terminus [3]
Wu Kai Sha Railway Station B/T [2]
Yiu On B/T [3]
Yuen Wo Road O/S Wo Che Shopping Centre
Dai Cheong Street near Tai Po Industrial Estate B/T near L/P M7468
Dai Fu Street House No. 17 Café de Coral Central Processing Plant 2 near L/P EB3009
Dai Fu Street opp. Unilever Hong Kong Limited near L/P EB3025
Dai Hei Street near ZAMA Corporation Limited near L/P EA7512
Dai Wang Street Chen Hsong Machinery near L/P M7427
Heung Sze Wui Street near Tai Po Hui Market opp. L/P EB1197
Kwong Fuk Road House No. 113 near Tung Sau Square
Kwong Fuk Road near Wong Shiu Chi Secondary School opp. L/P EA8350
Lam Kam Road Kau Liu Ha near L/P EB9383
Lam Kam Road Ng Tung Chai opp. L/P EB0448
Lam Kam Road opp. Chung Uk Tsuen opp. L/P EB0515
Lam Kam Road Pak Ngau Shek Ng Tung Chai opp. L/P EB0459
Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474
Lam Kam Road San Tong Wing Kee Farm near L/P EB0486
Lam Kam Road San Tsuen near L/P EB0498
Lam Kam Road Shek Poon Ho near L/P EA7142

Lam Kam Road Tai Om near Chan Sam Kee Store opp. L/P EB0467
Nam Wan Road opp. Kwong Fuk Playground opp. L/P BN3295
On Chee Road Eightland Gardens near L/P EB7435
On Po Road Tai Po Central B/T opp. L/P EB3780
Pak Tam Road Ko Tong
Pak Tam Road Tai Tan
Pak Tam Road Tai Tan Country Park L/P N2539
Plover Cove Road near Plover Cove Road Market opp. L/P EB0376
Po Heung Street Luk Heung Public School opp. L/P N3269
Tai Po Central Tai Po Plaza [5]
Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]
Tai Po Market Railway Station [10]
Tai Po Road near Tai Po Mei
Ting Kok Road Green Cove near L/P AE0662
Ting Kok Road Green Cove opp. L/P EB9934
Ting Kok Road Ha Hang opp. L/P EB2837
Ting Kok Road Law Chi Yip (Po Sum Pei Pool) near L/P AE0655
Ting Kok Road Lo Tsz Tin near L/P AE0702
Ting Kok Road Lung Mei Tsuen near L/P AE0712
Ting Kok Road near Fung Yuen Road opp. L/P EB2820
Ting Kok Road opp. Chen Hsong Machinery opp. L/P EB2847
Ting Kok Road Po Sum Pai near L/P AE0643
Ting Kok Road Shan Liu Tsuen near L/P AE0693
Ting Kok Road Shuen Wan near L/P EB9890
Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270
Ting Kok Road Ting Kok Tsuen near L/P AE0679
Ting Kok Road Wong Yue Tan Tsuen near L/P BE1176
Wan Tau Street O/S Tai Po Hui Market near L/P BE0567
Bayview Garden B/T Castle Peak Road opp. Greenview Court [4]
Castle Peak Raod Nam Fung Centre Tsuen Wan Railway Station B/T [3]
Castle Peak Road near Kin Ming Street
Castle Peak Road O/S Tsuen Wan Multi-Storey Car Park
Discovery Park B/T [2]
Hoi On Road opp. Belvedere Garden Phase 3
Kwok Shui Road opp. Ham Tin Village
Luen Yan Street opp. House No. 26
Shek Wai Kok Road O/S Shek Ho House Shek Wai Kok Estate
Shek Wai Kok Road O/S Shek Lin House Shek Wai Kok Estate
Shek Wai Kok Road O/S Shek Wai Kok B/T L/P FA5870
Shek Wai Kok Road O/S Shek Wai Kok Estate Shek Kwai House
Tai Chung Road near Castle Peak Road
Tai Chung Road near Chai Wan Kok Street
Tai Ho Road O/S House No. 30 near Hang Seng Bank
Texaco Road House No.75 near Crown of Thorns Church
Tsuen Fu Street near Tsuen Wah Street O/S East Asia Shopping Arcade
Tsuen King Circuit O/S Allway Gardens Phase 3
Tsuen Wan (Nina Tower) B/T [3]
Tsuen Wan West Railway Station B/T [6]
Wai Tsuen Road near Shek Wai Kok Road

Castle Peak Road Marine Police Headquarters opp. L/P GC0485
Castle Peak Road near Chung Uk Tsuen opp. L/P AD2824
Castle Peak Road near Lok Tsui Street opp. L/P FC4891
Castle Peak Road Siu Lam opp. L/P FC2306
Castle Peak Road Tai Lam Chung near L/P FA6697
Hoi Chu Road opp. Goodview Garden opp. L/P H1358
Hoi Wing Road near Siu Lun Court opp. L/P FA1495
Hoi Wong Road opp. Tuen Mun Swimming Pool opp. L/P FA3348
Hoi Wong Road Tuen Mun Swimming Pool opp. L/P FA3349
Kin Sang Estate near Lok Sang House [3]
Lung Mun Oasis Bus Terminus [2]
Lung Mun Road Glorious Garden opp. L/P AD0439
Pui To Road opp. Tuen Mun Fire Station near L/P FA2222
Slip Road of Lam Tei Interchange Fu Tei
Tai Hing B/T opp. Hing Fai House Tai Hing Estate [2]
Tin King Road opp. Siu Pong Court opp. L/P FA2644
Tsing Tin Road near Shi Hui Wen Secondary School near AD9822
Tsun Wen Road near Tai Hing Police Station opp. L/P FA2385
Tsun Wen Road opp. Tuen Mun Catholic Secondary School opp. L/P FA2379
Tsun Wen Road Tai Hing Sports Certre opp. L/P FA2084
Tuen Mun Central B/T
Tuen Mun Ferry Pier Bus Terminus [3]
Tuen Mun Heung Sze Wui Road near Tuen Mun Park opp. L/P H4646
Tuen Mun Heung Sze Wui Road Yau Oi Podium opp. L/P FA2256
Tuen Mun Road near Tuen Yan Street near L/P DD0876
Tuen Mun Road opp. Shell Oil Station opp. L/P AD3874
Tuen Mun Road opp. Shell Oil Station opp. L/P AD3875 [2]
Under the Podium of Hanford Garden [3]
Wu Chui Road Tuen Mun Pier Head opp. L/P DD0978
Wu King Road opp. Wu Poon House Wu King Estate near L/P H0948
Wu King Road Wu Poon House Wu King Estate near L/P H0947
Wu Sau Street Yuet Wu Villa Bus Terminus
Wu Shan Road opp. Siu Shan Court near L/P H0968
Wu Shan Road Siu Shan Court near L/P H0969
Yau Oi (South) B/T [2]
Choi Hung Access Road O/S Kam Pik House Choi Hung Estate
Choi Hung B/T [2]
Choi Hung Road Choi Hung Road Playground
Choi Hung Road near Luen Yee Road
Choi Hung Road near Rhythm Garden [5]
Choi Hung Road near Tung Tai Lane
Choi Hung Road near Wong Tai Sin Police Station [2]
Choi Hung Road O/S House No. 210-212
Choi Hung Road O/S Yin Hing Building [2]
Choi Hung Road opp. Shing King Industrial Building
Chui Chuk Street near Tsui Chuk Shopping Centre
Chui Chuk Street O/S Block 1, Tsui Chuk Garden
Chui Chuk Street O/S Block 4, Tsui Chuk Garden
Chui Chuk Street O/S Block 5, Tsui Chuk Garden

Chuk Yuen Estate Bus Terminus [3]
Chuk Yuen Road near Baptist Rainbow Primary School
Fu Shan Bus Terminus
Fung Mo Street near Wang Yip House Wang Tau Hom Estate
Fung Mo Street O/S Morse Park
Fung Mo Street opp. Wang Kei House
Fung Shing Street O/S Koon Yat House Choi Wan Estate [2]
Fung Tak Road near Sheung Yuen Street
Hammer Hill Road O/S Kam Wan House Choi Hung Estate [2]
Heng Lam Street near Hong Keung Court
Junction Road Lok Fu Plaza L/P K8694
Junction Road O/S Lok Him House near L/P K8704
Lok Fu Bus Terminus
Lung Cheung Road near Hung Ngok House Choi Hung Estate [3]
Lung Cheung Road near Ping Ting Village Ngau Chi Wan
Lung Cheung Road O/S Temple Mall North
Lung Poon Street inside Plaza Hollywood [3]
Ming Fung Street O/S House No. 14
Po Kong Village Road near Po Tsz Lane L/P AA7558
Prince Edward Road East near Choi Hung Interchange
Tai Hom Road near Diamond Hill Railway Station
Tai Shing Street near Tung Tau Tsuen Road
Tsui Chuk Garden Bus Terminus
Tsz Wan Shan (South) B/T
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate
Tung Tau Tsuen Road O/S Lung Wai House
Tung Tau Tsuen Road O/S Mei Tung House Mei Tung Estate
Tung Tau Tsuen Road O/S Morse Park No. 1 near L/P E1370
Tung Tau Tsuen Road O/S Morse Park No.2
Tung Tau Tsuen Road O/S Morse Park Open-air Theatre
Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate
Wai Wah Street near On Hong House
Wong Tai Sin Road near Wong Tai Sin Temple
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate
Boundary Street O/S Tai Hang Tung Recreation Ground
Hong Hong Road Cross Harbour Tunnel Bus Bay
Hung Hom Railway Station Bus Terminus [4]
Island Harbourview B/T
Jordan Road after Junction With Canton Road
Jordan Road House No.5 near Chi Wo Street
Kowloon Railway Station B/T [3]
Luen Wan Street near Mong Kok East Railway Station Pedestrian Elevator
Mong Kok (Park Avenue) Bus Terminus [2]
Mong Kok East Railway Station Podium [3]
Nathan Road House No. 134 near Kimberley Road
Nathan Road House No. 405 near Market St
Nathan Road O/S House No. 630 Bank Centre [2]
Nathan Road O/S House No. 636 Bank Centre
Nathan Road O/S House No. 760 near Allied Plaza

Nathan Road O/S House No. 760 near Allied Plaza
Nathan Road O/S House No. 784
Olympic Station B/T [3]
Salisbury Road near Cross Harbour Tunnel L/P AA7716
Star Ferry B/T [7]
Tsim Sha Tsui East B/T [3]
Yim Po Fong Street O/S MacPherson Playground L/P BF2844
Castle Peak Road Chuk Yuen near L/P FA8368
Castle Peak Road Fung Kat Heung near L/P FA9214
Castle Peak Road Hung Mo Bridge opp. L/P FB9714
Castle Peak Road Ko Hang near L/P FA8399
Castle Peak Road Mai Po Lung near L/P FC4128
Castle Peak Road Mai Po near L/P FC4104
Castle Peak Road Mo Fan Tsuen near L/P FA9222
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2852
Castle Peak Road opp. Fiori opp. L/P AD2882
Castle Peak Road Pak Shek Au Interchange near L/P EA2978
Castle Peak Road Pok Wai near L/P FA6939
Castle Peak Road San Tin opp. L/P FC4153
Castle Peak Road Shek Wu Wai near L/P FC4140
Castle Peak Road Tai Sang Wai near L/P GD1108
Fan Kam Road Fireman Training School near L/P FB3637
Fan Kam Road near Fireman Training School opp. L/P FB3637
Fan Kam Road Ta Shek Wu (Shek Tong) near L/P FB3661
Fan Kam Road Ta Shek Wu (Shek Tong) opp. L/P FB3662
Fan Kam Road Ta Shek Wu near L/P FB3668
Fan Kam Road Ta Shek Wu opp. L/P FB3668
Fan Kam Road Ta Shek Wu Tsuen opp. L/P BD1139
Hung Yuen Road Hung Shui Kiu (Hung Yuen Road) B/T near L/P AD7223
Kam Sheung Road near Po Tei Road near L/P AD7128
Kam Sheung Road near Tsz Tong Tsuen near L/P U8316
Kam Sheung Road opp. Tsz Tong Tsuen near L/P U8313
Kam Tin Road Chun Yiu opp. L/P U8889
Kam Tin Road CLP Substation near Au Tau Roundabout near L/P AD1693
Kam Tin Road near Pat Heung Fire Station near L/P H4498
Kwu Tung Road San Tin Barracks near L/P EA2828
Lam Kam Road Ling Wan Temple near L/P H4953
Lam Kam Road Ling Wan Temple near L/P U8526
Lam Kam Road Sheung Tsuen Po near L/P FB4749
Long Ping Railway Station B/T near L/P GD2530
Ping Ha Road opp. Sheung Cheung Wai opp. L/P AD6687 [2]
Ping Ha Road Tin Shing Court opp. L/P AD6659
Route Twisk Country Park Management Centre near L/P FA7879
San Tam Road Sha Po opp. L/P AD0836
Tin Fuk Road Tin Yau Court opp. L/P AD6673
Tin Ha Road Ha Tsuen Vegetable Depot Kong Hau Villa opp. L/P FA9082
Tin Ha Road Lee Uk Tsuen near L/P FB9092
Tin Ha Road opp. Lee Uk Tsuen opp. L/P FB9092
Tin Ha Road opp. San Sang Tsuen opp. L/P FB9103

Tin Ha Road opp. San Uk Tsuen near L/P FB9086
Tin Ha Road opp. San Uk Tsuen opp. L/P FB9086
Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552
Tin Shui Wai Town Centre B/T
Tin Tsz Bus Terminus
Tin Wing Road near Chestwood Court opp. L/P DD0329
Tin Wu Road near Ju Ching Chu Secondary School opp. L/P DD0341
Tin Wu Road near Tin Shui Wai Playground near L/P DD0347
Tin Yiu Bus Terminus
Tung Wui Road near Ng Ka Tsuen near L/P AD7113 [2]
Tung Wui Road near Ng Ka Tsuen near L/P AD7125 [2]
Tung Wui Road near Sha Tin Hang opp. L/P AD7063 [2]
Tung Wui Road near Sha Tin Hang Tsuen opp. L/P AD7062 [2]
Wetland Park Road near Grandeur Terrace opp. L/P DD1859
Yuen Long (West) Bus Terminus [4]
Yuen Long Railway Station

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0373)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government indicated that they would carry out a study and conduct trials on intelligent traffic signal systems with sensors to detect pedestrians and vehicles at signalised road junctions to help optimise the green times allocated to vehicles and pedestrians. Please advise:

1. the location and details of the above installations;
2. the cost of the above study; and
3. whether the Government has the programme for the trials and commissioning. If so, what are the details?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 14)

Reply:
The Transport Department (TD) will carry out a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians. The study will include conducting laboratory trials, and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020. The locations of suitable signalised junction for the installation of the trial system will be selected having regard to a number of factors, including the traffic and pedestrian flow, as well as the capacity of the junctions concerned. The TD will determine the programme for commissioning of the systems at other junctions after evaluation of the trials.

The estimated cost for the study, including the trial installations, is about $8.1 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0420)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. The Traffic and Incident Management System (TIM System) of the Transport Department (TD) commenced operation since end 2017. Please advise the number of incidents handled since then.
2. Please list out the locations of these incidents and the staff establishment in handling the incidents.
3. What is the annual expenditure involved in the TIM System?
4. Please advise whether the Emergency Transport Co-ordination Centre (ETCC) ceased operation before the commencement of the TIM system. If the ETCC is still in operation, please advise the co-ordination between the ETCC and the TIM System.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 18)

Reply:
Launched in December 2017, the TIM System of the TD is a computerised system designed to facilitate traffic monitoring, generate suggested traffic and transport contingency plans in the event of traffic and transport incidents, streamline the dissemination of traffic and transport information to the media and the public and co-ordinate existing and future traffic control surveillance systems. With the assistance of the TIM System, the efficiency and effectiveness of the TD's ETCC in managing traffic and transport incidents and disseminating traffic and transport incident information to the media and the public have been improved. The annual expenditure incurred by the operation and maintenance of the TIM System is about $7.2 million.

ETCC operates round-the-clock and is currently manned by a staff establishment of 54, consisting of Traffic Engineers, Transport Officers, Transport Controllers, Technical Officers, Clerical Officers and a Typist, who also undertake other related duties such as formulating and updating of traffic and transport contingency plans and action checklists, etc. In 2018, ETCC handled 5 256 traffic or transport incidents[Note]. Details of the location of each of the incidents requested are not readily available.

Separately, the Hong Kong Police Force (HKPF) is responsible for handling traffic incidents or accidents at the scene. The HKPF will take into account the likely traffic and transport implications in referring certain incidents to the TD's ETCC for monitoring and necessary follow-up actions. The above-mentioned number of incidents does not include those handled by the HKPF at the scene but not referred to ETCC for follow-up actions

Note: A traffic or transport incident is regarded as a non-recurring event that causes reduction of road capacity or disruption of public transport services. These incidents are counted on a location or event basis. For example, a public event incident necessitating road closure for several hours will be counted as one incident. Similarly, a traffic incident at a location resulting in traffic congestion at that location and in the nearby areas will be counted as one incident.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0422)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Probationary Driving Licence Scheme (the Scheme) for motor cycles and motor tricycles was launched on 1 October 2000. From 9 February 2009, the Scheme has been extended to private cars and light goods vehicles. Please advise:

1. whether the number of traffic accidents involving drivers holding probationary driving licences has been reduced upon the implementation of the Scheme, and please provide information on such traffic accidents in the past five years; and

2. the penalties imposed in connection with the above traffic accidents with a tabulated breakdown by type of penalty.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 20)

Reply:

1. The numbers of traffic accidents involving drivers holding probationary driving licences per year have been fluctuating from around 350 to 600 since the Scheme was extended to private cars and light goods vehicles in 2009. The numbers of traffic accidents involving drivers holding probationary driving licences in the past five years are tabulated below:

	2014	2015	2016	2017	2018
Number of traffic accidents	425	500	625	638	351

2. The Hong Kong Police Force does not maintain records on the penalties imposed in connection with traffic accidents involving drivers holding probationary driving licences.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0568)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information on the interchange fare concession arrangements between different public transport operators in the past year:

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited	Dates of commencement and termination of the schemes

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 2)

Reply:

To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements in 2018 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

Public transport operators involved in the interchange schemes (Note 1)	**Adult fare concession for each interchange trip**	**Average daily passenger interchange trips benefited**	**Dates of commencement and termination of the schemes**
Railway and franchised bus (8 routes)	$1.0	20 400	On-going (Note 2)
Railway and green minibus (GMB) (539 routes) (Note 3)	$0.3 - $3.0	493 900	On-going (Note 2)

Public transport operators involved in the interchange schemes (Note 1)	**Adult fare concession for each interchange trip**	**Average daily passenger interchange trips benefited**	**Dates of commencement and termination of the schemes**
Bus-bus interchange between different franchised bus companies (498 routes)	$0.5 - $24.0	27 200	On-going (Note 2)
Franchised bus and GMB (74 routes)	$1.0	400	Commencement date: 1 July 2017 and on-going
Franchised bus and tram (29 routes)	$2.6	1 930	Commencement date: 1 July 2017 and on-going
GMB-GMB interchange between different GMB operators (37 routes)	$1.0 - $10.3	- (Note 4)	On-going (Note 2)
Ferry-ferry interchange between different ferry operators (2 routes)	Monday to Saturday: $3.6 Sunday and Public Holidays: $6.5	26	Commencement date: 1 July 2011 and on-going

Note:

(1) The above table does not cover interchange concessionary fare arrangements for routes operated by the same operator.

(2) Many railway and franchised bus interchange schemes, railway and GMB interchange schemes, bus-bus interchange schemes between different franchised bus companies, and GMB-GMB interchange schemes have been implemented for many years. The Transport Department (TD) does not have the information on the commencement date of each scheme.

(3) With effect from 3 June 2018, the MTR Corporation Limited introduced a railway and GMB interchange scheme under which a discount of a maximum of $0.3 is offered to passengers using Octopus for interchange between MTR and GMB. As at February 2019, 539 GMB routes have joined the scheme.

(4) The TD does not have passenger trip figures of GMB-GMB interchange schemes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0569)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out in table form the subsidy/allowance/exemption items granted by the Government in respect of franchised bus, non-franchised bus, tram, taxi, ferry, public light bus and MTR respectively and the respective expenditure incurred in the past year and this year.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 3)

Reply:

In 2017-18 and 2018-19, the Government provided various forms of exemption/subsidy items to the following public transport modes with details set out in the table below:

Public Transport Modes	**Exemption / Subsidy Items**	**Amount ($'000)**	
		2017-18	**2018-19 (as at 28 February 2019)**
Franchised Bus	Exemption of vehicle licence fee (Note 1)	25,292	24,166
	Reimbursement of Government rent and government land rental (Note 1)	329,333	276,383
	Exemption of first registration tax	59,694	53,942
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	988	1,362
Tram	Subsidy for tram track replacement at critical locations (Note 2)	N/A	4,291
Ferry	Exemption of vessel licence fee (Note 3)	212	162
Ferry	Reimbursement of pier rentals (Note 3)	7,699	4,648
	Reimbursement under Special Helping Measures for the six major outlying island ferry routes (Note 4)	38,481	109,857

Note:

1. The Government has exempted franchised buses from annual vehicle licence fees, and reimbursed franchised bus operators the Government rent and rentals of government land used for franchised bus operations under the Elderly Concessionary Fares Scheme.

2. The Government has made a total provision of about $19.7 million to subsidise Hong Kong Tramways (HKT) to expedite the tram track replacement of the key bends and junctions with the use of the rail jacket technology on a matching basis in three years from 2017-18 to 2019-20. Under the matching basis, for every metre of the track (in a pair) which HKT has committed to replace, the Government will provide funding for installation for another metre of the track on a reimbursement basis. A total of 2.35 km of tram tracks has been identified for replacement.

3. The Government has exempted ferries from annual vessel licence fees, and reimbursed ferry operators the rental of ferry piers used for franchised and licensed ferry operations under the Elderly Concessionary Fares Scheme.

4. The six major outlying island ferry routes include "Central – Cheung Chau", "Central – Mui Wo", "Inter-Islands" between Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau, "Central – Peng Chau", "Central – Yung Shue Wan" and "Central – Sok Kwu Wan" routes. Reimbursable items under the Special Helping Measures include vessel survey fee, vessel insurance, vessel repairs and maintenance cost, 50% of the annual depreciation cost of vessel and fleet improvement, private mooring charge, pier electricity, water and cleansing charges, balance of revenue forgone due to provision of elderly and child fare concessions and visiting scheme to outlying islands.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0829)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please list out in tables the figures of the past three years: (1) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three road harbour crossings; (2) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three tunnels between Kowloon and Sha Tin and; (3) the corresponding toll revenue from franchised bus, public light bus and non-franchised bus.

2. The Government has expressed that it would implement the "Franchised Bus Toll Exemption Fund" (the Fund). Please advise the implementation programme, its operation details and the use of the Fund.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 6)

Reply:

1. The number of routes and scheduled daily departures of franchised buses, green minibuses and residents' services plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin in the past three years is set out below:

Tunnels	Year	Franchised Buses		Green Minibuses		Residents' Services	
		Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures
Cross-Harbour Tunnel	2016	33	4 714	1	63	10	158
	2017	33	4 441	1	63	10	158
	2018	32	4 543	1	63	9	156
Eastern Harbour Crossing	2016	21	2 052	2	48	11	43
	2017	22	2 083	2	48	10	41
	2018	22	2 142	2	35	9	32
Western Harbour Crossing	2016	30	3 145	0	0	34	327
	2017	32	3 318	0	0	34	345
	2018	32	3 559	0	0	32	327

Tunnels	Year	Franchised Buses		Green Minibuses		Residents' Services	
		Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures
Lion Rock Tunnel	2016	32	3 448	8	473	12	91
	2017	32	3 260	8	465	12	80
	2018	29	3 184	8	473	10	77
Tate's Cairn Tunnel	2016	28	3 789	0	0	23	254
	2017	31	3 977	0	0	22	252
	2018	32	3 892	0	0	21	229
Eagle's Nest Tunnel	2016	17	463	0	0	3	21
	2017	19	701	0	0	4	25
	2018	16	758	0	0	5	28

Note:
(1) Figures provided are based on year end situation of the respective year.
(2) Main and supplementary services of a bus route under the same Schedule of Service are counted as one route only.
(3) Red minibuses are not included since they do not operate on fixed routes.

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

Tunnel name	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) ($ million)			Toll revenue collected from light buses (including private and public light buses) ($ million)		
	2016	2017	2018	2016	2017	2018
Cross-Harbour Tunnel	41.7	41.7	40.9	7	7	6
Eastern Harbour Crossing	71.5	75.2	74.5	8.8	8.8	8.3
Western Harbour Crossing	240.8	266.7	287.0	30.6	28.8	25.7
Lion Rock Tunnel	Not applicable*					
Tate's Cairn Tunnel	60.7	62.9	61.7	1.0	1.1	1.2
Eagle's Nest Tunnel	4.8	5.5	5.9	0.4	0.4	0.4

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

2. As a Policy Address initiative in 2018, the toll charged on franchised buses for using government tunnels and roads will be exempted. The Government has made legislative amendments to exempt the toll for franchised buses using government tolled tunnels and roads with effect from 17 February 2019 with a view to relieving

their fare increase pressure. Each franchised bus operator will set up its own dedicated fund account for keeping the toll saved. The Fund will be used for relieving the fare increase pressure of the corresponding franchised bus operators, so that the magnitude of the fare increase shouldered by the passengers will be lowered.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0830)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the supply of parking spaces:

1. please provide in table form the current numbers of parking spaces for commercial vehicles and non-commercial vehicles in each of the 18 districts (with breakdown by public car park/ on-street metered parking space/ temporary car park);

2. please provide in table form the utilisation of parking spaces by the above-mentioned vehicles and the average parking fees charged during peak hours and non-peak hours.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 8)

Reply:

1. The numbers of public parking spaces for commercial vehicles and non-commercial vehicles by districts as at February 2019 were as follows:

District	Non-Commercial vehicle parking spaces				Commercial vehicle parking spaces			
	Public car parks	On-street metered parking spaces	Temporary car parks	Others*	Public car parks	On-street metered parking spaces	Temporary car parks	Others*
Central & Western	10 148	443	45	29 233	497	106	236	416
Wan Chai	10 515	954	0	29 260	78	24	0	424
Eastern	11 437	383	1 354	35 127	407	112	302	1 432
Southern	7 585	592	196	32 750	647	85	98	721
Yau Tsim Mong	14 080	1 478	456	19 596	1 691	465	78	437
Sham Shui Po	8 774	1 165	666	20 545	1 905	155	474	1 149
Kowloon City	6 726	2 203	1 271	41 360	560	228	796	592
Wong Tai Sin	5 885	279	358	16 556	163	117	96	1 050
Kwun Tong	13 743	375	1 070	34 248	889	90	160	2 331
Tsuen Wan	8 643	467	2 030	27 175	990	42	170	1 199

District	Non-Commercial vehicle parking spaces				Commercial vehicle parking spaces			
	Public car parks	On-street metered parking spaces	Temporary car parks	Others*	Public car parks	On-street metered parking spaces	Temporary car parks	Others*
Tuen Mun	7 282	993	1 807	32 575	755	166	470	1 304
Yuen Long	8 241	755	1 078	32 918	401	203	87	1 781
North	3 361	899	2 347	15 887	275	199	410	1 027
Tai Po	4 796	1 262	1 145	22 276	188	175	148	820
Sai Kung	8 402	981	2 676	31 921	246	222	156	1 257
Sha Tin	14 707	1 369	2 586	57 107	855	207	290	1 589
Kwai Tsing	8 982	385	2 378	26 660	1 911	125	5 520	3 793
Island	7 280	154	67	9 184	361	40	0	618
Total	160 587	15 137	21 530	514 378	12 819	2 761	9 491	21 940

* Including parking spaces at private car parks and on-street non-metered parking spaces.

2. The Government has not compiled the utilisation and average parking fees charged during peak hours and non-peak hours for most types of parking spaces. For multi-storey car parks under the management of the Transport Department, their day-time and night-time hourly parking fees, and average utilisation rates as at December 2018 were as follows:

Car Park	**Hourly parking fees ($)**		No. of Parking Spaces @	**Average utilisation rate ^**		
	Day-time (0800-2300)	**Night-time (2300-0800)**		**Daily**	**Day-time (0800-2300)**	**Night-time (2300-0800)**
Star Ferry Car Park	22	16	417	51%	70%	16%
City Hall Car Park	22	16	197	43%	58%	15%
Rumsey Street Car Park	22	16	983	60%	68%	45%
Tin Hau Car Park	20	15	504	75%	81%	64%
Shau Kei Wan Car Park	12	10	458	83%	84%	81%
Aberdeen Car Park	16	14	344	81%	76%	89%
Yau Ma Tei Car Park	18	14	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	12	10	342	87%	86%	87%
Kwai Fong Car Park*	14	11	645	73%	74%	72%
Tsuen Wan Car Park	17	13	579	90%	91%	88%
Kennedy Town Car Park	12	12	232	81%	83%	75%
Total			**5 547**	**71%**	**76%**	**60%**

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

^ Excluding motorcycles.

* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0831)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please provide information on:

1. the total amount of subsidy received by commuters altogether and the average amount of subsidy received by each commuter up to the present;
2. the utilisation situations of different subsidy collection points; and
3. the administrative costs incurred in implementing the Scheme since its introduction.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 13)

Reply:

1. The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme in January and February 2019, the total amount of subsidies for the two months is about $306.7 million, involving a monthly average of around 2.15 million beneficiaries. The average monthly subsidy received per commuter is about $71.

2. The subsidy for January 2019 has been available for collection from 16 February 2019. As at 7 March 2019, 47% of commuters collected their subsidy at outlets of 7-Eleven and Circle K, as well as Wellcome supermarkets, 46% at Subsidy Collection Points installed at MTR stations, light rail customer service centers, designated ferry piers and designated public transportation interchanges, 6% through Octopus App and the remaining 1% at Octopus Service Points.

3. Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is $11.6 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2274)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide this Committee with information:

1. on the public car parks which were under study/construction by the Government across the territory in the past three years, including their locations, the numbers of parking spaces to be provided for different types of vehicles, their parking fees and estimated dates of opening for public use;

2. in table form on the underground public car parks which were under study/construction by the Government across the territory in the past three years, including their locations, the numbers of parking spaces to be provided for different types of vehicles, their parking fees and estimated dates of opening for public use; and

3. on whether the Government will conduct a site selection study for underground public car parks in 2019-20; if yes, on the related work plan and the estimated expenditure involved.

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 31)

Reply:

1.

In the past three years, the following projects with public car parks were completed/under construction:

Location	**Number of parking spaces**	**Status**	**Parking fees**
Po Shek Wu Estate public car park	Private car 166 (100 hourly and 66 monthly parking)	Completed and opened in August 2018	$13 per hour; $1,950 per month ($4 per hour for park and ride users)

Location	Number of parking spaces	Status	Parking fees
Hong Kong-Zhuhai-Macao Bridge Hong Kong Port public car park	Private car 673 (including 12 parking spaces for the disabled) Light goods vehicle 14 Motorcycle 25 Out-of-service taxi 21	Completed and opened in October 2018	Different parking fees are applied to various types of parking spaces. Parking fees for private car are set out below as illustration: - $20 per hour and $160 per day with pre-booking. - Progressive charging rates of $20 per hour for the first two hours, $30 for the third hour and $40 per hour starting from the fourth hour for non-reserved parking spaces For details, please refer to https://www.hzmbparking.com.hk/zh-hk/parking-rates
Guangzhou-Shenzhen-Hong Kong Express Rail Link West Kowloon Station public car park	Private car 495 Motorcycle 51	Completed and opened in September 2018	$32 per hour ($100 per day for park-and-ride users)
Liantang/Heung Yuen Wai Boundary Control Point public car park	Private car 415 Motorcycle 36	Under construction	To be determined by the car park operators based on market situation.
Tai Po Area 1 sports centre public car park	Private car 200 Motorcycle 10 Coach 3	Under construction	
Public parking place under improvement of Hoi Bun Road Park and Adjacent Area	Private car 37 Motorcycle 10 Coach 4 (The parking spaces for private car and coach are metered parking spaces.)	Under construction	According to prevailing parking fees of metered parking spaces upon commissioning of the parking spaces.

2. & 3.

The Transport Department (TD) is taking forward the consultancy study on parking for commercial vehicles and the pilot study on automated parking systems. The two studies will identify suitable sites, including underground or aboveground sites, for provision of public car parks. The estimated expenditures of the two studies in 2019-20 are $3.5 million and $1.5 million respectively. As it is an on-going task of the TD to look for suitable sites for provision of public car parks following the principle of "Single Site, Multiple Uses" by deploying existing staff resources, there is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0547)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the fare increase applications of green minibus (GMB) routes received by the Transport Department (TD) in the past year, including the routes involved, rates of fare increase applied for and results of assessment.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 24)

Reply:

The latest situation on fare adjustment applications of GMB routes received by the TD in 2018-19 is as follows:

GMB route		Application date	Fare adjustment applied for	Result
1.	Hong Kong Island (HKI) 51	April 2018	To increase by 18.2%	To be increased by 5.8%
2.	HKI 51A	April 2018	To increase by 18.2%	To be increased by 5.8%
3.	HKI 51S	April 2018	To increase by 18.2%	To be increased by 5.8%
4.	HKI 52	April 2018	To increase by 15.5%	Being processed
5.	HKI 69	April 2018	To increase by 21.3%	To be increased by 4.3%
6.	HKI 69A	April 2018	To increase by 21.3%	To be increased by 3.8%
7.	HKI 69X	April 2018	To increase by 21.3%	To be increased by 4.0%
8.	Kowloon (Kln) 9M	April 2018	To increase by 25.0%	Being processed
9.	Kln 71A	May 2018	To increase by 12.5%	Being processed
10.	Kln 71B	May 2018	To increase by 12.5%	Being processed
11.	New Territories (NT) 55K	May 2018	To increase by 13.6%	To be increased by 7.4%
12.	NT 56A	May 2018	To increase by 13.6%	To be increased by 7.4%
13.	NT 56B	May 2018	To increase by 13.6%	To be increased by 7.4%
14.	NT 56C	May 2018	To increase by 13.6%	To be increased by 7.4%
15.	NT 56K	May 2018	To increase by 13.6%	To be increased by 7.4%
16.	NT 301	May 2018	To increase by 14.9%	To be increased by 5.7%

GMB route		Application date	Fare adjustment applied for	Result
17.	NT 301M	May 2018	To increase by 14.9%	To be increased by 5.7%
18.	NT 302	May 2018	To increase by 14.9%	To be increased by 5.7%
19.	NT 81	June 2018	To increase by 27.6%	To be increased by 8.4%
20.	NT 81M	June 2018	To increase by 27.6%	To be increased by 8.4%
21.	NT 82	June 2018	To increase by 27.6%	To be increased by 8.4%
22.	NT 82M	June 2018	To increase by 27.6%	To be increased by 8.4%
23.	NT 89	June 2018	To increase by 21.0%	To be increased by 6.3%
24.	NT 89A	June 2018	To increase by 21.0%	To be increased by 6.3%
25.	NT 89B	June 2018	To increase by 21.0%	To be increased by 6.3%
26.	NT 89M	June 2018	To increase by 21.0%	To be increased by 6.3%
27.	NT 89P	June 2018	To increase by 21.0%	To be increased by 6.3%
28.	NT 89S	June 2018	To increase by 21.0%	To be increased by 6.3%
29.	NT 98	June 2018	To increase by 21.0%	To be increased by 6.3%
30.	NT 112A	June 2018	To increase by 8.4%	To be increased by 7.3%
31.	NT 112M	June 2018	To increase by 8.4%	To be increased by 7.3%
32.	NT 112S	June 2018	To increase by 8.4%	To be increased by 7.3%
33.	Kln 16	June 2018	To increase by 12.0%	Being processed
34.	Kln 16A	June 2018	To increase by 12.0%	Being processed
35.	Kln 16B	June 2018	To increase by 12.0%	Being processed
36.	Kln 16S	June 2018	To increase by 12.0%	Being processed
37.	Kln 89A	June 2018	To increase by 25.5%	Being processed
38.	Kln 89B	June 2018	To increase by 25.5%	Being processed
39.	Kln 89C	June 2018	To increase by 25.5%	Being processed
40.	HKI 32	July 2018	To increase by 21.2%	To be increased by 8.4%
41.	HKI 32A	July 2018	To increase by 21.2%	To be increased by 8.4%
42.	HKI 33	July 2018	To increase by 21.2%	To be increased by 8.4%
43.	HKI 33M	July 2018	To increase by 21.2%	To be increased by 8.4%
44.	NT 11	July 2018	To increase by 17.1%	To be increased by 5.9%
45.	NT 11A	July 2018	To increase by 17.1%	To be increased by 5.9%
46.	NT 11B	July 2018	To increase by 17.1%	To be increased by 5.9%
47.	NT 11M	July 2018	To increase by 17.1%	To be increased by 5.9%
48.	NT 11S	July 2018	To increase by 17.1%	To be increased by 5.9%
49.	NT 12	July 2018	To increase by 17.1%	To be increased by 5.9%
50.	NT 52A	July 2018	To increase by 25.8%	To be increased by 4.9%
51.	NT 52B	July 2018	To increase by 25.8%	To be increased by 4.9%
52.	NT 52K	July 2018	To increase by 25.8%	To be increased by 4.9%
53.	NT 54A	July 2018	To increase by 25.2%	To be increased by 6.0%
54.	NT 54K	July 2018	To increase by 25.2%	To be increased by 6.0%
55.	NT 65A	July 2018	To increase by 32.7%	To be increased by 15.1%
56.	NT 65K	July 2018	To increase by 32.7%	To be increased by 15.1%
57.	NT 65S	July 2018	To increase by 32.7%	To be increased by 15.1%
58.	NT 66K	July 2018	To increase by 32.7%	To be increased by 15.1%
59.	NT 67A	July 2018	To increase by 32.7%	To be increased by 15.1%
60.	NT 67K	July 2018	To increase by 32.7%	To be increased by 15.1%
61.	HKI 43M	July 2018	To increase by 29.6%	Being processed
62.	HKI 44M	July 2018	To increase by 29.6%	Being processed
63.	HKI 47E	July 2018	To increase by 28.6%	Being processed
64.	HKI 47M	July 2018	To increase by 28.6%	Being processed
65.	HKI 47S	July 2018	To increase by 28.6%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
66.	HKI 48M	July 2018	To increase by 28.6%	Being processed
67.	Kln 43M	July 2018	To increase by 19.4%	Being processed
68.	NT 814	August 2018	To increase by 11.0%	To be increased by 9.0%
69.	NT 25A	August 2018	To increase by 7.0%	To be increased by 7.0%
70.	NT 25B	August 2018	To increase by 7.0%	To be increased by 7.0%
71.	NT 25K	August 2018	To increase by 7.0%	To be increased by 7.0%
72.	HKI 24A	August 2018	To increase by 17.2%	Being processed
73.	HKI 24M	August 2018	To increase by 17.2%	Being processed
74.	HKI 25	August 2018	To increase by 17.2%	Being processed
75.	Kln 22A	August 2018	To increase by 5.4%	Being processed
76.	Kln 22M	August 2018	To increase by 5.4%	Being processed
77.	NT 19S	August 2018	To increase by 7.9%	Being processed
78.	NT 108A	August 2018	To increase by 7.9%	Being processed
79.	NT 10M	September 2018	To increase by 23.5%	To be increased by 11.4%
80.	NT 13	September 2018	To increase by 23.5%	To be increased by 11.4%
81.	NT 110	September 2018	To increase by 23.5%	To be increased by 11.4%
82.	NT 94	September 2018	To increase by 13.4%	To be increased by 7.2%
83.	NT 94A	September 2018	To increase by 13.4%	To be increased by 7.2%
84.	NT 94S	September 2018	To increase by 13.4%	To be increased by 7.2%
85.	HKI 9	September 2018	To increase by 21.7%	Being processed
86.	HKI 12	September 2018	To increase by 21.7%	Being processed
87.	HKI 13	September 2018	To increase by 21.7%	Being processed
88.	HKI 58	September 2018	To increase by 30.0%	Being processed
89.	HKI 58A	September 2018	To increase by 30.0%	Being processed
90.	HKI 58M	September 2018	To increase by 30.0%	Being processed
91.	HKI 59	September 2018	To increase by 30.0%	Being processed
92.	HKI 59A	September 2018	To increase by 30.0%	Being processed
93.	HKI 59B	September 2018	To increase by 30.0%	Being processed
94.	HKI 66	September 2018	To increase by 17.1%	Being processed
95.	HKI 66A	September 2018	To increase by 17.1%	Being processed
96.	HKI 68	September 2018	To increase by 17.1%	Being processed
97.	NT 63A	October 2018	To increase by 20.0%	To be increased by 12.0%
98.	NT 63B	October 2018	To increase by 20.0%	To be increased by 12.0%
99.	NT 63K	October 2018	To increase by 20.0%	To be increased by 12.0%
100.	NT 63S	October 2018	To increase by 20.0%	To be increased by 12.0%
101.	NT 64A	October 2018	To increase by 20.0%	To be increased by 12.0%
102.	NT 64K	October 2018	To increase by 20.0%	To be increased by 12.0%
103.	Kln 46	October 2018	To increase by 6.6%	Being processed
104.	NT 808	November 2018	To increase by 11.5%	To be increased by 6.3%
105.	NT 808A	November 2018	To increase by 11.5%	To be increased by 6.3%
106.	NT 808P	November 2018	To increase by 11.5%	To be increased by 6.3%
107.	NT 809K	November 2018	To increase by 11.5%	To be increased by 6.3%
108.	HKI 14M	November 2018	To increase by 17.6%	Being processed
109.	HKI 21A	November 2018	To increase by 17.6%	Being processed
110.	HKI 21M	November 2018	To increase by 17.6%	Being processed
111.	Kln 72	November 2018	To increase by 11.9%	Being processed
112.	Kln 73	November 2018	To increase by 11.4%	Being processed
113.	HKI 26	December 2018	To increase by 9.7%	Being processed
114.	Kln 86	December 2018	To increase by 11.7%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
115.	NT 411	December 2018	To increase by 18.0%	Being processed
116.	HKI 1	January 2019	To increase by 9.6%	Being processed
117.	HKI 1A	January 2019	To increase by 9.6%	Being processed
118.	HKI 2	January 2019	To increase by 9.6%	Being processed
119.	HKI 3	January 2019	To increase by 9.6%	Being processed
120.	HKI 3A	January 2019	To increase by 9.6%	Being processed
121.	HKI 28	January 2019	To increase by 9.6%	Being processed
122.	HKI 28A	January 2019	To increase by 9.6%	Being processed
123.	HKI 28M	January 2019	To increase by 9.6%	Being processed
124.	HKI 28S	January 2019	To increase by 9.6%	Being processed
125.	NT 611	February 2019	To increase by 12.9%	Being processed
126.	NT 611A	February 2019	To increase by 12.9%	Being processed
127.	NT 611B	February 2019	To increase by 12.9%	Being processed
128.	NT 611P	February 2019	To increase by 12.9%	Being processed
129.	NT 88D	March 2019	To increase by 13.0%	Being processed

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

In addition, while the operator of another two GMB routes had earlier applied for fare increases, the service of these two routes was already cancelled in March 2019 as per the operator's application. Hence, the fare application of these two routes was no longer valid and not processed by the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0549)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

To increase the supply of parking spaces, the Government is pursuing the following measures: designating night-time parking spaces at suitable on-street locations; requiring developers to provide in new development projects parking spaces with reference to the higher end of the range under the Hong Kong Planning Standards and Guidelines; providing public car parks in suitable new Government, Institution and Community (G/IC) facilities; allowing school buses to park in the school premises after school; and providing more coach parking spaces and pick-up/drop-off facilities. Please list out the numbers of additional parking spaces for private cars and commercial vehicles provided in the 18 districts of Hong Kong over the past year with a breakdown by the aforesaid categories of measures.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 26)

Reply:

In 2018-19, the numbers of additional parking spaces for private cars and commercial vehicles provided under the various measures in 18 districts are as follows:

District	Private Car		Commercial Vehicles				
	Parking spaces provided within new developments	**Public parking spaces in new G/IC facilities and short-term tenancy car parks**	**Night-time on-street parking**	**Parking spaces provided within new developments**	**Public parking spaces in new G/IC facilities and short-term tenancy car parks**	**Parking spaces within school premises**	**Coach parking spaces and pick-up/ drop-off facilities**
Central & Western	420	0	0	0	0	0	3
Wan Chai	234	0	3	0	0	0	2
Eastern	637	12	0	41	31	6	42
Southern	275	0	7	100	0	0	105
Yau Tsim Mong	566	0	0	0	0	0	37
Sham Shui Po	195	0	0	2	0	0	0
Kowloon City	716	158	0	0	50	0	50
Wong Tai Sin	19	0	0	2	0	0	0
Kwun Tong	445	0	0	6	0	6	6
Tsuen Wan	1 063	0	0	0	0	0	0
Tuen Mun	321	0	10	0	0	0	0
Yuen Long	34	205	0	10	26	7	8
North	352	131	15	0	40	0	0
Tai Po	76	0	0	0	0	0	0
Sai Kung	1 322	0	0	13	0	5	18
Sha Tin	662	18	3	0	36	0	1
Kwai Tsing	62	268	5	11	287	4	50
Islands	809	694	0	14	14	0	0
Total	8 208	1 486	43	199	484	28	322

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0550)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the current progress of the work in taking forward a consultancy study on parking for commercial vehicles (CVs), as well as examining the feasibility of providing government multi-storey car parks at various locations and the suitability to adopt an automated parking system? What measures will the Government take to restrict the use of parking spaces by cross-boundary coaches to avoid causing nuisance to nearby residents?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 27)

Reply:

The Transport Department (TD) commenced the consultancy study on parking for CVs in December 2017 to assess the parking demand and formulate short to long term measures to address the demand. The study is scheduled to complete in end 2019. In early 2018, the TD commenced a pilot study on the use of automated parking systems (APS) at a number of parking sites to evaluate the feasibility and applicability of APS in Hong Kong. The TD targets to invite tender for the first pilot project in Tsuen Wan in end 2019.

As regards multi-storey car parks, the Government will follow the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

Same as all local coaches, cross-boundary coaches may park at the existing on-street parking spaces designated for coaches. In the process of designating new on-street parking spaces, including those for the use of coaches, the TD will take into consideration views of the local community.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2340)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On Page 892 in Volume I, it is mentioned under Programme (1): Planning and Development under Head (186) Transport Department (TD) that the TD will continue with the study on parking for commercial vehicles (CVs) during 2019-20. In this connection, will the Government inform this Committee:

(1) of the current shortfall in the number of parking spaces for CVs across the territory and the projected numbers of additional parking spaces for CVs required in the coming five years;
(2) of the latest progress of the study; and
(3) whether smart parking technologies adopted in the Mainland or overseas will be employed to provide underground smart car parks or open-air Ferris wheel-style car parks or any other automated parking systems with a view to increasing the provision of parking spaces?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 45)

Reply:

(1) & (2) The TD is conducting a consultancy study on parking for CVs to assess the parking demand and formulate short to long term measures to address the demand. The consultant will consider the current and projected CV parking demand to be ascertained under the study and look for suitable sites for provision of commercial vehicle parks, including carrying out preliminary assessments to establish the technical feasibility. The study commenced in December 2017 and is targeted for completion in end 2019.

(3) On the other hand, the TD is conducting a consultancy study on automated parking systems (APS) for completion in end 2019. The study is considering smart parking technologies available worldwide, and identifying pilot sites for implementation of pilot projects to evaluate the feasibility and applicability of various types of APS in Hong Kong.

End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2341)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has all along promoted smart mobility but the parking and payment systems in Hong Kong are always said as unable to achieve this. The Transport Department (TD) advises that in the coming year, it will continue to develop the design of in-vehicle units and associated systems for allowing motorists paying parking fees by remote means, and carry out the procurement exercise of the new generation of parking meters. In light that the procurement tender has started in October last year, the Administration plans to install gradually the new generation of parking meters in Hong Kong in 2019-20 with an objective of installation 12 300 parking meters to replace the existing 9 800 parking meters which only accept Octopus as the payment means. Will this Committee be informed of:

(1) the results of the tender and any difference with the budget of $304 million? If yes, what are the details?
(2) what is the timetable for installation of the new generation of smart parking meters? Please list the time and numbers of the new parking meters to be installed by 18 districts.
(3) the payment means adopted for the new generation of smart parking meters in details.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 46)

Reply:

(1) The TD is conducting a tender exercise for the Procurement cum Management, Operation and Maintenance (PMOM) Contracts of the new generation of parking meter system. The invitation of the tender was issued on 26 October 2018 and the tender was closed on 21 December 2018. The assessment of tender is now underway. The TD will announce the result (i.e. the selected PMOM contractor(s) and the tender price(s)) once the tender procedures are fully completed by mid-2019.

(2) The TD plans to install about 12 000 new generation parking meters over the territory by phases from early 2020 for completion in early 2022. The detailed installation schedule will be finalised with the selected PMOM contractor(s) before end-2019. At this stage, the

installation timetable and numbers of the new parking meters to be installed by 18 districts are not available.

(3) The new generation of parking meters will support payment of parking fees through multiple means, including remote payment through "parking meter mobile application(s)". The payment means adopted for the new parking meters will be subject to the results of the tender exercise for engaging "clearing service contractor(s)", which will provide collection, clearing and settlement services for the parking fees collected. The tender exercise will be conducted in mid-2019.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0057)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) currently conducted by the Transport Department (TD), it is expected that the stakeholders will be consulted in the first half of this year. Please provide the details, including the expected completion time of the feasibility study, the targets and the scope of the consultation, the contents of the ERP Pilot Scheme, and the manpower and expenditure involved.

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 35)

Reply:

The TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half of 2019.

The estimated expenditure for the feasibility study on the ERP Pilot Scheme in 2019-20 is $6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2854)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, Hong Kong has seen shortage of parking spaces and traffic congestion across various districts. In this connection, will the Government inform this Committee:

1. of the numbers of different types of public and private parking spaces provided in each of the 18 districts over the past five years and the shortfall situation.

2. whether the Government will follow the principle of "Single Site, Multiple Uses" to construct underground car parks in more government facilities (including parks and sports centres) under planning?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 40)

Reply:

1. The numbers of different types of parking spaces in each district over the past five years are provided in Annex.

   While the Government regularly monitors changes in the overall number of vehicles and in the overall supply of parking spaces, the Transport Department (TD) does not compile statistics on the shortfall of parking spaces in each of the districts.

2. The Government follows the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

Annex

Number of parking spaces by type of vehicle and district in the past five years

District	Situation as at	Private Car#	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central & Western	Feb-19	38 436	1 171	84	1 412	41 103
	Feb-18	37 988	1 216	84	1 348	40 636
	Feb-17	38 837	1 221	89	1 362	41 509
	Feb-16	37 778	1 238	77	1 301	40 394
	Feb-15	37 641	1 220	67	1 278	40 206
Wan Chai	Feb-19	39 425	396	130	1 289	41 240
	Feb-18	39 319	389	131	1 293	41 132
	Feb-17	39 021	389	131	1 269	40 810
	Feb-16	38 632	382	133	1 268	40 415
	Feb-15	34 793	132	118	1 006	36 049
Eastern	Feb-19	45 914	1 885	368	2 381	50 548
	Feb-18	45 216	1 889	291	2 267	49 663
	Feb-17	44 881	1 953	375	2 253	49 462
	Feb-16	44 115	1 921	370	2 163	48 569
	Feb-15	47 763	2 174	326	2 409	52 672
Southern	Feb-19	39 274	1 197	354	1 830	42 655
	Feb-18	38 792	1 205	262	1 809	42 068
	Feb-17	38 654	1 203	279	1 787	41 923
	Feb-16	37 633	1 063	287	1 742	40 725
	Feb-15	37 663	1 019	257	1 735	40 674
Yau Tsim Mong	Feb-19	33 487	2 386	285	2 101	38 259
	Feb-18	33 135	2 428	261	2 025	37 849
	Feb-17	32 992	2 430	266	2 007	37 695
	Feb-16	31 665	2 473	257	1 943	36 338
	Feb-15	31 131	2 534	257	1 867	35 789
Sham Shui Po	Feb-19	29 157	3 248	435	1 978	34 818
	Feb-18	28 641	3 201	422	1 886	34 150
	Feb-17	28 519	3 217	472	1 800	34 008
	Feb-16	28 585	3 031	427	1 646	33 689
	Feb-15	28 514	3 512	491	1 581	34 098

District	Situation as at	Private Car#	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Kowloon City	Feb-19	49 617	1 539	637	1 936	53 729
	Feb-18	49 171	1 641	715	1 875	53 402
	Feb-17	48 115	1 668	834	1 750	52 367
	Feb-16	45 613	1 676	975	1 554	49 818
	Feb-15	46 042	1 953	907	1 591	50 493
Wong Tai Sin	Feb-19	20 834	1 290	136	2 239	24 499
	Feb-18	20 859	1 254	136	2 257	24 506
	Feb-17	21 102	1 291	136	2 211	24 740
	Feb-16	20 822	1 312	151	2 125	24 410
	Feb-15	20 758	1 348	169	2 057	24 332
Kwun Tong	Feb-19	45 371	3 268	202	4 060	52 901
	Feb-18	44 926	3 733	200	3 818	52 677
	Feb-17	44 439	3 719	353	3 705	52 216
	Feb-16	43 983	4 020	352	3 537	51 892
	Feb-15	44 225	4 234	377	3 456	52 292
Tsuen Wan	Feb-19	36 863	1 976	425	1 426	40 690
	Feb-18	35 787	1 947	426	1 281	39 441
	Feb-17	34 981	1 919	396	1 230	38 526
	Feb-16	34 590	1 852	396	1 152	37 990
	Feb-15	33 332	1 846	374	1 107	36 659
Tuen Mun	Feb-19	40 974	2 524	171	1 681	45 350
	Feb-18	40 661	2 523	175	1 644	45 003
	Feb-17	39 843	2 529	175	1 614	44 161
	Feb-16	39 328	2 506	169	1 543	43 546
	Feb-15	39 083	2 475	177	1 523	43 258
Yuen Long	Feb-19	41 255	2 112	360	1 723	45 450
	Feb-18	40 857	2 108	346	1 677	44 988
	Feb-17	39 590	1 998	328	1 554	43 470
	Feb-16	38 206	1 852	353	1 475	41 886
	Feb-15	38 198	1 930	353	1 457	41 938

District	Situation as at	Private Car#	Goods Vehicle	Coach/Bus	Motorcycle	Total*
North	Feb-19	21 655	1 834	77	812	24 378
	Feb-18	21 290	1 818	79	781	23 968
	Feb-17	21 468	1 835	79	778	24 160
	Feb-16	20 846	1 737	74	754	23 411
	Feb-15	20 622	1 772	74	711	23 179
Tai Po	Feb-19	28 516	1 191	140	956	30 803
	Feb-18	28 396	1 194	140	966	30 696
	Feb-17	28 176	1 319	141	955	30 591
	Feb-16	27 969	1 329	160	927	30 385
	Feb-15	26 997	1 426	205	879	29 507
Sai Kung	Feb-19	40 963	1 542	339	2 922	45 766
	Feb-18	39 819	1 585	339	2 783	44 526
	Feb-17	38 720	1 567	373	2 746	43 406
	Feb-16	35 772	1 511	395	2 516	40 194
	Feb-15	34 979	1 414	598	2 453	39 444
Sha Tin	Feb-19	72 885	2 722	219	2 866	78 692
	Feb-18	72 189	2 740	215	2 803	77 947
	Feb-17	70 346	2 726	214	2 768	76 054
	Feb-16	70 033	2 697	233	2 669	75 632
	Feb-15	69 610	2 793	251	2 588	75 242
Kwai Tsing	Feb-19	35 717	11 053	296	2 682	49 748
	Feb-18	35 473	10 954	252	2 629	49 308
	Feb-17	35 452	10 585	321	2 614	48 972
	Feb-16	34 413	10 039	342	2 493	47 287
	Feb-15	34 469	10 380	260	2 455	47 564
Islands	Feb-19	16 107	793	226	574	17 700
	Feb-18	15 565	779	226	520	17 090
	Feb-17	16 479	829	226	516	18 050
	Feb-16	15 188	852	101	415	16 556
	Feb-15	15 063	857	101	411	16 432
Total	Feb-19	676 450	42 127	4 884	34 868	758 329
	Feb-18	668 084	42 604	4 700	33 662	749 050
	Feb-17	661 615	42 398	5 188	32 919	742 120
	Feb-16	645 171	41 491	5 252	31 223	723 137
	Feb-15	640 883	43 019	5 362	30 564	719 828

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2856)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Committee of the following:

(1) What was the number of Residents' Service (RS) routes of non-franchised bus (NFB) service approved in each of the 18 Districts in Hong Kong in the past five years?
(2) What was the number of Employees' Service (ES) routes of NFB service approved serving the industrial estates in Tai Po, Tseung Kwan O and Yuen Long in the past five years?
(3) There were concerns that "NFB picking up and setting down points" in districts such as Tai Po and Tsing Yi caused nuisance to the residents nearby. What are the standards adopted by the Government in approving the "NFB picking up and setting down points"?

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 42)

Reply:

(1) and (2)
According to the Road Traffic Ordinance (Cap. 374), operators of NFB service (including RS and ES) must be issued with a Passenger Service Licence (PSL) by the Transport Department (TD) in respect of the vehicle(s) concerned.

Apart from the PSL approved for operating an NFB service, the TD will also approve the operation details of an RS or an ES in the form of a Schedule of Service, which will cover one or more routes operated by the PSL holder for a specific residents' group for an RS, or an employer or a group of employers for an ES.

The number of RS routes approved in the 18 Districts in Hong Kong in the past five years is as follows:

District	Number of RS Routes Approved				
	2014	2015	2016	2017	2018
Central & Western	0	0	0	0	0
Eastern	0	0	0	0	0
Southern	1	0	0	1	0
Wan Chai	0	0	0	0	0
Yau Tsim Mong	1	0	0	0	0
Wong Tai Sin	0	0	0	0	0
Sham Shui Po	0	0	0	0	0
Kwun Tong	0	0	0	0	0
Kowloon City	0	0	0	0	1
Yuen Long	1	1	0	1	1
Tuen Mun	0	0	0	0	2
Tsuen Wan	0	0	0	0	0
Tai Po	2	1	2	0	0
Sha Tin	0	0	1	0	0
Sai Kung	0	0	0	0	0
North	0	1	0	0	0
Kwai Tsing	0	0	0	0	0
Islands	0	0	0	0	2
Total	**5**	**3**	**3**	**2**	**6**

The number of ES schedules approved for serving the industrial estates in Tai Po, Tseung Kwan O and Yuen Long in the past five years is as follows:

Industrial Estate	Number of ES Schedules Approved (Note)				
	2014	2015	2016	2017	2018
Tai Po	27	23	23	22	23
Tseung Kwan O	16	12	21	23	24
Yuen Long	6	9	8	11	7
Total	**49**	**44**	**52**	**56**	**54**

Note: An ES schedule may cover one or more routes operated by the PSL holder for a specific employer or a group of employers.

(3)

The picking up and setting down points of an NFB service are proposed by the operators for approval by the TD. When assessing the applications, the TD will take into account factors such as convenience to passengers, impact on other public transport services, road safety and traffic conditions, and consult relevant government departments where appropriate.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0240)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the overseeing of, among others, the operation of public light buses (PLBs), will the Government inform this Committee of the following:

a. What were the number of PLB driving licence holders and the number of drivers actually engaged in the PLB trade in each of the past three years, with breakdown by age group (below 29, 30-39, 40-49, 50-59, 60-69, 70-79, and 80 or above) and gender?

b. Faced with concerns that the PLB trade is suffering a succession problem of driver manpower, what short-, medium- and long-term measures will the Government take to tackle problems such as manpower shortage in the trade?

c. Faced with concerns that the Guidelines on Working Hours of Green Minibus (GMB) Drivers (the Guidelines) have room for improvement on aspects such as payment for employees' meal breaks, rest time and maximum working hours, will the Government lay down a timetable to review the Guidelines?

d. After implementation of the measure to increase the maximum seating capacity of PLBs (i.e. to 19 seats), has the Government conducted any review on the effectiveness of the measure in aspects such as passenger waiting time, occupancy rate and lost trip rate? If yes, what are the details of the latest review?

e. Regarding overseeing the operation and operating arrangements of PLBs, what are the government departments, staff establishment and expenditure involved?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 1)

Reply:

a.

The numbers of holders of valid full driving licence for PLB in past three calendar years with breakdown by age groups and gender are tabulated as follows:

(i) Number of holders of valid full driving licence for PLB as at 31 December 2016

Gender	Age Groups						
	Below 29	30-39	40-49	50-59	60-69	70-79	80 or above
Male	1 630	15 879	33 058	63 070	53 583	9 219	1 063
Female	30	362	1 225	2 374	1 703	148	15
Total	1 660	16 241	34 283	65 444	55 373#	9 378#	1 078

(ii) Number of holders of valid full driving licence for PLB as at 31 December 2017

Gender	Age Groups						
	Below 29	30-39	40-49	50-59	60-69	70-79	80 or above
Male	1 262	14 391	30 990	59 636	54 856	10 928	1 192
Female	19	326	1 164	2 215	1 800	180	18
Total	1 281	14 717	32 154	61 851	56 704#	11 113#	1 210

(iii) Number of holders of valid full driving licence for PLB as at 31 December 2018

Gender	Age Groups						
	Below 29	30-39	40-49	50-59	60-69	70-79	80 or above
Male	1 007	12 721	29 488	55 780	55 484	13 193	1 322
Female	20	300	1 108	2 066	1 869	226	16
Total	1 027	13 021	30 596	57 846	57 369#	13 419	1 338

Due to data migration issue from earlier versions of the Vehicles and Drivers Licensing Integrated Data System, the gender information of a small number of driving licence holders are not recorded. The gender information of these licence holders will be updated upon their renewal of driving licences.

As at 31 December 2018, there were a total of around 175 000 holders of a valid full driving licence for PLB. Holders of a valid full driving licence for PLB may work as a GMB or red minibus driver. The Transport Department (TD) does not have precise information on whether holders of full driving licence for PLB are actively engaged in relevant driving work. However, the TD gathered from the PLB trade that the current active workforce of the trade is about 8 000.

b.

The Government is concerned about the manpower situation of the PLB trade and has been striving to assist the trade in improving the working environment and remuneration packages so as to attract new blood and alleviate the problem of manpower shortage. The TD has been proactively coordinating GMB operators to participate in job fairs organised by the Labour Department since 2013. So far, about 21 such job fairs have been held. The TD also assists in liaising with relevant support organisations and the Correctional Services Department with a view to encouraging the operators to employ members of the ethnic minorities and rehabilitated persons.

At the same time, to attract more young drivers to join the industry, the Government proposes to relax the current eligibility requirement of the driving licence holding period for private car or light goods vehicle from three years to one year before a person may apply for a commercial vehicle driving licence (including that for PLBs). The Government will introduce the relevant legislative proposal into the Legislative Council within 2018-19 legislative session. In addition, among the training providers of the pre-service course for PLB drivers (which is a mandatory requirement for obtaining the full driving licence for PLB), the Employees Retraining Board provides course fee subsidy for eligible low-income applicants under its "Skills Upgrading Scheme Plus".

Furthermore, the TD strives to improve the operating environment for the trade. Measures include increasing the maximum seating capacity of PLBs, relaxing or rescinding restricted zones and prohibited zones at certain locations in the light of the actual situation of the trade, allowing PLBs to park at PLB stands during non-peak periods, and extending the validity period of the PLB driver identity plates. If the PLB operators have to apply for fare increase on the account of rising costs (including cost of salaries), the TD will consider the applications on individual merits.

c. and d.
The maximum seating capacity of PLBs has increased from 16 seats to 19 seats since 7 July 2017. The TD launched a regular survey on the market occupancy rate of PLB in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services (including passenger waiting time and occupancy rates, etc.) subsequent to the implementation of the new maximum seating capacity will be reviewed. The review will also cover the effectiveness of the implementation of the Guidelines. The review will be completed by end 2019.

e.
The work involved in overseeing the operation and operating arrangement of PLBs is undertaken by the staff of the TD in various offices as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2529)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the matter concerning activities of illegal carriage of passengers for hire or reward, will the Government inform this Committee:

a. The numbers of enforcement actions (including surprise inspections), prosecutions and convictions against the activities of illegal carriage of passengers for hire or reward in the past three years. Please separately list out the numbers of drivers involved, vehicles involved and their vehicle types, as well as the contents of convictions;

b. Whether the Government will consider studying any regulations of the mode of operation of online-hailing car hiring to curtail the activities of illegal carriage of passengers for hire or reward, in order to protect the safety of passengers. If yes, what are the details; and

c. Separately list out the government departments and staff establishment involved and the expenditure incurred in monitoring the activities of illegal carriage of passengers for hire or reward.

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 2)

Reply:

a. The number of enforcement actions taken by the Police against the activities of illegal carriage of passengers for hire or reward by different types of vehicles in the past three calendar years are tabulated below:

Vehicle types	Number of Enforcement Actions Taken by the Police		
	2016	2017	2018
Private car	14	49	54
Light goods vehicle	4	1	15
Total	18	50	69

The Police does not maintain information on the prosecution and convictions of illegal carriage of passengers for hire or reward.

b. The Government encourages the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, hire car services adopting new technology or platforms must still be in compliance with existing laws and regulations, in order to protect the safety and interest of passengers, and to ensure the effective use of roads as well as the efficient, reliable and long-term healthy development of the public transport system used by over 90% of the commuters.

Under Section 52(3) of the Road Traffic Ordinance (Cap. 374), any person or organisation intending to arrange a motor vehicle for the carriage of passengers for hire or reward must meet the prescribed conditions stipulated in the legislation, such as the requirement to hold a valid hire car permit in respect of the vehicle concerned. The Government will continue to take a multi-pronged approach comprising enforcement, education and publicity in combating illegal carriage of passengers for hire or reward.

At the same time, the Government agrees that the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features should be addressed. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government will introduce franchised taxis under a trial scheme to meet such demand in the community. In comparison with the existing illegal online hire car service, the service of franchised taxis will be regulated by the Government. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators' performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure service quality as well as provide transparency on fares. To the general public, the impact on the road traffic would be limited since the number of franchised taxis would be capped at 600 under the trial scheme. The franchised taxis can provide an additional choice for passengers and facilitate the planning and development of the public transport system in an orderly manner. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in the 2018-19 legislative year.

c. The Police's combat against illegal carriage of passengers for reward is part of the day-to-day traffic enforcement. The manpower and resources deployed fall under the Programme "Road Safety". No specific breakdown in this respect is available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2530)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards parking for commercial vehicles (CVs), will the Government inform this Committee:

a. of the numbers of each type of CV in each of the past three years and their year-on-year rates of change, with a breakdown by vehicle type;
b. of the numbers of parking spaces for each type of CV provided at Government and privately operated car parks, and the utilisation and vacancy rates of car parks in each of the past three years, with breakdown by district and type and nature of parking space;
c. what short, medium and long-term measures the Government will take to address the persistent shortage of parking spaces for CVs; and
d. of the number of supervisory staff and the expenditure involved in the consultancy study on parking for CVs.

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 3)

Reply:

a. In the past three calendar years, the numbers of licensed CVs as at end December each year and the year-on-year differences (in brackets) are tabulated as follows:

Vehicle Type	2016	2017	2018
Taxi	18 152 (+34)	18 148 (-4)	18 143 (-5)
Light Goods Vehicle	70 336 (-95)	70 782 (+446)	72 704 (+1922)
Medium Goods Vehicle	36 200 (+199)	36 156 (-44)	36 702 (+546)
Heavy Goods Vehicle	5 816 (+418)	6 042 (+226)	6 398 (+356)

Vehicle Type	2016	2017	2018
Coach/Bus/Light Bus#	15 104 (+68)	15 069 (-35)	15 441 (+372)

excluding franchised buses.

b. The numbers of parking spaces for CVs in various districts in the past three years are tabulated at Annex.

The Transport Department (TD) does not have records on the utilisation of privately owned car parks in Hong Kong. As at December 2018, the numbers of parking spaces and the utilisation rates of the 11 government multi-storey car parks are summarised as follows:

Car Park	No. of Parking Spaces @	Average utilisation rate ^		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	43%	58%	15%
Rumsey Street Car Park	983	60%	68%	45%
Tin Hau Car Park	504	75%	81%	64%
Shau Kei Wan Car Park	458	83%	84%	81%
Aberdeen Car Park	344	81%	76%	89%
Yau Ma Tei Car Park	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	87%	86%	87%
Kwai Fong Car Park*	645	73%	74%	72%
Tsuen Wan Car Park	579	90%	91%	88%
Kennedy Town Car Park	232	81%	83%	75%
Total	**5 547**	**71%**	**76%**	**60%**

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

^ Excluding motorcycles.

* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.

c. To cope with the parking demand of CVs, the Government will continue to actively pursue the following measures to increase the supply of parking spaces:

(a) designating suitable on-street locations as night-time parking spaces;
(b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
(c) following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space projects;
(d) encouraging parking of school buses inside school premises after school hours;
(e) providing parking spaces and picking up/setting down facilities for coaches;
(f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles; and
(g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand.

d. Supervision of the consultancy study on parking for CVs is undertaken by the TD's existing staff. There is no separate breakdown of the supervisory manpower involved. The estimated expenditure for the study in 2019-20 is $3.5 million.

Annex

Number of parking spaces for CVs by district in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus
Central & Western	Feb-19	38 436	1 171	84
	Feb-18	37 988	1 216	84
	Feb-17	38 837	1 221	89
Wan Chai	Feb-19	39 425	396	130
	Feb-18	39 319	389	131
	Feb-17	39 021	389	131
Eastern	Feb-19	45 914	1 885	368
	Feb-18	45 216	1 889	291
	Feb-17	44 881	1 953	375
Southern	Feb-19	39 274	1 197	354
	Feb-18	38 792	1 205	262
	Feb-17	38 654	1 203	279
Yau Tsim Mong	Feb-19	33 487	2 386	285
	Feb-18	33 135	2 428	261
	Feb-17	32 992	2 430	266
Sham Shui Po	Feb-19	29 157	3 248	435
	Feb-18	28 641	3 201	422
	Feb-17	28 519	3 217	472
Kowloon City	Feb-19	49 617	1 539	637
	Feb-18	49 171	1 641	715
	Feb-17	48 115	1 668	834
Wong Tai Sin	Feb-19	20 834	1 290	136
	Feb-18	20 859	1 254	136
	Feb-17	21 102	1 291	136
Kwun Tong	Feb-19	45 371	3 268	202
	Feb-18	44 926	3 733	200
	Feb-17	44 439	3 719	353
Tsuen Wan	Feb-19	36 863	1 976	425
	Feb-18	35 787	1 947	426
	Feb-17	34 981	1 919	396
Tuen Mun	Feb-19	40 974	2 524	171
	Feb-18	40 661	2 523	175
	Feb-17	39 843	2 529	175
Yuen Long	Feb-19	41 255	2 112	360
	Feb-18	40 857	2 108	346
	Feb-17	39 590	1 998	328
North	Feb-19	21 655	1 834	77
	Feb-18	21 290	1 818	79
	Feb-17	21 468	1 835	79

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus
Tai Po	Feb-19	28 516	1 191	140
	Feb-18	28 396	1 194	140
	Feb-17	28 176	1 319	141
Sai Kung	Feb-19	40 963	1 542	339
	Feb-18	39 819	1 585	339
	Feb-17	38 720	1 567	373
Sha Tin	Feb-19	72 885	2 722	219
	Feb-18	72 189	2 740	215
	Feb-17	70 346	2 726	214
Kwai Tsing	Feb-19	35 717	11 053	296
	Feb-18	35 473	10 954	252
	Feb-17	35 452	10 585	321
Islands	Feb-19	16 107	793	226
	Feb-18	15 565	779	226
	Feb-17	16 479	829	226
Total	Feb-19	676 450	42 127	4 884
	Feb-18	668 084	42 604	4 700
	Feb-17	661 615	42 398	5 188

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2532)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the real-time arrival forecast system, will the Government inform this Committee of:

a. The details of the public transport operators who provide real-time arrival information, their coverage/progress, and the expenditure involved.

b. Whilst some public transport operators have yet to implement real-time arrival information system (e.g. arrival information display panel and mobile application), does the Government have measures to encourage these operators to develop the system to make it convenient for the public?

c. Whilst public transport operators develop their own real-time arrival information system, the public will find it inconvenient as they are unable to browse the information in one place. In this connection, does the Government have any plan to co-ordinate the public transport operators' real-time arrival information and develop a browsing system to view the information in one place; if yes, what are the details; if not, what are the reasons?

d. Regarding the monitoring of the real-time arrival information system, what are the manpower establishment and the annual expenditure?

Asked by: Hon HO Kai-ming (LegCo internal reference no.:20)

Reply:

The Transport Department (TD) has been promoting the opening up of operating data by public transport operators to facilitate commuting and trip planning of passengers. At present, the Mass Transit Railway Corporation Limited (MTRCL), franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Franchised bus companies and the MTRCL are also working with the TD in providing real-time arrival information through TD's

"HKeMobility" mobile application and "Hong Kong eTransport" web page, in order to bring convenience to the users. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications.

The Government understands that the community expects dissemination of more real-time public transport data and information. In this connection, the TD is actively liaising with the public transport operators (including franchised bus operators and the MTRCL) to encourage the opening up of their data, in particular the real-time arrival information, in machine-readable format on the "DATA.GOV.HK" Portal. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at DATA.GOV.HK in the third quarter of 2019.

To further enhance the dissemination of real time bus arrival information, the Government subsidises, on a matching basis, franchised bus companies to install real-time bus arrival information display panels at government public transport interchanges and about 1 300 covered bus stops for releasing real-time arrival information in phases from 2017 for completion by 2020. The estimated budget is $28 million. About 280 information display panels were installed by end-2018 under the initiative.

In the next three years, the Government will fund and install on-board data collection devices for all Green Minibuses (GMBs), as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022. The estimated capital cost for full scale development and implementation of the system is $31 million. Five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional notional annual mid-point salary of $3.39 million.

The integrated mobile application "HKeMobility" launched by the TD in July 2018 provides a one-stop service to the public through suggesting route choices covering various public transports, with access to real-time arrival information of all franchised buses and Hong Kong Tramways. The expenditure incurred for the development of mobile application "HKeMobility" was about $0.6 million.

Monitoring of the work relating to dissemination of the real-time arrival information system is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1116)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Hong Kong is faced with a shortage of parking spaces, and during holidays quite a number of motorists are often unable to park their vehicles, or have to resort to "illegal parking", which has aroused concern. In a reply to the Legislative Council (LegCo), the Government stated that more than 2.01 million fixed penalty notices against illegal parking were issued across the territory in the past year. On the other hand, in the past decade, the overall vehicular growth in Hong Kong has been faster than the increase in the number of parking spaces. The total number of vehicles registered in Hong Kong has risen by 45% while the total number of parking spaces across the territory has only increased by 9.0%. The number of parking spaces in Hong Kong therefore cannot catch up with the growth of both vehicles and residential or commercial units, causing inconvenience to motorists. In this connection, will the Government inform this Committee of the following:

1. What is the latest progress of the review on parking policy jointly conducted by the Transport and Housing Bureau (THB) and the Transport Department (TD)?

2. Has the THB conducted any surveys on the usage of all car parks in Hong Kong, usage of parking spaces in different time slots and usage of parking spaces by different types of vehicles over the past year? If yes, please list the relevant figures by time slot and vehicle type.

3. The Government currently takes the view that the vehicular growth rate should be slowed down, so that it can formulate policy more easily to improve the ratio of number of parking spaces to number of vehicles. Has the Government conducted any studies on ways to enhance the utilisation rate of the existing parking spaces?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 37)

Reply:

1. Hong Kong adopts a transport policy based on public transport with railways as the backbone. Nearly 90% of the total passenger trips are made on public transport. The surge in the size of vehicle fleet (in particular the private car fleet) in recent years

has aggravated road traffic congestion and brought about adverse impact on the community. There is a need to control the growth of private car fleet. As reported to the LegCo Panel on Transport in May 2017, the Government's current policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles (CVs). In this regard, the TD has embarked on a consultancy study on the parking for CVs. In addition, the Government will implement a series of short term and medium to long term measures to increase parking spaces, including following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative. Also, the TD commenced a pilot study on the use of automated parking systems (APS) at a number of parking sites to evaluate the feasibility and applicability of the APS in Hong Kong. The TD targets to invite tender for the first pilot project in Tsuen Wan in end 2019.

2. The Government has not conducted surveys on the utilisation of all car parks in Hong Kong. For multi-storey public car parks under the management of the TD, their average utilisation rates as at December 2018 were as follows –

Car Park	**No. of Parking Spaces@**	**Average utilisation rate^**		
		Daily	**Day-time (0800-2300)**	**Night-time (2300-0800)**
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	43%	58%	15%
Rumsey Street Car Park	983	60%	68%	45%
Tin Hau Car Park	504	75%	81%	64%
Shau Kei Wan Car Park	458	83%	84%	81%
Aberdeen Car Park	344	81%	76%	89%
Yau Ma Tei Car Park	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	87%	86%	87%
Kwai Fong Car Park*	645	73%	74%	72%
Tsuen Wan Car Park	579	90%	91%	88%
Kennedy Town Car Park	232	81%	83%	75%
Total	**5 547**	**71%**	**76%**	**60%**

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

^ Excluding motorcycles.

* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.

3. The Government has been taking forward various measures to facilitate better parking space utilisation by motorists. As at 28 February 2019, real-time parking vacancy information of about 276 government and commercial public car parks is disseminated through the TD's "HKeMobility" mobile application to facilitate motorists in finding vacant parking spaces. The TD will continue the efforts to liaise with and introduce practical technology solutions to car park operators to facilitate their adoption of suitable options to collect and disseminate parking vacancy information and data.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1489)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to provide services for issue and renewal of vehicle and driving licences and permits in 2019-20. Will the Administration advise:

(1) What were the numbers of driving licence applications for commercial vehicles and non-commercial vehicles in the past three years?

(2) What is the current number of driving licence holders aged 65 or above? Among those, how many are driving commercial vehicles?

(3) Does the Administration have any measures in place to strengthen the driving safety of aged drivers?

Asked by: Hon IP LAU Suk-yee, Regina (LegCo internal reference no.: 48)

Reply:

(1) There is no definition of "commercial vehicles" in existing legislation. For the purpose of classifying driving licences, taxis, medium goods vehicles, heavy goods vehicles, private and public light buses, private and public buses, franchised buses, articulated vehicles and special purpose vehicles are generally regarded as "commercial vehicles". In the past three calendar years, the numbers of full driving licences issued/endorsed by vehicle class are tabulated as follows:

Driving Licence Class	**Total Numbers of Full Driving Licences Issued/Endorsed in the Past Three Calendar Years**		
	2016	**2017**	**2018**
Private Car	88 981	65 392	95 652
Light Goods Vehicle	35 998	26 716	37 422
Motor Cycle	13 477	10 538	14 447

Driving Licence Class	Total Numbers of Full Driving Licences Issued/Endorsed in the Past Three Calendar Years		
	2016	2017	2018
Private Light Bus	2 644	2 654	2 548
Public Light Bus	1 188	1 254	1 425
Taxi	3 384	3 501	3 355
Private Bus	2 500	2 539	2 457
Public Bus	2 501	2 540	2 457
Government Vehicle	2 095	1 969	2 229
Franchised Bus	842	947	809
Medium Goods Vehicle	2 887	2 500	2 413
Heavy Goods Vehicle	1 392	1 198	1 167
Articulated Vehicle	525	476	472
Special Purpose Vehicle	852	965	861
Motor Tricycle	13 477	10 538	14 447

Note 1: Multiple driving licence classes may be issued in one single licence application.

Note 2: Numbers of full driving licence endorsed refer to the addition of driving entitlement on top of existing driving licence (e.g. endorsement of Private Light Bus driving entitlement to an existing full driving licence holder for taxi).

(2) As at 31 December 2018, the numbers of valid full driving licence holders aged 65 or above by vehicle class are tabulated as follows:

Driving Licence Class	Number of Valid Full Driving Licence Holders aged 65 or above (as at 31 December 2018)
Private Car	183 012
Light Goods Vehicle	164 946
Motor Cycle	26 931
Private Light Bus	40 674
Public Light Bus	39 010
Taxi	55 474
Private Bus	23 122
Public Bus	23 266
Government Vehicle	600
Franchised Bus	4 347

Driving Licence Class	Number of Valid Full Driving Licence Holders aged 65 or above (as at 31 December 2018)
Medium Goods Vehicle	36 924
Heavy Goods Vehicle	30 300
Articulated Vehicle	7 143
Special Purpose Vehicle	1 713
Motor Tricycle	26 925

Note: One licence holder may be holding multiple driving licence classes.

The TD does not have precise information on whether the commercial driving licence holders are actively engaged in relevant driving work. However, the TD gathered from the transport trades that the current active workforce for franchised bus, public light bus and taxi are about 14 000, 8 000 and 59 000 respectively.

(3) Under the Road Traffic (Driving Licences) Regulations (Cap 374B) (the Regulations), an applicant for a driving licence shall make a declaration on whether he/she is suffering from any disease or physical disability specified in the First Schedule to the Regulations or any disease or physical disability that would cause his/her driving to be a source of danger to the public. If it appears to the Commissioner for Transport (the Commissioner) that the applicant is suffering from the specified disease or physical disability, the Commissioner shall refuse the application. Moreover, for applicants who are aged 70 or above, they shall, on application for a driving licence, submit a medical examination report form completed and signed by a registered medical practitioner to certify that the applicant is medically fit to drive. Their driving licences shall only be valid for one to three years.

The TD has commenced a review of the current age requirement for mandatory submission of medical proof for physical fitness of drivers or other relevant health requirements as appropriate. When conducting the review, the TD will make reference to the practices of other countries/places and other relevant factors. The TD will consult the relevant stakeholders when the review results are available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1490)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2019-20, the Transport Department (TD) will continue to introduce and implement measures to increase provision of parking spaces in the short and medium to long terms. Will the Government advise on:

(1) the current supply and demand situations of parking spaces for various vehicle types in various districts; and

(2) the latest progress of the consultancy study on parking for commercial vehicles (CVs).

Asked by: Hon IP LAU Suk-yee, Regina (LegCo internal reference no.: 49)

Reply:

(1) The numbers of parking spaces as at February 2019 by districts and vehicle types were as follows:

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
Central & Western	38 436	1 171	84	1 412	41 103
Wan Chai	39 425	396	130	1 289	41 240
Eastern	45 914	1 885	368	2 381	50 548
Southern	39 274	1 197	354	1 830	42 655
Yau Tsim Mong	33 487	2 386	285	2 101	38 259
Sham Shui Po	29 157	3 248	435	1 978	34 818
Kowloon City	49 617	1 539	637	1 936	53 729
Wong Tai Sin	20 834	1 290	136	2 239	24 499
Kwun Tong	45 371	3 268	202	4 060	52 901
Tsuen Wan	36 863	1 976	425	1 426	40 690
Tuen Mun	40 974	2 524	171	1 681	45 350

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
Yuen Long	41 255	2 112	360	1 723	45 450
North	21 655	1 834	77	812	24 378
Tai Po	28 516	1 191	140	956	30 803
Sai Kung	40 963	1 542	339	2 922	45 766
Sha Tin	72 885	2 722	219	2 866	78 692
Kwai Tsing	35 717	11 053	296	2 682	49 748
Islands	16 107	793	226	574	17 700
Total	**676 450**	**42 127**	**4 884**	**34 868**	**758 329**

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

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

While the Government regularly monitors changes in the overall number of vehicles and overall supply of parking spaces, the TD does not have statistics on the demand for parking spaces in each of the districts.

(2) The TD is taking forward a consultancy study on parking for CVs, which commenced in December 2017 for completion in end 2019, to assess the parking demand by conducting site surveys, with due consideration to future land uses as well as development of trading and logistics industries. The study will formulate short to long term measures to address the parking demand and identify suitable sites for technical feasibility assessments on parking of CVs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2603)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

(1) According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (the Guidelines), the maximum duty hours in a special shift should not exceed 14 hours, which has remained the same, and driving hours therein should not exceed ten hours. In making the decision, have health care practitioners, professionals, trade unions and bus captains been consulted? If yes, please advise on the persons consulted, the number of consultations conducted, the staff establishment for the tasks and the expenditure involved, etc.

(2) Please tabulate the number of inspections and monitoring of compliance with the Guidelines and prosecutions against violations of the Guidelines by the Government, the expenditure involved, staff establishment for the tasks and prosecutions instituted, etc. in the past five years.

(3) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) receiving pre-employment health checks and the related expenditure involved in the past five years.

(4) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above receiving regular health checks and the related expenditure involved in the past five years.

(5) Has the Government proposed mandating professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above to receive regular health checks? If yes, what are the implementation timetable and expenditure involved? If no, what are the reasons?

(6) Please provide the number of accidents and casualties involving professional drivers (including drivers of buses, minibuses, taxis, etc.) aged (i) 55 or below and (ii) 55 or above and causes of the accidents in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 15)

Reply:

(1) When reviewing the Guidelines, the Transport Department (TD) aimed to strike a balance among the need to provide appropriate services to meet the travelling needs of bus passengers, the rest time and working hours of bus captains, the operational needs of bus companies, as well as the views received from the community (including those received from the Legislative Council and District Councils). During the process, the TD had a total of 12 meetings with the franchised bus companies and staff unions between October 2017 and February 2018. The review was undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure involved.

The TD will review the Guidelines upon its full implementation in the second quarter of 2019 with a view to completing the review by 2020.

(2) To ensure that franchised bus operators comply with the Guidelines, franchised bus operators are required to submit monthly reports on the implementation of the Guidelines to the TD for monitoring. In addition, the TD engages independent contractors to conduct surveys on franchised bus captains' working hours, rest time and meal breaks to monitor the compliance of the Guidelines by franchised bus operators every year. The results of the monitoring surveys reveal that franchised bus operators generally adhere to the prevailing guidelines in arranging rest time and meal breaks for bus captains. Should any non-compliance be identified, the franchised bus operators would be required to provide explanations and take follow-up actions as appropriate. Surveys were taken on over 6 500 bus captains on their full duty hours in the past five years and the total expenditure for such surveys incurred was about $5.5 million. The work involved in monitoring the compliance is undertaken by the existing staff of the TD. There is no separate breakdown of the expenditure involved.

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

At present, franchised bus companies require bus captains to declare their health conditions and pass a health check such that he/she is certified by a doctor to be physically fit to drive buses before joining the service. For serving bus captains, all franchised bus companies currently require bus captains aged 50 years or above to undergo annual health checks. For bus captains at the age of 50, 54, 57 and 60 or above, they are also required to undergo an electrocardiogram in the annual health check. Moreover, for bus captains who have suffered a stroke or cardiovascular diseases, or are on medication due to diabetes mellitus or hypertension, they are also required to declare such illness(es) to their employers and undergo an electrocardiogram in their annual health checks. Franchised bus

companies have also reminded their bus captains not to continue driving if feeling unwell while on duty and to consult doctors promptly.

For other road-based public transport modes, the Hong Kong Tramways Limited requires all newly-recruited tram drivers to undergo physical examination and declare individual medical records. Those aged 60 or above are required to undergo a general check-up before annual contract renewal. For green minibus and non-franchised bus services, although the operators generally do not require their drivers to undergo annual health checks, they will not assign driving duties to drivers found to be unwell and will request the concerned drivers to seek medical treatment or examination. As regards red minibus and taxis, the drivers are mainly self-employed and there is no mandatory requirement for these drivers to conduct pre-service or regular health checks.

While the Government has no plan to make it a mandatory requirement for drivers of all public transport services who are aged 55 or above to undergo regular health checks, the TD will continue to enhance commercial vehicle drivers' awareness of safe driving and health through training and education, including the publicity campaign "Safe Driving and Health Campaign" and seminars on safe driving co-organised by the TD and the Police. During the annual "Safe Driving and Health Campaign", the TD will distribute coupons to commercial vehicle drivers (including public transport drivers) to encourage them to conduct free health checks at medical institutions. In the past five years, an average of about 2 000 commercial vehicle drivers joined the free health checks every year. Through meetings with the trade and regular newsletters, the TD also reminds operators and the trade to pay attention to drivers' physical condition and encourage them to have regular check-ups.

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

	2014	**2015**	**2016**	**2017**	**2018**
Number of accidents involving franchised bus (Number of casualties)					
with driver aged below 55	1 598 (2 047)	1 594 (2 091)	1 478 (1 882)	1 470 (2 044)	1 521 (1 944)
with driver aged 55 or above	721 (915)	648 (822)	757 (947)	758 (1 135)	819 (1 024)
Number of accidents involving public light bus (Number of casualties)					
with driver aged below 55	367 (625)	364 (604)	301 (516)	230 (397)	217 (316)
with driver aged 55 or above	686 (1 136)	713 (1 216)	756 (1 211)	763 (1 250)	718 (1 075)
Number of accidents involving taxi (Number of casualties)					
with the driver aged below 55	1 776 (2 559)	1 772 (2 506)	1 731 (2 421)	1 620 (2 277)	1 542 (2 133)
with driver aged 55 or above	2 157 (2 941)	2 254 (3 156)	2 464 (3 383)	2 451 (3 390)	2 611 (3 519)

Note: Figure in bracket denotes number of casualties

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

- End -

CONTROLLING OFFICER'S REPLY

((Question Serial No. 2632)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding cross-boundary vehicles, please provide:

(1) the numbers of vehicles holding closed road permits (CRP) in the past three years, with breakdown by local and non-local registration;

(2) the numbers in tabulated form of different types of vehicles (coaches, hire cars, private cars, official/ enterprise vehicles, government vehicles and goods vehicles) travelling via different road-based boundary control points (i.e. Shenzhen Bay Port, Lok Ma Chau, Man Kam To, Sha Tau Kok and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port) in the past three years; and

(3) the numbers of traffic offences and accidents involving cross-boundary vehicles in the past three years, and, among them, the numbers of prosecution and conviction cases.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 44)

Reply:

(1)
The numbers of cross-boundary vehicles issued with CRP in the past three years are as follows:

Year (as at year end)	Locally registered vehicles	Non-locally registered vehicles (Note)
2016	43 172	3 146
2017	44 752	3 396
2018	54 689	4 817

Note : Non-locally registered vehicles refer to Mainland/ Macao non-commercial vehicles which are issued with International Circulation Permits, in addition to the closed road permits, for use in Hong Kong. As the commercial vehicles concerned are required to register in Hong Kong, the relevant number has been included under the "locally registered vehicles".

(2)

While the Government collects the entry and exit records of cross-boundary vehicles, such statistical information is mainly grouped into three vehicle types, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars. At present, there are five road boundary control points in Hong Kong, namely Shenzhen Bay Port, Lok Ma Chau Control Point, Man Kam To Control Point, Sha Tau Kok Control Point and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port. According to the information provided by the Immigration Department, the Customs and Excise Department and the HZMB Authority, the total numbers of cross-boundary vehicular trips via the five road boundary control points in the past three years are given in the following table:

Shenzhen Bay Port

Year	Coaches		Goods Vehicles		Private Cars (Note)	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	181 493	185 090	413 023	489 882	1 457 141	1 483 948
2017	164 166	168 350	515 186	583 853	1 589 655	1 618 887
2018	146 175	150 334	603 874	626 638	1 635 895	1 648 555

Note: Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Mainland via Shenzhen Bay Port under the Ad Hoc Quota Scheme.

Lok Ma Chau Control Point

Year	Coaches (Note 1)		Goods Vehicles		Private Cars (Note 2)	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	406 546	408 623	2 234 192	2 071 826	1 794 758	1 767 589
2017	416 726	420 054	2 203 698	2 064 904	1 787 483	1 762 528
2018	406 352	409 316	2 019 522	1 927 772	1 692 525	1 679 953

Note (1): Coaches include cross-boundary coaches and cross-boundary shuttle buses plying between Lok Ma Chau Boundary Control Point and Huanggang Port.

Note (2): Private cars include cross-boundary private cars and cross-boundary hire cars.

Man Kam To Control Point

Year	Coaches		Goods Vehicles		Private Cars	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	65 651	59 960	714 999	736 402	100 745	100 901
2017	68 867	64 751	773 877	753 788	96 385	94 443
2018	66 821	60 161	681 230	678 800	90 293	90 413

Sha Tau Kok Control Point

Year	Coaches		Goods Vehicles		Private Cars (Note)	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	52 977	52 828	121 173	179 014	205 571	207 208
2017	54 097	54 181	126 562	208 849	219 409	220 400
2018	51 987	52 313	122 929	186 797	214 422	215 554

Note: Private cars include cross-boundary private cars and cross-boundary hire cars.

Hong Kong-Zhuhai-Macao Bridge Hong Kong Port

Year	Coaches (Note 1)		Goods Vehicles		Private Cars (Note 2)	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	--	--	--	--	--	--
2017	--	--	--	--	--	--
2018 (Since opening on 24 October 2018)	74 403	74 309	3 982	4 981	40 648	42 776

Note (1): Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/ Macao Port of the HZMB.

Note (2): Private cars include cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.

(3)

The numbers of traffic accidents involving cross-boundary vehicles in the past three years are as follows:

Calendar Year	Number of traffic accidents involving cross-boundary vehicles
2016	596
2017	586
2018	629

Prosecution figures involving cross-boundary vehicles in the past three years are as follows:

Offence	Calendar Year		
	2016	2017	2018
Careless Driving	14	16	18
Speeding	663	660	520
Failing to comply with Traffic Signal	66	63	51
Crossing Double White lines	4	2	2
Disobeying Road Marking / Traffic Sign	16	8	4
Illegal Parking	56	82	78

The Police do not have conviction figures involving cross-boundary vehicles.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2183)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government advise on:

a) the amounts of subsidies disbursed with breakdown by month;
b) the estimated expenditure involved; and
c) the staff establishment involved.

Asked by: Hon KWONG Chun-yu (LegCo internal reference no.: 39)

Reply:

The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are about $185.7 million and about $120.9 million respectively.

Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is $11.6 million.

The staff establishment involved in the implementation of the Scheme is summarised as follows:

Grade	Rank	Number of Post
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
	Total:	**15**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2456)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is learned that the Government has conducted a preliminary study to explore various measures to control vehicle growth. What are the study results? What is the estimated expenditure for the implementation of the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) by the Government? What is the anticipated time in this year for implementing the ERP Pilot Scheme? Will the Government consider implementing electronic road pricing pilot schemes simultaneously in other districts beset with road traffic congestion problem for comparison purpose? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 31)

Reply:

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively a host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report). The average annual growth rate of licensed private cars is about 3.5% over the past five years. We have been actively exploring measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

The Transport Department (TD) is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half in 2019. The estimated expenditure for the feasibility study in 2019-20 is $6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

The TD will assess the effectiveness of the ERP Pilot Scheme in due course, and consider whether electronic road pricing should be implemented in other districts.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2465)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the fourth paragraph of the Brief Description under Programme (1), it mentions the franchised bus operator selection exercise for the West Kowloon Station (WKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), and in the 14th paragraph of the Brief Description under Programme (3), it mentions the introduction of local public transport services upon commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB). Both of them belong to cross-boundary infrastructure projects, but are mentioned under different programmes. Please advise:

What is the reason for putting the two projects under different programmes? Is there any difference in the financial and staff arrangements? Is there any difference in the procedures, from planning, consultation to implementation?

Please provide the information, including the date, peak hour and occupancy, of the first and latest occupancy surveys conducted for the bus route nos. W1, W2 and W3, which operate between different districts and the WKS; and for bus route nos. B4, B5 and B6, which operate between Lantau Island and the HZMB.

Upon the commissioning of the HZMB, several cross-district airport bus routes have been diverted via the Hong Kong Port (HKP). What are the occupancy rates of these bus routes during the peak one hour and the difference when compared with the latest occupancy rates before the diversion?

If the occupancy rates under part three (of the HZMB) are higher than the three routes serving the WKS, is the plan of diversion of existing routes instead of introduction of new routes not a correct decision; and what is the reason for not planning to introduce new routes? Will the Government admit unsuccessful planning if the occupancy of the new bus routes for WKS was low, and follow the existing mechanism to reduce frequency, suspend or re-route the services to benefit non-XRL passengers. If yes, please provide details.

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 40)

Reply:
The XRL (including the WKS) and the Hong Kong Port (HKP) of the HZMB are two cross-boundary infrastructure projects of different natures. The former is a railway project and the latter is a strategic road project. They are co-ordinated by different branches in the Transport Department (TD) and hence they were put under different programmes in the Controlling Officer's Report. Nevertheless, the planning and introduction of franchised bus services to serve these two new infrastructures were both undertaken by the Bus and Railway Branch of the TD as an ongoing task of existing staff. The TD has gone through the same procedures on the planning, consultation and implementation of the franchised bus services.

Three new franchised bus routes have been introduced to serve the WKS of the XRL. They are route no. W1 (Admiralty (West) - WKS); route no. W2 (Kwun Tong - WKS); and route no. W3 (Sheung Shui - WKS). The relevant survey findings on their occupancy rates are set out in the table below:

Route No.	**Survey Date**	**To WKS**		**From WKS**	
		Peak hour	**Occupancy rate**	**Peak hour**	**Occupancy rate**
W1	23 September 2018 (Sun) (first survey)	3:00pm - 4:00pm	14%	3:00pm - 4:00pm	17%
	28 December 2018 (Fri) (latest survey)	6:00pm - 7:00pm	17%	6:00pm - 7:00pm	10%
W2	23 September 2018 (Sun) (first survey)	3:00pm - 4:00pm	34%	3:00pm - 4:00pm	35%
	9 November 2018 (Fri) (latest survey)	7:00am - 8:00am	20%	6:00pm - 7:00pm	38%
W3	23 September 2018 (Sun) (first survey)	3:00pm - 4:00pm	24%	1:00pm - 2:00pm	28%
	1 February 2019 (Fri) (latest survey)	7:30am - 8:30am	12%	6:00pm - 7:00pm	31%

Three new franchised buses routes have also been introduced to serve the HKP of the HZMB. They are route no. B4 (Hong Kong International Airport - HKP); route no. B5 (Sunny Bay - HKP); and route no. B6 (Tung Chung - HKP). The relevant survey findings on their occupancy rates are set out in the table below:

Route No.	Survey Date	To HKP		From HKP	
		Peak hour	Occupancy rate	Peak hour	Occupancy rate
B4	11 November 2018 (Sun) (first survey)	3:00pm - 4:00pm	16%	9:00am - 10:00am	13%
	19 March 2019 (Tue) (latest survey)	7:00pm - 8:00pm	25%	12:00pm - 1:00pm	22%
B5	11 November 2018 (Sun) (first survey)	9:00am - 10:00am	88%	1:00pm - 2:00pm	89%
	4 December 2018 (Tue) (latest survey)	9:00am - 10:00am	66%	10:00am - 11:00am	67%
B6	11 November 2018 (Sun) (first survey)	5:00pm - 6:00pm	63%	1:00pm - 2:00pm	94%
	19 March 2019 (Tue) (latest survey)	9:00am – 10:00am	61%	11:00am - 12:00pm	94%

Upon the commissioning of the HZMB, eight airport bus routes ("A routes”), serving Urban / New Territories, are re-routed to operate via the HKP to serve passengers to/from the HZMB. These include route no. A11 (North Point Ferry Pier); route no. A21 (Hung Hom Station); route no. A22 (Lam Tin Station); route no. A29 (Tseung Kwan O (Po Lam PTI)); route no. A31 (Tsuen Wan (Nina Tower)); route no. A33X (Tuen Mun (Fu Tai)); route no. A36 (Yuen Long (Long Ping Station)); and route no. A41 (Sha Tin (Yu Chui Court)). The occupancy rates of these A routes before and after the commissioning of the HZMB are set out in the table below:

Airport/HKP Bound					
Route No.		Survey Date	Peak hour	Occupancy rate	Difference
A11	Before	15 August 2018 (Wed)	8:00am - 9:00am	32%	+29%
	After	20 November 2018 (Tue)	11:30am - 12:30pm	61%	
A21	Before	15 August 2018 (Wed)	6:00am - 7:00am	41%	+55%
	After	20 November 2018 (Tue)	6:00am - 7:00am	96%	
A22	Before	15 August 2018 (Wed)	6:00am - 7:00am	52%	+43%
	After	20 November 2018 (Tue)	6:45am - 7:45am	95%	

Airport/HKP Bound					
Route No.		**Survey Date**	**Peak hour**	**Occupancy rate**	**Difference**
A29	Before	15 August 2018 (Wed)	6:00am - 7:00am	65%	+25%
	After	20 November 2018 (Tue)	6:45am - 7:45am	90%	
A31	Before	10 September 2018 (Mon)	8:00am - 9:00am	44%	+23%
	After	11 December 2018 (Tue)	8:00am - 9:00am	67%	
A33X	Before	10 September 2018 (Mon)	7:00am - 8:00am	66%	-10%
	After	11 December 2018 (Tue)	7:00am - 8:00am	56%	
A36	Before	10 September 2018 (Mon)	7:30am - 8:30am	80%	-22%
	After	11 December 2018 (Tue)	8:00am - 9:00am	58%	
A41	Before	10 September 2018 (Mon)	7:30am - 8:30am	60%	+7%
	After	11 December 2018 (Tue)	7:00am - 8:00am	67%	

Urban/New Territories Bound					
Route No.		**Survey Date**	**Peak hour**	**Occupancy rate**	**Difference**
A11	Before	23 November 2017 (Thu)	5:45pm - 6:45pm	48%	-1%
	After	20 November 2018 (Tue)	2:45pm - 3:45pm	47%	
A21	Before	23 November 2017 (Thu)	10:45am - 11:45am	52%	+10%
	After	20 November 2018 (Tue)	6:45pm - 7:45pm	62%	
A22	Before	23 November 2017 (Thu)	5:45pm - 6:45pm	44%	-14%
	After	20 November 2018 (Tue)	4:45pm - 5:45pm	30%	
A29	Before	23 November 2017 (Thu)	6:15pm - 7:15pm	61%	-25%
	After	20 November 2018 (Tue)	7:45pm - 8:45pm	36%	

Urban/New Territories Bound					
Route No.		**Survey Date**	**Peak hour**	**Occupancy rate**	**Difference**
A31	Before	24 November 2017 (Fri)	5:45pm - 6:45pm	59%	-10%
	After	22 November 2018 (Thu)	4:45pm - 5:45pm	49%	
A33X	Before	24 November 2017 (Fri)	7:15pm - 8:15pm	57%	-24%
	After	22 November 2018 (Thu)	6:15pm - 7:15pm	33%	
A36	Before	24 November 2017 (Fri)	7:00pm - 8:00pm	57%	-16%
	After	22 November 2018 (Thu)	8:00pm - 9:00pm	41%	
A41	Before	24 November 2017 (Fri)	5:45pm - 6:45pm	57%	-17%
	After	22 November 2018 (Thu)	6:45pm – 7:45pm	40%	

For individual A routes which have a higher passenger demand upon the commissioning of the HZMB, the TD has requested the franchised bus operators to closely monitor the passenger needs and arrange additional departures when necessary. In planning for the franchised bus services for new infrastructure, the TD will take into account passenger demand projections, the provision of transport facilities, and the existing provision of public transport services in the area.

In respect of the WKS of the XRL, the TD has reviewed the provision of franchised bus and MTR services in the vicinity of the WKS. Since the WKS is accessible through the nearby MTR Austin and Kowloon Stations, passengers can make use of the railway network to get to the WKS conveniently. Besides, there is a wide coverage of bus network linking the New Territories West to the WKS and the vicinity areas in Kowloon West via Route 3 Highway. With a view to providing more direct and convenient transport services between Kowloon East, Hong Kong Island and New Territories East and the WKS, three new bus routes have been introduced. In the absence of these new bus routes, passengers using the MTR service and/or the existing bus services to go to the WKS would have to make one or more interchanges.

Regarding the HKP of the HZMB, the TD has also reviewed the provision of MTR and franchised bus services serving the Airport and Lantau Island. Three feeders are introduced to provide feeder services to the Airport, as well as the two nearest MTR Stations of Tung Chung and Sunny Bay Stations to facilitate passengers using the railway network. Moreover, the TD considered it effective and efficient to divert some of the A routes to serve the HKP due to the proximity of the HKP to the Airport, and so eight A routes serving the major districts in Urban and the New Territories have been diverted to serve HKP upon the commissioning of the HZMB.

The TD and the franchised bus operators have been closely monitoring the operation of the public transport services serving these two new infrastructures, and adjust the services to better suit passenger needs including the non-XRL passengers. Having reviewed the passenger demand and operational need of the bus services to the WKS, the TD has processed and approved the applications for service adjustments of bus routes nos. W1 and W2 with details as follows:

Route No.	**Service Adjustments**
W1	Frequency adjustment from 10-15 minutes to 10-25 minutes
W2	Addition of en-route stops at: • Laguna Park and Kowloon Union Church (WKS bound) • Chi Wo Street (Kwun Tong bound)

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2470)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated administrative costs to be incurred in the implementation of the Public Transport Fare Subsidy Scheme (the Scheme) during 2019-20? Given that it is the wish of the general public to have the subsidy rate raised by the Government, when will the Government finish the review of the Scheme?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 46)

Reply:

In 2019-20, the estimated subsidy amount is $2,300 million while the estimated recurrent administrative cost for implementing the Scheme is $68.8 million.

The Government will commence a review of the Scheme around a year after the Scheme's implementation (i.e. 2020) to examine its effectiveness, impacts on the travelling patterns of commuters and the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2471)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The franchised taxis proposal has been criticised by the public, with some taking the view that the Government should explore introducing legislation to permit the operation of point-to-point online car-hailing service in Hong Kong. In this connection, will the Government inform this Committee whether it has conducted research on the daily number of users of online car-hailing service? If yes, what are the details? If no, what are the reasons? Based on the Government's estimate, how many online hailed cars are currently operating in Hong Kong?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 47)

Reply:

The Government encourages the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, hire car services adopting new technology or platforms must still be in compliance with existing laws and regulations, in order to protect the safety and interest of passengers, and to ensure the effective use of roads as well as the efficient, reliable and long-term healthy development of the public transport system used by over 90% of the commuters.

Under Section 52(3) of the Road Traffic Ordinance (Cap. 374), any person or organisation intending to arrange a motor vehicle for the carriage of passengers for hire or reward must meet the prescribed conditions stipulated in the legislation, such as the requirement to hold a valid hire car permit in respect of the vehicle concerned.

The Government agrees that the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features should be addressed. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government will introduce franchised taxis under a trial scheme to meet such demand in the community. In comparison with the existing illegal online hire car service, the service of franchised taxis

will be regulated by the Government. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators' performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure service quality as well as provide transparency on fares. To the general public, the impact on the road traffic would be limited since the number of franchised taxis would be capped at 600 under the trial scheme. The franchised taxis can provide an additional choice for passengers and facilitate the planning and development of the public transport system in an orderly manner. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in the 2018-19 legislative year.

The Transport Department does not have records on the number of people using online car-hailing services or the number of online hailed cars operating in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2472)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) has put forward 45 recommendations on safety enhancement in its report published in 2018. Please list out the progress of taking forward these 45 recommendations in table.

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 48)
Reply:
Among the 45 recommendations put forward by the IRC, 33 of them are implemented or being implemented by the Government, four are planning to implement, and the remaining eight are subject to study. The latest progress of the follow-up actions on the 45 recommendations is attached in Annex.

Annex

Report of the Independent Review Committee on Hong Kong's Franchised Bus Service

Summary of Recommendations and the latest progress on the follow-up actions

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(i) Safety Director	
(1) The Transport Department (TD) to establish a structure to develop a proactive approach to bus safety.	Planning to implement • The TD is drawing up the details on implementation plan in respect of staff establishment and scopes of work for setting up a Safety Director and a small safety team. In the interim, the relevant divisions in the TD will continue to look after the safety issues relating to franchised bus safety. The TD will seek resources in accordance with established procedures in implementing the recommendation where appropriate.
(2) The TD to appoint a Safety Director and a small bus safety team.	
(3) Franchised bus operators to appoint their own Safety Directors.	Implemented/Being implemented • All franchised bus operators have each appointed their Safety Directors.

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(ii) Permanent Working Group on the enhancement of safety of franchised buses	
(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to franchised bus safety.	<u>Implemented/Being implemented</u> • The TD has set up a Working Group on Enhancement of Safety of Franchised Bus (Working Group) shortly after the Tai Po Bus incident in March 2018 to consider and study possible measures to further enhance bus safety. The TD has already turned this Working Group into a permanent set up so as to provide a regular platform for the Government, franchised bus operators and relevant experts to continue discuss and follow up on various initiatives to enhance franchised bus safety. • The Working Group is re-named as the Committee on Enhancement of Franchised Bus Safety (Committee) and its first meeting will be held in April 2019. The TD has identified suitable experts as members of the Committee.
(iii) Technological safety devices: The TD's technology team	
(5) A dedicated technology team to be formed urgently in the TD.	<u>Implemented/Being implemented</u> • The TD will establish the transport technology team in mid-2019.
(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.	<u>Implemented/Being implemented</u> • At present, lines of communication with well-respected overseas jurisdictions, such as TfL and LTA, to share information already exist. The transport technology team to be established would continue and further enhance such lines of communications and exchanges with overseas jurisdictions.

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(7) Franchised bus operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with franchised bus operators in well-respected overseas jurisdictions to share information.	<u>Implemented/Being implemented</u> • At present, franchised bus operators already have lines of communications with well-respected overseas jurisdictions to share information. The TD will discuss with franchised bus operators to appoint dedicated staff to be responsible for technological safety devices and to enhance lines of communication with franchised bus operators in well-respected overseas jurisdictions to share information.
(iv) Subsidies (8) The TD to establish a small fund to provide grants to franchised bus operators to promote the uptake of new safety technology.	<u>Planning to implement</u> • The TD will consider options (including making use of currently available funds) in providing funding to franchised bus operators to promote the uptake of new safety technology.
(9) The TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the retrofitting of seat belts on the upper decks of some franchise buses.	<u>Implemented/Being implemented</u> • The TD has engaged an independent consultant to conduct the cost benefit analysis with a view to completing it in mid-2019.
(10) The TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before the TD requires installation of those devices by franchised bus operators.	<u>Implemented/Being implemented</u> • Having considered the proven effectiveness of installing ESC and speed limiting retarder and in the light of the IRC recommendation, the TD will confirm the cost and benefits of retrofitting these devices in mid-2019, by liaising with bus manufacturers and franchised bus operators to collect cost details and making reference to overseas studies.

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(v) Safety Performance Indicators	
(11) The TD to establish more nuanced Safety Performance Indicators (SPIs).	Implemented/Being implemented • The TD has already obtained information on TfL's SPIs and drawn up an initial set of proposed SPIs. • The TD will discuss and finalise the SPIs with the franchised bus operators, and align and standardise the relevant data format in mid-2019, with a view to measuring the safety performance by the new set of key performance indicators starting from the first quarter of 2020.
(12) The TD to seek elucidation and clarification from TfL of the Safety Performance Indicators adopted by TfL.	
(vi) Franchised Bus Accident Data	
(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.	Implemented/Being implemented • The TD has already required and secured the agreement of franchised bus operators to have the accident data in the Safety Chapter of the FPP made public. • The TD is liaising with franchised bus operators to align and standardise the accident data with a view to publishing the accident data contained in the FPP to be submitted in June 2019 by end 2019.
(14) The TD to require the franchised bus operators to report all franchised bus accidents to the TD on a monthly basis.	Implemented/Being implemented • The TD has required the bus operators to report all franchised bus accidents to the TD on a monthly basis. • The TD will maintain a standardised database on such accidents to facilitate common reporting and analysis system.
(15) Consideration should be given by the TD to instituting a common reporting/analysis system of franchised bus accident data.	

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(16) The TD to stipulate to the franchised bus operators common thresholds for reporting instances of excessive speeding and harsh braking.	Implemented/Being implemented • The TD is reviewing and discussing with franchised bus operators on setting common thresholds among franchised bus operators for follow up actions, including the provision of real-time alerts and records generation, in respect of excessive speeding, harsh braking and excessive acceleration.
(17) The TD to stipulate to the franchised bus operators common thresholds of excessive acceleration.	
(vii) Real-time alerts (18) The TD to require the franchised bus operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.	
(19) The TD and franchised bus operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the franchised bus operators Control Room, permitting communication with the bus if appropriate.	Planning to implement • The TD will explore with franchised bus operators on the feasibility and possible implementation timetable.
(viii) Bus captain training (20) The TD to collaborate with the franchised bus operators to identify key indicators of the effectiveness of the bus captain training system.	Implemented/Being implemented • The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by the TD has been implemented by all franchised bus operators since October 2018. • With experience gained from implementing the training programmes and management systems by individual franchised bus operators after one-year implementation, the TD will further collaborate with the franchised bus operators to identify and stipulate common key indicators of the effectiveness of the bus captain training system starting late 2019.
(21) The TD to stipulate that fatigue management form part of the training courses provided to bus captains.	Implemented/Being implemented • This will be followed up at the Committee as part of the review of the Practice Note after one year of implementation in late 2019.

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(22) The TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.	Implemented/Being implemented • The TD plans to arrange on-line training course/programme for drivers of public transport vehicles, including franchised bus captains, to deal with abusive and angry passengers.
(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (23) The Guidelines on working hours, etc. to be stipulated in regulations.	Subject to study • The TD will study the proposal and its wider implications in consultation with relevant government bureaux/departments.
(24) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.	Subject to study • The TD reviewed the Guidelines with franchised bus operators in late 2017 and the latest Guidelines revised in February 2018 will be implemented in full by the second quarter of 2019. The TD has appointed an expert on fatigue identification and management to the Committee. • The TD will review the Guidelines after its full implementation in the second quarter of 2019 with a view to completing the review in 2020. The review will cover, amongst others, an analysis relating to the special shift arrangement.
(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.	
(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.	
(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to franchised bus fares.	

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(28) Citybus Limited (CTB) / New World First Bus (NWFB) and the TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.	Implemented/Being implemented • In September 2018, CTB/NWFB have provided a new rest room with sleeping area with beds and recliner chairs at Chai Wan Depot, and new rest facilities with beds and recliner chairs at the parking sites at Ocean Park and Sheung Wan for bus captains. The TD will continue to work with CTB/NWFB to explore provision of more rest facilities for bus captains at other convenient locations.
(x) Part-time bus captains: other employment (29) The TD to stipulate to the franchised bus operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.	Implemented/Being implemented • Each franchised bus operator already has its own mechanism for the part-time captains to report other employment. The TD will discuss with franchised bus operators to stipulate them to align the information obtained / kept regarding the part-time bus captains.
(30) The TD to require NLB to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks.	Implemented/Being implemented • The TD has required NLB, and NLB has committed, to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier of buses and drivers.
(xi) The provision of rest and toilet facilities for bus captains (31) The TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.	Implemented/Being implemented • While the provision is currently in the TPDM, the TD has requested and the Food and Environment Department has agreed in principle to consider providing public toilets

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(32) The TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.	at new public transport interchanges during the planning stage since 2016. In any case, the relevant section of the TPDM is being revised with a view to completing the revision in mid- 2019. Once the TPDM has been revised, corresponding amendments will be made to the HKPSG.
(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini.	Implemented/Being implemented • The TD has already committed to incorporating such facilities in the planning of new public transport interchanges and bus termini.
(34) The TD to invite a representative of the Secretary for Transport and Housing to become a member of the TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.	Implemented/Being implemented • Transport and Housing Bureau's representative will join the multi-departmental meeting coordinated by the TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.
(xii) Abuse and assaults on bus captains (35) The TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.	Implemented/Being implemented • The TD and the HKPF have started discussion with franchised bus operators to formulate the long-term publicity programme. • On 25 February 2019, the TD rolled out a series of Announcements in the Public Interest on television and the internet to raise passengers' awareness of safety and courtesy (including respect for bus captains) when using public transport services.
(36) The TD to require the franchised bus operators to display notices to remind franchised bus passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.	Implemented/Being implemented • The TD has standardised the wording of notices and required the franchised bus operators to arrange for posting them inside bus compartments to remind passengers not to disturb bus captains while driving.
(37) The TD to require the franchised bus operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.	Subject to study • The TD will discuss with the franchised bus operators on the recommendation.

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(38) The TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.	Subject to study • The TD will review the adequacy of the existing legislation in dealing with threatening, abusive or insulting communication towards a bus captain performing his driving duties and its wider implications, in consultation with relevant government bureaux/departments.
(xiii) Illegal stopping by vehicles at and near franchised bus stops (39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver, and to permit service by E-ticket.	Implemented/Being implemented • For illegal stopping of vehicles at bus stop, existing legislation, viz. Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), already allows for serving fixed penalty tickets by post in addition to affixing the tickets to the vehicle or giving them personally to the person in charge of the vehicle. The Police are already conducting a territory-wide trial under which portable video cameras are used by police officers to record contraventions and take enforcement actions in respect of various offences under Cap. 240, including illegal stopping of vehicles at bus stops. For illegal parking of vehicles near a bus stop, existing legislation, viz. Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237), requires serving fixed penalty tickets by affixing the tickets to the vehicle or giving them personally to the person in charge of the vehicle only. After consulting the Legislative Council Panel on Transport in the second quarter of 2019, the Government plans to introduce an amendment bill into the Legislative Council to expand the means of serving fixed penalty tickets under Cap. 237 and related legislation to permit service by E-ticket.
(40) The TD and the HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.	Implemented/Being implemented • The TD and HKPF are exploring the use of CCTV technologies to be mounted on lampposts to monitor blackspots of illegal stopping by vehicles. A trial is being planned to embark in 2019.

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(41) Franchised bus operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on franchised buses of illegal stopping by vehicles at and near franchised bus stops.	Subject to study • The TD will discuss with HKPF and franchised bus operators on the recommendation.
(xiv) Priority measures for franchised buses (42) The TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.	Implemented/Being implemented • The TD has drawn up a proposed design of the scheme, with a view to launching a trial in 2019. If the trial is successful, it will be implemented in selected locations.
(43) The TD to make greater use of bus lanes in appropriate locations.	Implemented/Being implemented • This is an on-going effort. The TD will continue to make greater use of bus lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel and the associated work is expected to be completed in 2019.
(xv) Route risk assessment (44) The TD to require the franchised bus operators to provide the TD with a route risk assessment for each of the routes on which their buses ply.	Implemented/Being implemented • The TD will follow up with individual franchised bus operators on a work programme for conducting risk assessment of routes of their bus networks and reporting to the TD.
(xvi) Speed limits (45) The TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.	Implemented/Being implemented • The TD will initially look for suitable road sections in Central and Sham Shui Po Districts with a view to starting the trials of low-speed zone by end 2019. The TD will consult the relevant District Councils and other stakeholders beforehand.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3228)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (1) Planning and Development, the provision for the coming year will be increased by 11% to $624 million, and 27 additional posts will be created, but the number of bus-bus interchange (BBI) schemes to be introduced is only 14, which is a disproportionate figure. Nonetheless, for the Southern District, which has all along been requesting for the provision of interchange concessions for all the routes observing the bus stops at Pok Fu Lam Road and Aberdeen Tunnel, it was recently noted that Citybus Limited (CTB) and New World First Bus Services Limited (NWFB) are preparing for implementing such scheme. In this connection, will the Government inform this Committee of the following:

What was the average daily number of passenger trips using the interchange concessions offered by CTB and NWFB on Hong Kong Island in 2018? What are the estimated additional number of passenger trips to be benefitted and the estimated total number of BBI schemes to be introduced (up from 14), subsequent to the successful implementation of the above-mentioned scheme?

How will the Government work towards implementing the above-mentioned scheme as soon as possible within this year, so as to benefit more passengers?

In the past, the Southern District Council has incessantly assisted in upgrading the hardware facilities at the bus stop at Queen Mary Hospital as far as possible. Such efforts include making a proposal to widen the southbound and northbound bus bays respectively, as well as selecting the walkway at the said location for the provision of covers with construction cost to be subsidised by the Government. Now that CTB and NWFB are preparing for the implementation of such interchange scheme, how will the Transport Department (TD) ensure that the works for the above-mentioned facilities can be completed expeditiously, so as to avoid the provision of such facilities lagging behind the schedule for the implementation of the interchange scheme?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 49)

Reply:

In 2018, the average daily number of passenger trips benefitted under the BBI schemes offered by CTB and NWFB on Hong Kong Island was 9 870. For 2019, the TD and franchised bus operators concerned plan to introduce 14 new BBI schemes, two of which are at Aberdeen Tunnel Toll Plaza on Wong Chuk Hang Road and Queen Mary Hospital on Pok Fu Lam Road respectively. The two BBI schemes will involve 42 routes serving the Southern District. The TD consulted the Traffic and Transport Committee (TTC) of the Southern District Council in March 2019. With the support of the TTC concerned, it is targeted to implement the two BBI schemes within 2019. We do not have information on the estimated additional number of passenger trips to be benefitted under the new BBI schemes.

Regarding the pair of bus bays near Queen Mary Hospital on Pok Fu Lam Road, the bus bay on Aberdeen bound was extended in August 2016. The Government is planning to extend the bus bay on Kennedy Town bound and to construct a covered walkway nearby linking the existing footbridge connecting to Queen Mary Hospital. The current plan is to carry out these works after completion of the widening of the adjacent footpath by the University of Hong Kong under its academic building reconstruction project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1430)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the direct issue of Hong Kong full driving licences:

(a) Please provide the following figures:

Driving licence issuing countries or places	Total number of applications approved	Number of new applications approved in 2018

(b) What were the numbers of traffic accidents involving drivers with driving licence obtained by direct issue in the past three years (i.e. from 2016 to 2018)?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 47)

Reply:

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

Driving licence issuing countries or places	**Total number of direct issue applications approved (from February 2007 to December 2018[Note 1])**	**Number of new direct issue applications approved in 2018**
Mainland	305 373	37 897
United States	36 559	2 230
Canada	25 406	1 224
United Kingdom	22 524	1 774
Australia	18 718	1 055
Others	77 717	5 240
Total	**486 297**	**49 420**

Note 1: Prior to the upgrading of the computer system for licensing of vehicles and drivers in February 2007, the TD did not keep breakdown of applications for direct issue of a Hong Kong full driving licence according to the countries or places of issue of domestic driving licences held by applicants. As such, the figures shown in the table reflect the situation from February 2007 up to 31 December 2018.

(b) The numbers of traffic accidents involving drivers with driving licence obtained by direct issue from 2016 to 2018 are as follows:

Year (Calendar Year)	**Number of traffic accidents involving direct issue drivers**[Note 2]
2016	463
2017	502
2018	623

Note 2: The figures shown in the table denote the number of traffic accidents involving drivers who have obtained their Hong Kong full diving licences by way of direct issue after February 2007 and those who have obtained their current driving licences through renewal exercises but their first driving licences were obtained through direct issue.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0786)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to develop schemes to improve existing cycle tracks and associated facilities in the nine new towns in the New Territories.

(1) Please provide the names of the nine new towns in the New Territories, as well as the details and implementation timetables of the schemes.
(2) Please tabulate by districts the locations and lengths of cycle tracks to be improved and details of associated facilities.
(3) What are the staff establishment and estimated expenditure involved in the schemes?
(4) Please list out the extent of increase or decrease in the length of cycle tracks in the New Territories in the past three years, as well as the estimated increase in future.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 32)

Reply:

(1) The nine new towns are Tin Shui Wai, Yuen Long, Tuen Mun, Tsuen Wan, Tung Chung, Tseung Kwan O, Sha Tin/Ma On Shan, Tai Po and Fanling/Sheung Shui.

The TD has drawn up a list of about 900 potential sites for the improvement of cycle tracks and cycling facilities in these nine new towns. The improvement involves providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings in order to ensure the safety of cyclists and pedestrians.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works.

(2) The locations of existing cycle tracks and associated facilities improved and to be improved under the first batch and second batch of improvement works are set out in Annex 1.

(3) The expenditure of the first batch of improvement works was about $4 million. The estimated cost of the second batch of improvement works is about $70 million. As regards the 300 remaining sites, the TD and the relevant works department will work out the estimated costs upon finalising the details of the works involved.

The improvement works are managed by the existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

(4) The change in the length of cycle tracks in the New Territories managed by the TD in the past three years is provided in Annex 2.

The estimated increase in length of cycle tracks in the New Territories in future is provided in Annex 3.

Annex 1

Locations for the First and Second Batch of Improvement Works Along Existing Cycle Tracks[Note1]

New Town	Improvements to cycle tracks [Note2]	Provision of additional bicycle parking spaces
1. Tin Shui Wai	• Tin Shui Wai Hospital • Tin Yan Estate • Tin Chak Estate • Tin Yip Road Community Health Centre • Tin Shui Wai Park • Tin Wu Road • Tin Yiu Road • Wetland Park Road • Tin Shui Road • Tin Kwai Road • Tin Sau Road • Tin Wah Road • Tin Shing Road • LRT Tin Yat Station • Tin Shui Estate • LRT Tin Sau Station • Wo Ping San Tsuen Lane • Ping Ha Road	• Hung Tai Road • LRT Tin Shui Station • Tin Yan Estate • LRT Chestwood Station • Tin Ho Road • Tin Kwai Road • Tin Yan Road • LRT Lockwood Station • Tin Lung Road • MTR Tin Shui Wai Station • Tin Hei Street • Tin Shing Road • Castle Peak Road – Ping Shan • Tin Yiu Road • Tin Yau Court • Tin Shui Road • Tin Tan Street • Tin Chung Court bus terminus • Tin Wah Road • Tin Chak Estate • Tin Heng Estate • Tin Chak Shopping Centre • LRT Tin Yat Station • Ka Yan Street • Tin Wing Road
2. Yuen Long	• Long Tin Road • Ping Yee Road • Long Yip Street • Kam Tin Bypass • Pok Oi Interchange • Kam Tin Road • Tai Tong Road • Tung Tau Industrial Area	• Ping Yee Road • MTR Kam Sheung Road Station • MTR Yuen Long Station • Sun Yuen Long Centre • Tai Tong Road • LRT Fung Nin Road Station • Greenery Place Tower • Tung Wui Road • Tai Kiu Road • Wang Lok Street • Fung Yau Street North • Yau Tin East Road • Sai Yu Street • Kau Yuk Road • Shap Pat Heung Road

New Town	Improvements to cycle tracks [Note2]	Provision of additional bicycle parking spaces
3. Tuen Mun	• MTR Siu Hong Station • Hoi Wong Road • Castle Peak Road • Fu Hang Road • Tuen Kwai Road • Lam Tei Interchange • Tsing Tin Road • Ming Kum Road • LRT Affluence Station • LRT Choi Yee Bridge Station • LRT Ho Tin Station • Tin Hau Road • Tsing Wun Road • Adjacent to Tuen Mun Nullah • Hoi Wing Road • Adjacent to Lung Mun Oasis • The Jockey Club Tuen Mun Butterfly Beach Sports Centre • Wu Shan Road • Wu King Road • Wu Chui Road • Lung Mun Road • Tin King Estate • LRT Shek Pai Station • Butterfly Beach Park • LRT Lam Tei Station	• Glorious Garden • LRT Lam Tei Station • Fu Tai Estate PTI • LRT Siu Hong Station • Tsing Lun Road • Leung King Estate PTI • MTR Tuen Mun Station • Pui To Road • Yan Oi Market • Lung Mun Road • Lung Chak Road • Tuen Tsing Lane • Wong Chu Road • LRT Tuen Mun Hospital Station • Siu Hong Road • Tin King Road
4. Tsuen Wan		• MTR Tsuen Wan West Station
5. Tung Chung	• Tung Chung Road • Chek Lap Kok South Road • Chung Yan Road • Tat Tung Road • Tung Chung Waterfront Road • Tung Chung Development Pier • Yu Tung Road • Shun Tung Road • Cheung Tung Road • Yi Tung Road	• Yu Tung Road • Tat Tung Road • Tung Chung Development Pier Bus Stop • Shun Tung Road
6. Tseung Kwan O	• Chiu Shun Road • Sheung Ning Road • Po Shun Road • Chi Shin Street • On Ning Garden • Chung Ming Court • Tong Ming Court	• Po Yap Road • Tong Chun Street • Tseung Kwan O Hospital • King Ling Road • Chui Ling Road • Choi Ming Court • Park Central

New Town	Improvements to cycle tracks [Note2]	Provision of additional bicycle parking spaces
	• Choi Ming Court • Subway underneath Tseung Kwan O Tunnel Road • Po Hong Road • Shun Tak Fraternal Association Cheng Yu Tung Secondary School • Po Lam Road North • Yau Yue Wan Village Road • Po Ning Road • Ngan O Raod • Footbridge between Tseung Kwan O South and Oscar By The Sea • MTR Po Lam Station • Po Yap Road • Tseung Kwan O Waterfront Park • Po Fung Road • Wan Hang Road • Wan Lung Road • Subway between Sheung Ning Playground and Tseung Kwan O swimming pool • Tseung Kwan O Hospital • Tong Ming Street	• Tong Ming Street • Tong Yin Street • Po Hong Road • Wan Po Road • Sheung Ning Road • Metro City Phase 2 • Mau Yip Road • Chiu Shun Road • Lohas Park Road • Po Lam Road North
7. Sha Tin / Ma On Shan	• Sha Tin Rural Committee Road • Sha Kok Street • Hong Kong Sports Institute • MTR Che Kung Temple Station • Sui Tai Road • Science Park Road • Hin Keng Street • Tin Sam Street • Hung Miu Kuk Road • Che Kung Miu Road Roundabout • Mei Tin Road • Tai Po Road - Tai Wai • Tai Po Road - Shatin • Sha Tin Tau Road • Along Shing Mun River • Yuen Wo Road • Sha Tin Wai Road • Siu Lek Yuen Road • Tai Chung Kiu Road • Sui Cheung Street	• Yiu On Estate • Sun Chui Estate • Holford Garden • Hang Hong Street • Hang Kam Street • MTR Fo Tan Station • Tai Po Road - Tai Wai • Mei Tin Road • Heung Fan Liu Street • Sha Tin Tau Road • Sha Tin Central Bus Terminus • Sha Tin Rural Committee Road • Sha Tin Wai Road • MTR City One Station • MTR Heng On Station • Kam Fung Court • Kam Lung Court • Near Ma On Shan Road • Chui Tin Street • On Ming Street

New Town	Improvements to cycle tracks [Note2]	Provision of additional bicycle parking spaces
	• Ning Tai Road • Hang Fai Street Roundabout • On Luk Street • Sai Sha Road • Lee On Estate • Near Ma On Shan Bypass • Near Ma On Shan Road • Chui Tin Street • Che Kung Miu Road • MTR University Station • Chik Fai Street • Sha Tin Road • MTR Heng On Station • MTR Ma On Shan Station • Shui Chong Street • Kam Tai Court • Pictorial Garden • Along Ma On Shan promenade • Siu Lek Yuen Road Playground • Mei Fai Street • Fo Tan Road • Kam Lung Court • Hang Hong Street	• Sha On Street • Chak Cheung Street • Chik Wan Street • Hang Fai Street Roundabout • Tin Sam Street • Fo Tan Road • Chik Chuen Street • Sha Kok Street • Hin Keng Street
8. Tai Po	• Nga Wan Road • Wan Tau Tong Estate • Nam Wan Road • Tai Po Road –Yuen Chau Tsai • Ting Kok Road • Tai Po Tai Wo Road • On Cheung Road • Kwong Fuk Road • Ting Tai Road • On Po Road • Tai Po Tau Drive • On Chee Road • Yuen Shin Road • Dai Fuk Street • Tai Po Waterfront Park	• On Cheung Road • On Po Road • Tai Wo Neighbourhood Community Centre • MTR Tai Po Market Station • Tat Wan Road • Nam Wan Road • Kwong Fuk Road • Po Nga Road
9. Fanling / Sheung Shui	• Chi Wa Lane • Cheerful Park • Choi Yuen Estate • Yip Fung Street • MTR Sheung Shui Station • Pak Wo Road • Wo Hop Shek Interchange	• MTR Fanling Station • MTR Sheung Shui Station • Ching Ho Estate • Footbridge across Fanling Highway • Fanling Station Road • San Wan Road

New Town	Improvements to cycle tracks [Note2]	Provision of additional bicycle parking spaces
	• Footbridge across Fanling Highway • Lok Ming Street • Fanling Station Road • Jockey Club Road • Fanling Town Centre • Cheung Wah Estate • Jockey Club Road Roundabout • MTR Fanling Station • North District Government Offices • San Wan Road • So Kwun Po Road • Ching Hiu Road • Po Wing Road Wai Wo Street • Po Kin Road • Fan Kam Road • Po Shek Wu Road • Lung Sum Avenue • Ma Sik Road • Fan Leng Lau Road • Fanling Centre • Lok Yip Road • Dawning Views • Yip Wo Street • Avon Park • Yip Fung Street • Sha Tau Kok Road – Lung Yeuk Tau • Luen Wo Road • Po Ping Road • Choi Yuen Road • Yuk Po Court • Yat Ming Road • Fanling Hong Lok Park • Ka Fuk Estate	• Chi Fuk Circuit • Ka Fuk Estate • Kat Cheung Crescent • Jockey Club Road • Lung Sum Avenue • Pak Wo Road • Wo Muk Road • Yip Fung Street • Luen On Street • Kui Sik Street • Lok Tung Street • Ma Sik Road • North District Government Offices • Choi Fat Street • Choi Yuen Road • Po Shek Wu Road • Fan Leng Lau Road • Chi Cheong Road

Note 1: Locations listed in this Annex may include more than one site for the first and second batch of improvement works.

Note 2: For example, the provision of additional safety facilities at some sharp bends, steepramps and pedestrian crossings.

Annex 2

Length of Cycle Tracks in the New Territories in the Past Three Years

District	Length of cycle tracks (kilometres)		
	2016	**2017**	**2018**
Islands	14	14	14.2
North	27	27	28.3
Sai Kung	22	22	22
Sha Tin	57	57	57.3
Tai Po	36	36	36
Tuen Mun	20.1	20.1	20.7
Yuen Long	45.8	46.4	46.4
Total	**221.9**	**222.5 (+0.3%)**[Note]	**224.9 (+1.1%)**[Note]

Note:
The percentage in brackets represents the change in total length of cycle tracks in comparison with that in the preceding year.

Annex 3

Projected Increase in the Length of Cycle Tracks in the New Territories

District	Location	Estimated increase in length of cycle tracks to be provided in future (kilometres)
Islands	Tung Chung	12.5
North	Kwu Tung North and Fanling North	4
	Pak Shek Au to Sheung Yue River	2.6
Sai Kung	Tseung Kwan O	3.8
Yuen Long	Lok Ma Chau	2
	Hung Shui Kiu	20
	Yuen Long South	12.5
	Kam Tin River to Pak Shek Au	7.4
Tai Po	Ting Kok Road to Sam Mun Tsai	1
Tsuen Wan	Tsing Tsuen Bridge to Tai Lam Chung	10.7
Tuen Mun	Tai Lam Chung to Tuen Hing Road	11.3
Total		**87.8**
Percentage increase in comparison with the length of the cycle tracks in 2018		**+39%**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0789)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has been jointly administrating with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles. Please advise:

(1) the numbers and types of Mainland vehicles entering Hong Kong and their purpose of visit in the past three years;
(2) the types of Hong Kong vehicles entering the Mainland and their purpose of visit in the past three years;
(3) whether the Government has assessed the anticipated changes of the trips of cross-boundary vehicles in Hong Kong for the next three years and adopted any corresponding traffic arrangement to regulate cross-boundary vehicles?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 37)

Reply:

(1) and (2)

While the Government collects the entry and exit records of cross-boundary vehicles, such statistical information is mainly grouped into three vehicle types, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars, with no further breakdown by their purposes of visits. At present, there are five road boundary control points in Hong Kong, namely Shenzhen Bay Port, Lok Ma Chau Control Point, Man Kam To Control Point, Sha Tau Kok Control Point and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port. According to the information provided by the Immigration Department, the Customs and Excise Department and the HZMB Authority, the total numbers of cross-boundary vehicular trips via the five road boundary control points in the past three years are given in the following table:

Year	Coaches (Note1)		Goods Vehicles		Private Cars (Note 2)	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2016	706 667	706 501	3 483 387	3 477 124	3 558 215	3 559 646
2017	703 856	707 336	3 619 323	3 611 394	3 692 932	3 696 258
2018	745 738	746 433	3 431 537	3 424 988	3 673 783	3 677 251

Note (1): Coaches include cross-boundary coaches, cross-boundary shuttle buses plying between Lok Ma Chau Boundary Control Point and Huanggang Port, and cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/ Macao Port of the HZMB (since the commissioning of the HZMB on 24 October to end 2018).

Note (2): Private cars include cross-boundary private cars, cross-boundary hire cars, Hong Kong private cars travelling to and from the Mainland via Shenzhen Bay Port under the Ad Hoc Quota Scheme, as well as Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme (since the commissioning of the HZMB on 24 October to end 2018).

(3)

The Governments of the Hong Kong Special Administrative Region, the Guangdong Province and the Macao Special Administrative Region have been implementing and administering a quota system for regulation and control of different types of cross-boundary vehicles[1]. Apart from the quota system, all cross-boundary vehicles must obtain the closed road permit issued by the TD, and have completed the formalities required by the relevant Authorities in the Mainland and Macao as appropriate, before they could travel between Hong Kong and the Mainland / Macao. The existing mechanism to regulate and control the number of cross-boundary vehicles is effective. The Government will continue to monitor the demand of cross-boundary traffic in Hong Kong, and adjust the quota for various cross-boundary vehicles as necessary and appropriate.

[1] Except cross-boundary shuttles plying between Lok Ma Chau Boundary Control Point and Huanggang Port, and that plying between Hong Kong Port and Zhuhai Port/ Macao Port of the HZMB; Hong Kong cross-boundary goods vehicles and Hong Kong private cars under the Macao Port Park-and-Ride Scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1189)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department will implement and monitor the "Franchised Bus Toll Exemption Fund" (the Fund), which the franchised bus operators would deposit the toll saved for using government tunnels and roads.

1. Please advise the details, planning objective and implementation timetable of the relevant work.
2. Please provide the estimated toll saved in the next three years.
3. What is the monitoring and audit mechanism of the Fund?
4. What is the budget and manpower deployment of the implementation work?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 33)

Reply:

As a Policy Address initiative in 2018, the tolls charged on franchised buses for using government tunnels and roads will be exempted. The Government has made legislative amendments to exempt the toll for franchised buses using government tolled tunnels and roads with effect from 17 February 2019 with a view to relieving their fare increase pressure. Each franchised bus operator will set up its own dedicated fund account, i.e. the Fund for keeping the toll saved. The Fund will be used for relieving the fare increase pressure of the corresponding franchised bus operators, so that the magnitude of the fare increase shouldered by the passengers will be lowered. It is estimated that the annual total toll saved by all the franchised bus operators will be about $280 million.

The Government will monitor the operation of the Fund. In addition to the checking of the monthly statements submitted by the franchised bus operators, the Government also requires the operators to submit an Auditor's Statement on the Fund annually.

Three civil servant posts will be created to monitor the operation of the Fund comprising one Senior Transport Officer, one Transport Officer I and one Transport Officer II. The relevant staff cost in 2019-20 will be about $2.33 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1190)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding implementing and administering the Public Transport Fare Subsidy Scheme (the Scheme), please advise on:

(1) the operating expenses and staff establishment involved in the Scheme in 2018-19;

(2) the estimated annual operating expenses involved and the estimated number of beneficiaries in 2019-20; and

(3) the regulatory measures taken by the Government to ensure the proper use of public funds and prevent abuse of the Scheme; whether any abuse cases have been discovered; and if yes, the details.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 36)

Reply:

(1) Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is $11.6 million.

The staff establishment is summarised as follows:

Grade	Rank	Number of Post
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
Total：		**15**

(2) The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2019-20 is $68.8 million. The Government estimated that over 2.2 million commuters will benefit from the Scheme in 2019-20.

(3) The Transport Department (TD) has implemented a series of monitoring measures to ensure that public funds are properly accounted for and risks of abuse are minimised as far as possible. The participating transport operators are required to establish a set of audit and assurance standards to strengthen their internal control and submit to the Government reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants before the commencement of the Scheme and annually thereafter. In addition, the monitoring measures taken by the TD also include conducting regular transport surveys to gather operational data and passenger statistics, verifying the operational data submitted by the operators and checking the transaction records in Octopus payment system, etc.

Since the implementation of the Scheme, there is one suspected fraudulent case involving a staff of a public transport operator and the case has been reported to the Police for investigation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1191)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Given the acute shortage of parking spaces in Hong Kong, the Government will continue to introduce and implement measures to increase provision of parking spaces in the short and medium to long term. Please advise on:

1. the details of short, medium and long term measures to increase provision of parking spaces and the estimated numbers of new parking spaces to be provided;
2. the Government's schedule in pursuing the relevant work in the coming five years as well as the staff establishment and expenditure involved;
3. the numbers of new parking spaces which will be provided by the Government and private developers in the coming five years, and, among them, the numbers of private car parking spaces, with a tabulated breakdown by District Council district;
4. the locations of government multi-storey car parks which will be completed and commissioned in the coming five years, the numbers of parking spaces which will be provided therein and estimated construction cost of each of the car parks in tabulated form; and
5. the numbers of government sites to be let by way of short-term tenancies (STTs) for use as temporary car parks in the coming five years, as well as the respective locations of such sites and the numbers of parking spaces to be provided therein in tabulated form.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 41)

Reply:

1. The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:

   (a) designating suitable on-street locations as night-time parking spaces;
   (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
   (c) following the principle of "Single Site, Multiple Uses" to provide public car

parking spaces in suitable "Government, Institution or Community"(GIC) facilities and public open space projects;

(d) encouraging parking of school buses inside school premises after school hours;

(e) providing parking spaces and picking up/setting down facilities for coaches;

(f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for commercial vehicles (CVs) such as coaches and goods vehicles;

(g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and

(h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

2. Increasing the provision of vehicle parking spaces is an on-going task of the Transport Department (TD) and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

Regarding the consultancy study on parking for CVs, which commenced in December 2017 for completion in end 2019, to assess their parking demand and formulate short to long term measures to address the demand, the estimated expenditure for the study in 2019-20 is $3.5 million.

In early 2018, the TD commenced a pilot study on the use of APS at a number of parking sites to evaluate the feasibility and applicability of the APS in Hong Kong. The estimated expenditure for the pilot study in 2019-20 is $1.5 million.

3. The numbers of new parking spaces arising from some of above-mentioned measures to increase parking spaces are as follows:

(a) over 30 night-time parking spaces for CVs to be designated in 2019-20;

(b) over 1 500 public car parking spaces which have already been planned to be provided in new GIC/public open space (POS) facilities in the coming five years; and

(c) over 50 parking spaces and 50 pick-up/drop off spaces for coaches to be provided in 2019-20.

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

4. As regards multi-storey car parks, the Government will follow the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable GIC facilities and POS projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

5. As at 8 March 2019, the number of STT sites for temporary fee-paying car park use to be tendered (STT car parks) between March to August 2019 is as follows:

District Lands Office	STT car parks	Estimated number of parking spaces
Hong Kong East	2	264
Kowloon East	1	45
Kowloon West	1	129
Islands	1	974
North	3	493
Sai Kung	3	310
Sha Tin	4	646
Tuen Mun	1	83
Tsuen Wan and Kwai Tsing	3	384

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2120)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) is targeted to be completed in 2021, and all vehicles pass the tunnel will pay toll through the electronic tolling system. The Government is also intended to implement the electronic tolling system at all tunnels and bridges in future. At present, vehicles installed with electronic toll tags are not so common and such installations are mainly in franchised bus and green minibus. Please advise on:

(a) The number of vehicles of other vehicle classes (such as private cars, taxis, goods vehicles, articulated vehicles and non-franchised buses etc.) which have been installed with electronic toll tags, and the respective installation rates against the total number of vehicles in each vehicle class.

(b) Whether the Government has taken forward any measures to encourage drivers to use the electronic tolling system since the introduction of the system in Hong Kong. If yes, please provide the details of such measures. If not, what are the reasons?

(c) Whether the Government has any plan to provide subsidy for installing electronic payment device in future. If yes, what are the details? If not, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 43)

Reply:

(a) At present, electronic toll tags installed in vehicles for automatic toll payment are issued by Autotoll Limited, which is a private company operating the tolling system on a commercial basis. As at 31 December 2018, the number of electronic toll tags issued by Autotoll Limited and the installation rates are tabulated below:

Vehicle Class	Licensed Fleet	No. of Electronic Toll Tags issued by Autotoll Limited	Installation Rate of Electronic Toll Tags
Taxi	18 143	2 378	13%
Private Car	565 213	264 803	47%
Private and Public Light Bus	7 669	2 249	29%
Goods Vehicle	115 804	56 684	48%
Special Purpose Vehicle	1 763		
Private and Public Bus	13 923	12 299	88%
Government Vehicle	6 374	3 933	62%

(b) At present, motorists using government tolled tunnels and roads may pay tolls automatically with service provided by Autotoll Limited, or at the toll booths by paying cash or using "stop-and-go" electronic payment means using Octopus cards and contactless credit cards (including Visa, Mastercard and UnionPay). Motorists may choose among different toll payment means available according to their needs and preference.

(c) The Government will first implement free-flow tolling system (FFTS) at TKO-LTT, which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls without requiring vehicles to stop at toll booths. The Transport Department (TD) also plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021. To enable motorists to pay tolls by FFTS for using TKO-LTT upon its commissioning, the TD plans to commence issuing in-vehicle units (IVUs) to registered vehicle owners in the third quarter of 2020. The first issue of IVUs to each registered vehicle will be free-of-charge, and no additional administrative or monthly fees will be charged.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2161)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In "Rail Gen 2.0", other than construction of new railway lines, it also covers a series of infrastructure and facilities upgrading works. Please advise the progress of the retrofitting of Automatic Platform Gates (APGs) and signaling system upgrading, and list out by table the maximum train frequency, patronage and loading of each MTR line during peak and non-peak hours in the past three years.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 34)

Reply:

The retrofitting of APGs will be carried out for the East Rail Line (EAL) under the Shatin to Central Link (SCL) project. The retrofitting works of APGs involved the strengthening of the platforms of the EAL, which has been substantially completed. Meanwhile, the new signalling system of the EAL is being tested and the new trains procured under the SCL project are progressively delivered to Hong Kong for testing. The retrofitting works of APGs will commence after the replacement of the new trains upon the commissioning of Tai Wai to Hung Hom Section of the SCL, so as to ensure that the APGs installed along the EAL will match with the locations of the new train doors.

The MTR Corporation Limited (MTRCL) is carrying out works to replace the signalling systems of seven railway lines (Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Disneyland Resort Line, Tung Chung Line and Airport Express). Currently, the replacement works of Tsuen Wan Line, Island Line and Kwun Tong Line are in progress while those of the other railway lines will commence continuously. Upon the completion of all works in 2026, the overall carrying capacity of these seven railway lines will be increased by about 10%.

The planned completion timeframe of the upgrading of the new signaling systems is provided as below:

Railway line	Expected completion year
Tsuen Wan Line	2019
East Rail Line	2019
Kwun Tong Line	2020
Island Line	2021
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

Having regard to the MTR railway incident on Tsuen Wan Line on 18 March 2019, the MTRCL will work with the Government to review the above timeframe.

The maximum train frequency, patronage and loading of each MTR heavy rail line from 2016 to 2018 are tabulated in **Annex**.

Annex

Year 2016

Year 2016	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5 5.5 10.0	56 800	66% { Tai Wai to Kowloon Tong }	93% { Tai Wai to Kowloon Tong }
West Rail Line	2.9	36 800	70% { Kam Sheung Road to Tsuen Wan West }	99% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	15 500	58% { Che Kung Temple to Tai Wai }	81% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsuen Kwan O Tsuen Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.3 3.8 7.5	46 700	69% { Yau Tong to Quarry Bay }	97% { Yau Tong to Quarry Bay }
Island Line	1.9	55 100	69% { Tin Hau to Causeway Bay }	97% { Tin Hau to Causeway Bay }
South Island Line	3.3	3 400	20% { Ocean Park to Admiralty }	28% { Ocean Park to Admiralty }

Year 2016	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1 4.2	47 800	67% { Shek Kip Mei to Prince Edward }	94% { Shek Kip Mei to Prince Edward }
Tsuen Wan Line	2.0	55 000	73% { Yau Ma Tei to Jordan }	103% { Yau Ma Tei to Jordan }
Disneyland Resort Line	4.5	2 000	21% { Sunny Bay to Disneyland }	29% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	4.0 6.0	23 000	61% { Olympic to Kowloon }	86% { Olympic to Kowloon }
Airport Express	10	2 000	42% (Note)	

Note:
(1) Passengers (standing) per square metre: ppsm
(2) The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply.

Year 2017

Year 2017	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5 5.5 10.0	57 800	67% { Tai Wai to Kowloon Tong }	94% { Tai Wai to Kowloon Tong }
West Rail Line	2.9	40 300	72% { Kam Sheung Road to Tsuen Wan West }	101% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	16 100	32% { Che Kung Temple to Tai Wai }	44% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsuen Kwan O Tsuen Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.2 3.3 6.7	47 600	70% { Yau Tong to Quarry Bay }	99% { Yau Tong to Quarry Bay }
Island Line	1.9	57 600	72% { Tin Hau to Causeway Bay }	101% { Tin Hau to Causeway Bay }
South Island Line	3.3	8 500	51% { Ocean Park to Admiralty }	71% { Ocean Park to Admiralty }

Year 2017	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1 4.2	52 100	73% { Shek Kip Mei to Prince Edward }	102% { Shek Kip Mei to Prince Edward }
Tsuen Wan Line	2.0	60 600	81% { Yau Ma Tei to Jordan }	113% { Yau Ma Tei to Jordan }
Disneyland Resort Line	4.5	2 500	26% { Sunny Bay to Disneyland }	37% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	4.0 6.0	28 200	75% { Olympic to Kowloon }	106% { Olympic to Kowloon }
Airport Express	10	2 200	46% (Note)	

Note: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply.

Year 2018

Year 2018	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
East Rail Line Hung Hom – Sheung Shui Sheung Shui – Lo Wu Sheung Shui – Lok Ma Chau	3.5 5.5 10.0	54 800	64% { Tai Wai to Kowloon Tong }	89% { Tai Wai to Kowloon Tong }
West Rail Line	2.9	40 400	72% { Kam Sheung Road to Tsuen Wan West }	101% { Kam Sheung Road to Tsuen Wan West }
Ma On Shan Line	3	15 800	29% { Che Kung Temple to Tai Wai }	41% { Che Kung Temple to Tai Wai }
Tseung Kwan O Line North Point – Tsuen Kwan O Tsuen Kwan O – Po Lam Tseung Kwan O – LOHAS Park	2.2 3.3 6.7	48 200	71% { Yau Tong to Quarry Bay }	100% { Yau Tong to Quarry Bay }
Island Line	1.9	57 600	72% { Tin Hau to Causeway Bay }	101% { Tin Hau to Causeway Bay }
South Island Line	3.3	9 200	55% { Ocean Park to Admiralty }	77% { Ocean Park to Admiralty }

Year 2018	Maximum Train Frequency (Morning peak hours average frequency) (based on minutes)	Patronage	Current Loading { }Critical Link	
			Six ppsm	Four ppsm
Kwun Tong Line Tiu Keng Leng – Ho Man Tin Ho Man Tin – Whampoa	2.1 4.2	51 200	72% { Shek Kip Mei to Prince Edward }	101% { Shek Kip Mei to Prince Edward }
Tsuen Wan Line	2.0	60 200	80% { Yau Ma Tei to Jordan }	113% { Yau Ma Tei to Jordan }
Disneyland Resort Line	4.5	2 600	27% { Sunny Bay to Disneyland }	38% { Sunny Bay to Disneyland }
Tung Chung Line Hong Kong – Tsing Yi Tsing Yi – Tung Chung	3.6 6.7	28 600	67% { Olympic to Kowloon }	95% { Olympic to Kowloon }
Airport Express	10	2 300	48% (Note)	

Note: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2162)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The maximum seating capacity of public light buses (PLBs) has been increased from 16 to 19 since 7 July 2017. Please advise on:

(a) the current total number of PLBs with seating capacity increased from 16 to 19, the proportion of such PLBs in the market and the number of routes involved; and
(b) the supply of, and demand for, PLB services and their operational condition subsequent to the implementation of the new maximum seating capacity, according to findings of the regular survey conducted by the Government.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 35)

Reply:

(a) The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs. Among these 949 19-seat PLBs registered, 799 are green minibuses (GMBs) deployed on 270 GMB routes, and 150 are red minibuses.

(b) The Transport Department launched a regular survey on the market occupancy rate of PLBs in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed. The review will be completed by end 2019.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1848)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Yuen Long and Tuen Mun Districts are situated in the vicinity of various boundary control points (BCPs). Buses operating between the BCPs and the two districts are often full. In this connection, please advise:

(1) the headway and occupancy rate of the bus services operating to/ from Lok Ma Chau Spur Line (LMCSL) Control Point and Shenzhen Bay Port.

(2) will the Government consider improving/ widening the LMCSL Control Point and the nearby roads?

(3) in view that the bus service operating at LMCSL Control Point is limited to Yuen Long District only, will the Government consider introducing bus routes to/from other districts?

Asked by: Hon LEUNG Che-cheung (LegCo internal reference no.: 46)

Reply:

(1)
There are eight franchised bus routes serving the LMCSL Control Point and Shenzhen Bay Port. Their headways and occupancy rates are set out in the table below:

Route no.	Origin and Destination		Average Daily Occupancy Rate (%)	Headway (minutes)
B1	LMCSL Control Point	Tin Tsz Estate	76	5 - 15
B2	Shenzhen Bay Port	Yuen Long Station	46	10 - 20
B2P		Tin Tsz Estate Bus Terminus	40	5 - 20
B2X		Tin Yiu Estate Bus Terminus	20	10 - 20
B3		Tuen Mun Pierhead	34	15 - 30
B3A		Shan King Estate	37	20 - 35
B3M		Tuen Mun Station Public Transport Interchange	23	30
B3X		Tuen Mun Town Centre	41	15 - 25

(2)
The Transport Department (TD) has been monitoring the operation of the LMCSL Public Transport Interchange (PTI) and the traffic condition on approach roads to the BCPs. In the past few years, TD implemented a number of measures to improve the traffic condition at the PTI and the nearby roads, including the improvement works on the taxi stands and taxi queuing area to increase the number of taxi pick-up / drop-off bays for improving the taxi circulation, and the imposition of 24-hour no-stopping restriction along the busy sections of Lok Ma Chau Road to relieve the traffic. Since the current traffic conditions on the connecting roads in the vicinity of the LMCSL Control Point are generally smooth, TD has no further plan for road improvement at this stage. TD will continue to monitor the operation of the LMCSL PTI and the nearby roads to ensure the smooth and safe operation of the public transport services.

(3)
Due to geographical and size constraints, the LMCSL PTI can only accommodate limited public transport services. The existing franchised bus route, Route B1 plying between the PTI and Tin Tsz Estate/Yuen Long Station, serves as a feeder bus service for passengers using the railway network. Besides, the TD, in conjunction with the franchised bus operators, has implemented a bus-bus fare concession interchange (BBI) scheme between Route B1 and 16 other bus routes since August 2007. With the continuous expansion of the BBI scheme over the past years, the BBI scheme currently covers interchanges between Route B1 and 39 other franchised bus routes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1867)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government provide the following information:

(a) the numbers of beneficiaries per month and amounts of subsidy disbursed per month since the implementation of the Scheme; and

(b) the expenditure for system operation, manpower and other administrative costs involved in the implementation of the Scheme.

Asked by: Hon LEUNG Kenneth (LegCo internal reference no.: 113)

Reply:

The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are around $185.7 million and around $120.9 million respectively, involving around 2.35 million beneficiaries in the first month and around 1.94 million beneficiaries in the second month.

Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is $11.6 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1581)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Matters Requiring Special Attention in 2019-20 of the 2019-20 Controlling Officers' Report include that the Transport Department (TD) will continue to assist the Transport and Housing Bureau in fostering a pedestrian-friendly environment, including a study on reviewing and improving the assessment mechanism for hillside escalator links and elevator systems (HEL) proposals. To this end, would the Government inform the Committee:

1. In the past three years, what are the projects being implemented by the Government for hillside areas in the territory? What is the associated expenditure?

2. What is the current progress of the study on reviewing the assessment mechanism for HEL? What is the timetable for the associated report?

3. Whether the Government will consider increasing resources allocation to increase the number of transport connection system projects in hillside areas of Hong Kong, and strengthening manpower to expedite the completion of these projects?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 29)

Reply:

The Government established a set of objective and transparent scoring criteria for assessing proposals for HEL in 2009 to determine the priority for conducting preliminary technical feasibility studies for the 20 proposals received at that time. In this regard, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the assessment results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked.

In the past three years, two HEL proposals were completed and open for public use (ranked 1 and 14[Note]); and five proposals are under active construction (ranked 3, 5, 6, 9 and 11). The cost estimates for these proposals are as follows:

Rank	**Proposal**	**Cost Estimate (in money-of-the-day (MOD) prices) ($ million)**
1	Pedestrian Link at Tsz Wan Shan	608.0
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	222.7
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4
9	Lift and Pedestrian Walkway System at Waterloo Hill	116.7
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
14 [Note]	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	13.5

The TD commenced a consultancy study in December 2017 to review and improve the assessment mechanism on HEL proposals established in 2009. Based on the revised assessment mechanism, the Department will carry out screening, shortlisting and prioritising 114 HEL proposals received in the past few years. On 14 December 2018, the Administration consulted the LegCo Panel on Transport on the proposed revised assessment mechanism and the way forward for the assessment of the 114 HEL proposals. The consultancy study is expected to be completed by 2020.

The Administration has been deploying in-house staff resources for planning and project management of the HEL proposals, and engaging consultants and contractors to undertake the design and construction of the works. We will continue to seek and deploy appropriate resources to take forward the HEL projects, taking account of the consultation results and complexity of the projects.

Note: There are two proposals with the same ranking of 14. The one completed is "Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital", which was implemented and completed by the Hospital Authority (HA), and mainly involved the construction of one lift.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3254)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Hong Kong-Zhuhai-Macao Bridge (HZMB) connects Hong Kong, Zhuhai and Macao, fostering closer ties among the three places in terms of passenger flow, freight flow and vehicular flow. However, regarding parking spaces for eligible cross-boundary private cars in Hong Kong and Macao, there are only 300 quotas allocated by the Transport Department (TD) in Hong Kong, which is far less than the approximate 3 000-odd parking spaces provided by the Macao Special Administrative Region Government. In this connection, will the Government inform this Committee:

1. the relevant statistics on vehicular flows since the commissioning of the HZMB last year;
2. the expenditure incurred by the Government on traffic flow control; and
3. whether the Government will study the necessity and feasibility of providing the quota arrangement for parking spaces in Hong Kong; if yes, what are the details; if not, what are the reasons.

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 50)

Reply:

1. According to the HZMB Authority, the monthly cross-boundary vehicular flow of the HZMB by vehicle types is as follows:

		Private Car		Coach		Goods Vehicle		Total Monthly Vehicular Flow		
Year / Month		Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
2018 /	11	15 804	16 793	34 255	34 204	1 401	1 970	51 460	52 967	104 427
	12	22 263	22 810	34 325	34 302	2 493	2 809	59 081	59 921	119 002
2019 /	01	22 172	22 691	26 911	26 873	3 240	3 780	52 323	53 344	105 667
	02	27 307	27 810	28 108	28 090	1 655	1 774	57 070	57 674	114 744

Note:

(1) While the HZMB was commissioned on 24 October 2018, the figure for October 2018 (i.e. covering eight days only) is not taken into account when determining the monthly vehicular flow.

(2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.

(3) Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross boundary shuttle buses plying between Hong Kong Port (HKP) and Zhuhai Port/Macao Port of the HZMB.

2. Monitoring the traffic condition on the Hong Kong side of the HZMB is part of the normal duties of the TD and will be absorbed by existing resources of the Department. There is no separate breakdown of expenditure for the task.

3. There is no inbound car park at the HKP according to the project design of the HZMB. Different types of cross-boundary transport services are currently provided for passengers travelling among the three places. The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the HKP of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

The Government has also invited the Airport Authority of Hong Kong (AAHK) to submit a proposal for the topside development at the HZMB Hong Kong Boundary Crossing Facilities Island (including the feasibility of providing an inbound car park at the topside development). After completion of the study and submission of the proposal by the AAHK, the Government will carefully consider the relevant recommendations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1991)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under paragraph 168 of the Budget Speech that the Transport Department (TD) is conducting a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme), and it expects to consult stakeholders in the first half of this year, and the Government will consider providing additional recurrent resources broadly equivalent to the net revenue to be generated from the ERP Pilot Scheme for implementing measures to improve public transport services.

Please advise on the specific work details of the estimated expenditure and staff establishment involved in the feasibility study and the stakeholder consultation concerned, as well as the measures to be taken to improve public transport services, and whether such measures will include using the revenue to be generated to subsidise public transport expenses incurred by the general public.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 24)

Reply:

The TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half of 2019.

Regarding the additional recurrent resources to be considered for implementing measures to improve public transport services, the Government will take into account views from stakeholders in mapping out the way forward.

The estimated expenditure for the feasibility study in 2019-20 is $6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0233)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government launches a plan to re-commission the "Central-Hung Hom" ferry route, will the Government inform this Committee:

(1) at present, the number of submission received for expression of interest and the current progress;

(2) the detailed information including the estimated patronage, fare setting criteria, etc.; and

(3) the assessment on the viability of operating the said ferry route, given the tight manpower of sailors in the market.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 11)

Reply:

During August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed "Central – Hung Hom" route and the "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposal (including proposed fares), estimated patronage, as well as manpower plan.

The Government has taken various measures to address the issue of manpower supply in the maritime industry. Different support measures were implemented under the Maritime and Aviation Training Fund (MATF) to attract new blood to join the maritime industry, including the local vessel sector, and to provide financial support to in-service practitioners to attend relevant training courses and obtain local seafarers professional qualifications.

To further enhance the manpower development of the sector, the Government will inject $200 million into the MATF to continue its operation and introduce additional schemes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0234)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the launching of a pilot "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, will the Government inform this Committee:

1. at present, the number of submission received for expression of interest, the current progress and the expected commencement date;
2. the detailed information including the estimated patronage and fare setting criteria, etc.;
3. the assessment on the viability of operating the said ferry route, given the shortage of manpower for crew in the market; and
4. whether the Government will consider introducing point-to-point services between Kai Tak and Tsim Sha Tsui East or Central so as to enhance the attractiveness of Cruise Terminal. If yes, what are the details? If no, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 12)

Reply:

During August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed "Central – Hung Hom" route and the "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals (including the operation of short-working services between different berthing points along the Victoria Harbour and proposed fares), as well as manpower plan.

The Government has taken various measures to address the issue of manpower supply in the maritime industry. Different support measures were implemented under the Maritime and Aviation Training Fund (MATF) to attract new blood to join the maritime industry,

including the local vessel sector, and to provide financial support to in-service practitioners to attend relevant training courses and obtain local seafarers professional qualifications. To further enhance the manpower development of the sector, the Government will inject $200 million into the MATF to continue its operation and introduce additional scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1131)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of outsourced government tunnels, will the Government inform this Committee of:

a. the information of the contractors of the "management, operation and maintenance" (MOM) contract of government tunnels and the management fees paid to them in the past two years.

b. further to the above question, the employment status of the above contractors in the past two years, to be presented in the table below:

Company name	Rank	Establishment	Strength	Vacancy (%)
	Total			

c. In view of the proposed implementation of Free Flow Tolling System (FFTS) for Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) and the expansion to other government tunnels, it is expected that the outsourced frontline staff of government tunnel will be affected / reduced, especially those staff responsible for toll collection. Against this background, what measures will the Government put in place to assist the affected staff to transfer to other posts of these tunnels? If so, please provide the details.

d. In view of recent implementation of a number of improvement measures in enhancing the protection of the employment terms and conditions of non-skilled outsourced employees, will the Government correspondingly consider enhancing the employment benefits of skilled frontline staff under the MOM contract? If so, please provide the details.

e. What are the staff establishment and expenditure of the Government on the monitoring of the operations of outsourced government tunnel?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 5)

Reply:

a. The names of the management, operation and maintenance (MOM) contractors of the government tunnels and tolled roads and the management fees payable to the contractors from 2017-18 to 2018-19 are as follows:

Name of MOM Contractor	**Management Fee to MOM Contractor ($ million)**	
	2018-19	**2017-18**
Chun Wo Tunnel Management Limited (operator of Cross-Harbour Tunnel, Kai Tak Tunnel (KTT), Lion Rock Tunnel (LRT), Shing Mun Tunnels (SMTs), Tseung Kwan O Tunnel (TKOT) and Central-Wan Chai Bypass (CWB))[1]	246	79
Pacific Infrastructure Limited (operator of Eastern Harbour Crossing (EHC))	103	103
Pacific Infrastructure Management Limited (operator of Tate's Cairn Tunnel (TCT))[2]	64	N/A
Greater Lucky (HK) Company Limited (operator of KTT, LRT, SMTs and TKOT)[3]	52	138
Transport Infrastructure Management Limited (operator of Aberdeen Tunnel, Scenic Hill Tunnel and Airport Tunnel (SHT and APT))[4]	119	47
Serco Lam JV (operator of Tsing Sha Control Area (TSCA))	166	163
TIML MOM Limited (operator of Tsing Ma Control Area (TMCA))	238	229

Notes

[1] Chun Wo Tunnel Management Limited has taken up the MOM contract of SMTs and TKOT since 1 June 2018, as well as the MOM contract of KTT & LRT since 1 August 2018. The new MOM contract of CWB commenced on 20 January 2019.

[2] The MOM contract of TCT commenced on 11 July 2018 when the Government took over this tunnel upon the expiry of the "Build-Operate-Transfer" franchise.

[3] Greater Lucky (HK) Company Limited was the MOM contractor of SMTs and TKOT from 1 June 2012 to 31 May 2018 and the MOM contractor of KTT and LRT from 30 June 2012 to 31 July 2018.

[4] The MOM contract of SHT and APT commenced on 1 April 2018.

b. The employment status of the MOM contractors as at December 2017 and December 2018 is tabulated below. The positions classified by divisions[1] are as follows:

Company name	**Division**	**Establishment**		**Strength**		**Vacancy (%)**	
		Dec 18	**Dec 17**	**Dec 18**	**Dec 17**	**Dec 18**	**Dec 17**
Chun Wo Tunnel Management Limited[2]	Operations	472	146	461	139	2.3	4.8
	Maintenance	260	79	251	73	3.5	7.6
	Administration	68	21	63	21	7.4	0
Pacific Infrastructure Limited	Operations	125		130	133	0	0
	Maintenance	84		81	84	3.6	0
	Administration	16		18	17	0	0
Pacific Infrastructure Management Limited	Operations	120		121	N/A	0	N/A
	Maintenance	81		72	N/A	11.1	N/A
	Administration	11		14	N/A	0	N/A
Greater Lucky (HK) Company Limited	Operations	327		N/A	327	N/A	0
	Maintenance	220		N/A	205	N/A	6.8
	Administration	28		N/A	29	N/A	0
Transport Infrastructure Management Limited[3]	Operations	171	95	172	96	0	0
	Maintenance	117	46	104	46	11.1	0
	Administration	18	9	18	9	0	0
Serco Lam JV	Operations	263		272	253	0	3.8
	Maintenance	188		183	168	2.7	10.6
	Administration	31		54	54	0	0
TIML MOM Limited	Operations	339		342	341	0	0
	Maintenance	212		210	207	0.9	2.4
	Administration	46		48	49	0	0

Notes

[1] Since a number of different ranks of staff are employed by the MOM contractors, positions classified by divisions are provided instead.

[2] There was an increase in the staff establishment of Chun Wo Tunnel Management Limited because it has taken up additional MOM contracts of SMT and TKOT in June 2018 and KTT and LRT in August 2018.

[3] There was an increase in the staff establishment of Transport Infrastructure Management Limited because it has taken up the new MOM contract of SHT and APT in April 2018.

c. The Government will first implement free-flow tolling system (FFTS) at the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls without requiring vehicles to stop at toll booths. The Transport Department (TD) plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021.

Toll collectors will not be required at government tolled tunnels and roads after the implementation of FFTS. Based on existing practice, MOM contractors will provide training to toll collectors for possible re-deployment to other roles of tunnel operation (such as Traffic Officers). For new or renewed MOM contracts in future, the TD will impose contract requirements on the MOM contractors to require them to arrange re-deployment of the toll collectors and plan in advance for natural attrition, with a view to minimising the impact of the implementation of FFTS on the existing staff.

The TD also plans to make provisions in the tender document of the future toll service provider, which will be engaged through open tender for handling toll collection by FFTS and various tolling-related duties, to make offers to the toll collectors of existing government tunnels to take up suitable duties such as reviewing of images captured by FFTS and toll recovery services.

d. The TD always attaches importance to the protection of the employment terms and conditions of outsourced employees. Existing MOM contracts already include terms and conditions regulating staff management, employment arrangement and payment of monthly basic salaries and fringe benefits committed in the employment contracts between the MOM contractors and its staff. In view of the Government's recent initiative to enhance protection of the employment terms and conditions of non-skilled employees engaged by government service contractors, the TD has already adopted the relevant enhancement provisions in preparing for the tender requirements for future new or renewed MOM contracts (including the upcoming MOM contract renewal of EHC, TMCA and TSCA in 2019). The TD will adopt a weighting of not less than 50% (as opposed to the previous weighting of 30% or 40%) for the quality proposal over price proposal. Besides, it is a mandatory requirement for the tenderer to make first offer to designated ranks of frontline skilled workers of incumbent MOM contractors. In addition, tenderers who commit to offer (i) average monthly basic salaries at or above an increase rate specified in the tender and / or (ii) additional fringe benefits including payment of annual bonus on a monthly basis proportionally, provision of gratuity and enhanced allowance for typhoon duty etc. will be awarded higher marks in the tender evaluation.

e. The monitoring of the operation of outsourced MOM contracts of government tunnels is undertaken by the Tunnels and Tsing Ma Section (TTMS) of the TD which has a

staff establishment of 41, consisting of Transport Officers, Transport Controllers, Treasury Accountants and Clerical Officers. In addition to monitoring duties, TTMS is also responsible for planning for new infrastructure or system upgrade/implementation, administrative duties (e.g. tunnel ticket usage monitoring for ticket printing and issuing permits), and event facilitation and monitoring (e.g. marathons and cyclothons). The monitoring duties form part of the normal responsibilities of the existing staff and there is no separate breakdown on the expenditure.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2586)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the planning and development of railway in New Territories West, will the Government inform this Committee of the following:

a. the average monthly patronage, total patronage and the loading of major railway lines in New Territories West, namely West Rail Line, Tsuen Wan Line and Airport Express Line in each of the past three years;

b. further to the above item, the numbers of service disruptions occurred on the above railway lines, with breakdown by type of service disruption, in each of the past three years;

c. in view of the problems of crowded trains along the railway lines between New Territories West and the urban districts, will the Government consider the feasibility of construction of a new railway, such as the Tuen Mun-Tsuen Wan Link. If so, what are the details? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 20)

Reply:

a. The average monthly patronage, total patronage and the current passenger loading of West Rail Line, Tsuen Wan Line and Airport Express Line from 2016 to 2018 are set out in Annex.

b. The numbers of incidents caused by factors under the MTR Corporation Limited's control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the West Rail Line, Tsuen Wan Line and Airport Express Line from 2016 to 2018 are tabulated below:

Year	Cause	Number of incidents		
		West Rail Line	Tsuen Wan Line	Airport Express Line
2016	Equipment failure	7	7	6
	Human factors	0	1	0
2017	Equipment failure	8	15	5
	Human factors	1	1	3
2018	Equipment failure	7	11	5
	Human factors	0	1	3

c. The Transport and Housing Bureau plans to take forward the Strategic Studies on Railways and Major Roads Beyond 2030 (RMR2030+ Studies) based on the conceptual spatial requirements to be firmed up under the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+ Study), which is being conducted by the Development Bureau and the Planning Department. Based on the latest planning information, we will examine the demand for and supply of the transport infrastructure, including railways and major roads, in Hong Kong from 2031 to 2041 or later. Based on the final recommendations of the Hong Kong 2030+ Study, we will conduct strategic studies, which include examining the layout of the proposed railway and major road infrastructure, in order to ensure that the planning of large-scale transport infrastructure can meet the needs of Hong Kong's long-term developments. We will also examine the impact of the proposed transport infrastructure on the existing transport network and formulate the corresponding strategies.

According to the Lantau Tomorrow Vision announced in the Policy Address 2018, part of the proposed railway corridor envisaged in the Lantau Tomorrow Vision is similar to the alignment of the Tuen Mun-Tsuen Wan Link (Tuen Mun to Tsing Lung Tau). In the RMR2030+ Studies, we will take into account the planning studies (including the proposed railway corridor) in relation to the Lantau Tomorrow Vision to be separately undertaken by the Development Bureau.

Annex

Patronages of West Rail Line, Tsuen Wan Line and Airport Express Line for the Years from 2016 to 2018

		2016			2017			2018		
		West Rail Line	Tsuen Wan Line	Airport Express Line	West Rail Line	Tsuen Wan Line	Airport Express Line	West Rail Line	Tsuen Wan Line	Airport Express Line
	Monthly Average Patronage	12.8 million	30.6 million	1.3 million	13.1 million	31.2 million	1.4 Million	13.6 million	31.8 million	1.5 million
	Total Patronage	153.9 million	367.8 million	16.1 million	156.9 million	374.3 million	16.6 million	163.5 million	381.8 million	17.7 million
2016-2018 Statistics for the Heavy Rail System (per hour per direction during morning peak hours for critical links)										
1	Design capacity (six ppsm)(a)	64 000	85 000	10 000 (Note 1)	64 000	85 000	10 000 (Note 1, 6)	64 000	85 000	10 000 (Note 1, 6)
2	Maximum carrying capacity when train frequency is maximised (six ppsm) (b)	52 200 (Note 2)	75 000	4 800	56 200 (Note 2)	75 000	4 800 (Note 6)	56 200 (Note 2)	75 000	4 800 (Note 6)
3	Existing carrying capacity (six ppsm)(c)	52 200	75 000	4 800	56 200	75 000	4 800 (Note 6)	56 200	75 000	4 800 (Note 6)
4	Difference between (a) and (b) (Note 3)	11 800	10 000	5 200	7 800	10 000	5 200	7 800	10 000	5 200
5	Difference between (b) and (c) (Note 4)	0	0	0	0	0	0	0	0	0

		2016			2017			2018		
6	Current patronage (d)	36 800	55 000	2 000	40 300	60 600	2 200	40 400	60 200	2 300
7	Current loading (1) (six ppsm) [(d)/(c)] { }critical link	70% {Kam Sheung Road to Tsuen Wan West}	73% {Tsim Sha Tsui to Admiralty}	42% {Tsing Yi to Airport}	72% {Kam Sheung Road to Tsuen Wan West}	81% {Yau Ma Tei to Jordan}	46% (Note 6)	72% {Kam Sheung Road to Tsuen Wan West}	80% {Yau Ma Tei to Jordan}	48% (Note 6)
8	Current loading (2) (four ppsm) [(d)/(c)÷71.2% (Note 5) (For the critical links mentioned in item (7))	99%	103%	49%	101%	113%		101%	113%	

Note 1: As the Airport Express Line and the Tung Chung Line share tracks at some sections, the overall design capacity of the railway lines is affected by the train service pattern, throughput of terminal stations and turn-back facilities. To meet the increase in railway transport demand, the carrying capacity of the Tung Chung Line can be enhanced by the potential construction of an overrun tunnel in future. The upgrading of signaling system will also make allowance for potential capacity enhancement.

Note 2: Since 2014, temporary speed restriction has been imposed near Hung Hom Station to facilitate the staged track modification for realignment of the West Rail Line in preparation for the East West Corridor of the Shatin to Central Link (SCL). Hence, the maximum carrying capacity of the West Rail Line, under the condition of maximised train frequency, has been temporarily reduced to 49 200 (six ppsm). To tie in with the East West Corridor project of the SCL, starting from 2016, the number of train compartments of the West Rail Line train has been progressively increased from seven to eight, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (six ppsm).

Note 3: Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about ten seconds; and (b) train turnaround times for the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.

Note 4: This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of six ppsm.

Note 6: The design of the Airport Express Line is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2356)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the programmes of the Transport Department (TD) is licensing of vehicles and drivers. Please advise this Committee of the following:

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

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2016-17						
2017-18						
2018-19						

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

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2016-17						
2017-18						
2018-19						

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

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2016-17			
2017-18			
2018-19			

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

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2016-17				
2017-18				
2018-19				

e. Did the TD spot any unregistered LHD vehicles being driven in Hong Kong in the past five years? What were the numbers of prosecutions and convictions?

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

g. What were the expenditures for implementing the first phase of the "Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars" (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2019-20?

h. Will the second phase of the Scheme be implemented in 2019-20? Please advise on details of the plan and the estimated expenditure for 2019-20.

Asked by: Hon MO Claudia (LegCo internal reference no.: 17)
Reply:

a. The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2016-17 to 2018-19 (up to end February 2019) is tabulated below:

Financial year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end Note 1
2016-17	35 467	27	240 117
2017-18	35 318	140	275 435
2018-19 (up to end February 2019)	35 157	72	310 592

Note 1: The cumulative figures shown in the table were data since February 2007 when the TD's system was upgraded and started to capture the issuing countries/places of the driving licences held by the drivers applying for direct issue of a Hong Kong full driving licence.

The direct issue of Hong Kong full driving licences is handled by existing staff of the TD. There is no separate breakdown on the manpower and expenditure involved.

b. The information in respect of LHD vehicles from the Mainland from 2016-17 to 2018-19 (up to end February 2019) registered and licensed in Hong Kong is tabulated below:

Financial year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2016-17	26	0	224
2017-18	16	0	240
2018-19 (up to end February 2019)	19	0	235

The registration and licensing of the LHD vehicles from the Mainland is handled by existing staff of the TD. There is no separate breakdown on the manpower and expenditure involved.

c. The information of the Mainland LHD vehicles involved in traffic accidents in Hong Kong from 2016-17 to 2018-19 (up to February 2019) is tabulated below:

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2016-17	11	13	0
2017-18	14	21	0
2018-19 (up to end February 2019) Note 2	8	14	0

Note 2: Provisional figures

d. Traffic offences detected in a traffic accident investigation are prosecuted by the Hong Kong Police Force (HKPF) by way of summons instead of fixed penalty tickets. The HKPF does not maintain any records on whether fixed penalty tickets or summonses are issued to LHD or right-hand-drive vehicles. The HKPF thus does not have information on the amount of unpaid penalties by drivers of LHD vehicles.

e. The HKPF does not maintain any records on the number of prosecution and conviction cases against unregistered LHD vehicles.

f. The procedures for applying for first registration and licensing of the LHD vehicles, including those from the Mainland, are generally the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a "Notification of Motor Vehicle Provisional Taxable Value" of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD's vehicle examination centre, and applying to the TD's licensing office for vehicle registration and licensing. Moreover, LHD vehicles should also apply for LHD permits when applying for registration. 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.

g. The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. Since then and up to 28 February 2019, the TD received a total of 16 338 applications for the Scheme with 15 493 applications approved. In 2016-17 and 2017-18, the annual expenditures for the Scheme were $3.35 million and $3.14 million respectively. The estimated expenditures in 2018-19 and 2019-20 are $3.39 million and $3.35 million respectively, which mainly covers staff cost and system maintenance charges.

h. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)), the Government of the HKSAR and the Guangdong Provincial Government clearly indicated in 2012 that there was no concrete implementation timetable. The position remains the same.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1789)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The 2018 Policy Address mentioned that in order to provide real-time green minibuses (GMBs) arrival information, the Government will fund the development of a data collection system and a mobile application, and install related devices on GMBs to enable passengers to obtain real time GMB arrival information through the mobile application. Such information will also be released to the public in a machine-readable format.

On the work of encouraging public transport operators to open up their data, please advise:

1. The GMB real-time arrival information pilot scheme, research and development on the system and mobile application, the timetable for installation of the system, the consultants and contractors employed, the numbers of GMB routes and operators, the expenditure, the content of information to be disseminated and its format; whether or not the technical standards for information dissemination will be formulated and the industry be assisted in developing and adopting appropriate technical solutions.

2. In 2018-19, which public transport operators are providing real-time arrival information in the machine-readable format at "DATA.GOV.HK" website? What is the content of the information provided?

3. What measures will be used by the Government in discussing with various public transport operators on the opening up of their data in 2019-20? What are the manpower and resources involved?

4. Will a special study be carried out on the above work to facilitate setting up of mechanism for public transport operators' dissemination of real-time arrival data?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 49)

Reply:

1.

In the coming three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the Transport Department (TD)'s "HKe-Mobility" mobile application. The relevant real-time data will also be released in machine-readable format via "DATA.GOV.HK" for public use. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022. The estimated capital cost for full scale development and implementation of the system is $31 million. Five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative which will incur an additional notional annual mid-point salary of $3.39 million.

2., 3. & 4.

The Transport Department (TD) has been promoting the opening up of operating data by public transport operators to facilitate commuting and trip planning of passengers. While no real-time arrival information from the public transport operators is now available in the machine-readable format at "DATA.GOV.HK" website, the public transport operators have been offering real-time arrival information to the general public through other means. The Mass Transit Railway Corporation Limited (MTRCL), franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Franchised bus companies and the MTRCL are also working with the TD in providing real-time arrival information through TD's "HKeMobility" mobile application and "Hong Kong eTransport" web page, in order to bring convenience to the users. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications.

The Government understands that the community expects dissemination of more real-time public transport data and information. In this connection, the TD is actively liaising with the public transport operators (including franchised bus operators and MTRCL) to encourage the opening up of their data, in particular the real-time arrival information, in machine-readable format on the "DATA.GOV.HK" Portal. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at DATA.GOV.HK in the third quarter of 2019. In 2019-20, the TD will continue to encourage public transport

operators through provision of technical advice with a view to opening up the real time data to achieve wider application. The discussions with public transport operators on the above subject are undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1790)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

(1) The issue of HCPs in 2018-19

Five types of HCPs issued under the Regulations	Maximum number of HCPs that can be issued	Number of HCPs issued by the Transport Department (TD) (as at 28 February 2019)	Percentage of number of HCPs issued over the statutory maximum number that can be issued

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

Year	Number of enquiries about Private Service (Limousine) HCPs	Number of requests for "pre-application assessment"	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2018						
2019 (as at 28 February 2019)						

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

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2018				
2019 (as at 28 February 2019)				

(4) How many requests for "pre-application assessment" have been received since the new measure was introduced on 1 February 2017? How many requests have been approved after conducting assessments? In "Matters Requiring Special Attention in 2019-20", the TD will "assist the Transport and Housing Bureau in reviewing the penalty level of illegal carriage of passengers for hire or reward". Having regard to ardent demand for point-to-point transport services, will the Government review the application requirements for hire car permits and definition of "illegal carriage of passengers for hire or reward"? If yes, what are the details?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 50)

Reply:

(1) The information on the issue of HCPs as at 28 February 2019 is tabulated as follows:

Five types of HCPs issued under the Road Traffic (Public Service Vehicles) Regulations	Statutory maximum number of HCPs that can be issued Note 1	Number of HCPs issued by the TD (as at 28 February 2019)	Percentage of number of HCPs issued over the statutory maximum number
Private Hire Car Service Note 2	1 500	877	58.5%
Hotel Hire Car Service	400	162	40.5%
Tour Hire Car Service	400	135	33.8%
Airport Hire Car Service	60	0 Note 3	Not applicable
School Hire Car Service	1 500	0 Note 3	Not applicable

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

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

Note 3: According to the TD, airport hire cars were gradually replaced by limousines providing private hire car services in the mid-1980s, while at the same time school hire cars were also replaced by school private light buses. The TD thus no longer receives applications for these two types of HCPs.

(2) The information on the issue of Private Service (Limousine) HCPs between 2018 and 2019 (as at 28 February 2019) is tabulated as follows:

Year (Calendar year)	Number of enquiries about Private Service (Limousine) HCPs Note 4	Number of requests for "pre-application assessment"	Number of applications received	Number of applications approved in the year Note 5	Number of applications rejected in the year Note 5	Number of applications approved on grounds of special considerations in the year Note 6
2018	33	12	73	36	22	13
2019 (as at 28 February)	9	2	14	1	0	1

Note 4: Figures include written enquiries or enquiries received via the Government's 1823 call centre.

Note 5: Depending on the application submission date and timely submission of the required information, the approval of an application may not be granted in the same calendar year as the submission of application.

Note 6: The figures have also been included in the "number of applications approved in the year".

(3) The information on the age of vehicles with Private Service (Limousine) HCPs issued in 2018 (as at 31 December) and 2019 (as at 28 February) is tabulated as follows:

Year	Average taxable value (HK$)	Average vehicle age (Year)	Number of brand new vehicles Note 7	Number of vehicles replaced
2018 (as at 31 December)	528,755	4.7	21	80
2019 (as at 28 February)	534,824	4.6	22	7

Note 7: A vehicle should be less than one year old from the date of first registration as a "brand new vehicle" in Hong Kong at the time of the application. For vehicles not first registered in Hong Kong, it should be within one year from the "Year of Manufacture" at the time of the application.

(4) The TD has introduced the "pre-application assessment" as one of the improvement measures implemented since 1 February 2017, with a view to facilitating applications for hire car permits, especially those made by new market entrants and building in more flexibility. Interested parties may make a request for "pre-application assessment" without the need to actually purchase a private car before making an application. During the period from 1 February 2017 to 28 February 2019, the TD received 42 requests for "pre-application assessment", of which 11 have obtained positive results. There is currently no plan to change the application requirements for hire car permits. We will continue to closely monitor the dynamics of the hire car market and review the prevailing arrangements as and when necessary.

The Government encourages the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, hire car services adopting new technology or platforms must still be in compliance with existing laws and regulations, in order to protect the safety and interest of passengers, and to ensure the effective use of roads as well as the efficient, reliable and long-term healthy development of the public transport system used by over 90% of the commuters.

Under Section 52(3) of the Road Traffic Ordinance (Cap. 374) (RTO), any person or organisation intending to arrange a motor vehicle for the carriage of passengers for hire or reward must meet the prescribed conditions stipulated in the legislation, such as the requirement to hold a valid hire car permit in respect of the vehicle concerned.

The TD has conducted a review on the penalties for illegal carriage of passengers for hire or reward under the RTO and proposed to increase the related penalty levels. We have consulted the Transport Advisory Committee and Legislative Council Panel on Transport and will proceed with the legislative work to amend the RTO.

The Government agrees that the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features should be addressed. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government will introduce franchised taxis under a trial scheme to meet such demand in the community. In comparison with the existing illegal online hire car service, the service of franchised taxis will be regulated by the Government. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators' performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure service quality as well as provide transparency on fares. To the general public, the impact on the road traffic would be limited since the number of franchised taxis would be capped at 600 under the trial scheme. The franchised taxis can provide an additional choice for passengers and facilitate the planning and development of the public transport system in an orderly manner. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council (LegCo) in the 2018-19 legislative year. Depending on the outcome of the scrutiny of the bill by the LegCo, and if the new franchised taxi service fails to serve its purpose, we would consider the case for exploring other new services (including the possibility of regulating online hailing services).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1791)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the open-up of real-time parking vacancy information for assisting the public in finding vacant parking space and for reducing traffic congestion, please advise:

1. In 2018-19 (up to 28 February 2019), the number of car parks which disseminate real-time parking vacancy information through "DATA.GOV.HK", and the expenditure for the open-up of real-time parking vacancy information of the 11 government car parks.

2. In 2019-20, the numbers of metered parking spaces and commercial car parks to disseminate real-time parking vacancy information through "DATA.GOV.HK".

3. Please advise whether the Government will set a target for increasing the data source for real-time parking vacancy information available through "DATA.GOV.HK". Is there any plan for introducing incentive scheme to encourage owners or operators of commercial car parks to disseminate real-time parking vacancy information using technology solutions in 2019-20? If yes, please give the details, expenditure and staff required.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.:51)

Reply:

As at 28 February 2019, real-time parking vacancy information of 276 government and commercial public car parks was disseminated through the Transport Department (TD)'s "HKeMobility" mobile application. The real-time parking vacancy data of 191 car parks was disseminated through the Government's public information portal "DATA.GOV.HK".

Given the access control system and vehicle recognition system for the 11 government car parks managed by the TD have been in use for years and cannot support the function of automatic feeding of real-time parking vacancy information, at present, the car park operators have to update manually the car parking information on an hourly basis for

dissemination. The TD is arranging gradual replacement of the aforesaid systems for ten government car parks (excluding Yau Ma Tei Car Park which will be demolished to make way for the construction of the Central Kowloon Route) so as to facilitate automatic updating of real-time parking vacancy information and data to "HKeMobility" and "DATA.GOV.HK" respectively. The expenditure involved in 2018-19 is about $7.7 million.

The TD plans to replace existing parking meters with new ones that will be equipped with vehicle sensors to detect whether a parking space is occupied. The new parking meters will be installed progressively from early 2020 for completion in early 2022. Upon completion of the installation works, real-time parking vacancy information of on-street metered parking spaces will be made available.

For commercial public car parks, the TD will continue the efforts to liaise with and introduce practical technology solutions to car park operators to facilitate their adoption of suitable options to collect and disseminate parking vacancy information and data. Such work is undertaken by the TD's existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1792)

Head: (186) Transport Department

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

Programme: (1) Planning and Development
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding facilitating the development of autonomous vehicle (AV) technologies and enhancing transport safety and efficiency by using technologies in Hong Kong, will the Government inform this Committee:

(1) The number of vehicles and the trial locations that were granted with temporary permission for trial of AVs in 2018-19? Will trials of AV be carried out at specified public areas or roads in 2019-20?

(2) The Transport Department (TD) will begin the research on the application of geo-fencing technology in 2019. What are the scope of the research and the manpower and expenditure to be involved?

(3) The Independent Review Committee on Hong Kong's Franchised Bus Service recommended the TD to establish a "Bus Safety Innovation Fund" for providing subsidy to franchised bus operators for adopting new safety technology. Will there be any plan on this in 2019-20? If yes, please provide details and expenses involved.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 52)

Reply:

(1)

In 2018-19, the TD approved ten trials of AV technology involving seven AVs through issuing movement permits to the applicants. Details of the trials are tabulated as follows:

Trial	Trial Period	Location	No. of autonomous vehicle involved
1	Jun 2018 – Jun 2019	West Kowloon Cultural District	One
2	Jul – Dec 2018	Zero Carbon Building	One
3	Jan – Jun 2019	Hong Kong Science Park	
4	Aug 2018 – Jun 2019	Tai Po Industrial Estate	One
5	Oct – Dec 2018	Hong Kong Science Park	One
6	Oct – Dec 2018	Zero Carbon Building	
7	Jan – Mar 2019	Hong Kong Science Park	
8	Jan – Nov 2019	Campus of Hong Kong University of Science and Technology	One
9	Jan – Dec 2019	Hong Kong Science Park	One
10	Feb – Dec 2019	Hong Kong Science Park	One

In 2019-20, the TD will continue to facilitate trials of AV technology at suitable locations in Hong Kong. Each application for trial of AV, whether the trials are proposed to be conducted in public areas or on public roads, would be assessed on a case-by-case basis having regard to a number of factors, such as vehicle design and construction, vehicle testing and operation record in the past, competency of the testing team, test route conditions and road safety considerations.

(2)

The TD will commission a consultancy study to conduct a research on the application of geo-fencing technology. The research will be carried out in two phases:

Phase 1 - To carry out a research of geo-fencing technology and to conduct trial by using private cars; and

Phase 2 - To develop a speed control system using geo-fencing technology and to test the system on buses.

The study will commence in March 2019 and is expected to be completed in July 2020. The expenditure to be incurred is about $2.53 million.

(3)

The Government is considering options (including making use of currently available funds) for providing funding to franchised bus operators to promote the uptake of new safety technology. In fact, to further enhance bus safety, the franchised bus operators have taken initiatives to conduct trials of different safety devices (e.g. bus monitoring and control system, driving assistance devices, etc,) with a view to confirming their technical feasibility, cost and benefit, and appropriateness for full implementation on franchised buses. Furthermore, the Government has proposed to set aside $500 million to subsidise the

franchised bus operators 80% of the relevant costs for retrofitting Electronic Stability Control and speed limiting retarder for all bus models which are suitable for retrofitting; as well as seat belts on all seats in the upper deck of existing buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops, to enhance bus safety.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1793)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) established the Committee on Taxi Service Quality (CTSQ) in January 2018. Regarding the work on enhancing the overall taxi service quality, please advise on:

(1) the number of complaints on service quality of taxi drivers in 2018-19 and reasons for complaints;

(2) the district with the highest number of taxi trips at major taxi stands and roadside observation checkpoints across the territory, the district with the longest average passenger waiting time, and the district with the highest average occupancy rates of taxis in 2018-19; whether innovative technologies will be applied in 2019-20 to improve the methodology for collecting data on the overall taxi service level, so as to reflect the taxi service level more accurately; and

(3) whether any study will be conducted on reforming the current taxi licensing regime in 2019-20, so that the regime under which a taxi licence can be held permanently can be progressively revamped, the competition in the taxi trade enhanced, and incentives for enhancing taxi service quality provided.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 53)

Reply:

(1) According to the complaint statistics of the Transport Complaints Unit under the Transport Advisory Committee, there were a total of about 11 000 cases relating to taxi services in 2018, which mainly concerned refusal to hire, improper driving behaviour and failure to take the most direct route.

(2) According to the surveys conducted by the TD at taxi stands and roadside observation checkpoints in 2018, Admiralty was the district with the highest number of taxi trips, Tai O was the district with the longest passenger waiting time and, and Cheung Sha in South Lantau was the district with the highest passenger occupancy rate.

The TD conducts on-site surveys for collecting information on taxi service, including average occupancy rate, passenger queue length, passenger waiting time, etc. The TD is open-minded to the application of innovative technologies in data collection, and will keep in view the technological development in this regard.

(3) The Government completed a comprehensive review on the demand for personalised and point-to-point transport services, including taxis and hire car services, under the Public Transport Strategy Study (PTSS) Final Report in June 2017. The PTSS Final Report recommends that the Government should adopt a two-pronged approach to enhance personalised and point-to-point public transport services. On the one hand, the Government will continue to enhance the service quality of existing taxis and their operating environment. For example, the TD and the trade have, through the "Committee on Taxi Service Quality" chaired by the Commissioner for Transport, taken forward various measures to enhance the taxi service quality, such as updating the taxi service standards and guidelines, launching online training courses for enhancing in-service taxi drivers' service quality, organizing the enhanced "Taxi Driver Commendation Scheme", and enhancing the mechanism for handling complaints relating to taxi service. The Government has also reviewed the existing sanctions for various taxi drivers' malpractices, etc., and plans to introduce legislative proposals into the Legislative Council (LegCo) in 2019 to raise the penalty levels for various taxi drivers' malpractices. On the other hand, the Government will introduce franchised taxis under a trial scheme to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. Through granting franchises to operators to operate franchised taxis, the Government will be able to monitor the operators' performance through franchise terms with clearly prescribed service levels and standards. This will provide better protection to passengers, ensure the service quality as well as provide transparency on the fares. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the LegCo in the 2018-19 legislative year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1794)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards the feasibility study on the use of personal mobility devices (PMDs) in Hong Kong, please advise on the work plans for reviewing the regulation of PMDs in overseas regions and for conducting the trial scheme in 2019-20 as well as the resources and manpower involved.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 54)

Reply:

Under the "Walk in HK" initiative, the Transport Department (TD) commenced the Consultancy Study on Enhancing the Walkability in Hong Kong (the Study) in December 2017. The Study covers several key issues on encouraging walking, as well as the feasibility of the use of electric mobility devices in Hong Kong.

The Study will look into the latest development of relevant technology, the usage of electric mobility devices in Hong Kong, the suitability of their use in Hong Kong for short-distance commuting, etc. The TD will also review the regulation of electric mobility devices in overseas regions and evaluate the implications of the use of these devices in Hong Kong on road safety, accessibility and road users, as well as the relevant legal requirements, management and implementation issues, etc.

The Study is expected to be completed in mid-2020. The Government will make reference to the findings of the Study to consider any need to introduce a regulatory system and to conduct a trial scheme for electric mobility devices.

There is no separate breakdown of manpower in the TD for the task related to electric mobility devices, and the fee for the task to be performed by the consultant is subsumed under the fee for the overall Study, which is approximately $13.9 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1796)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

1. Numbers of downloads and monthly active users of the mobile application "Hong Kong eTransport" launched in 2018-19; details and expenditure for the enhancement, maintenance and promotion of the mobile application in 2019-20;

2. Details, objectives, expenditure and manpower for formulation of plan to install in-vehicle units (IVUs) for allowing motorists to receive real-time traffic information and pay tunnel fees by remote means in 2019-20;

3. Details, objectives, expenditure and manpower for installation of traffic detectors in all strategic routes to provide real-time traffic information in 2019-20;

4. Details, objectives, expenditure and manpower for implementing Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) in 2019-20; and

5. Details, objectives, expenditure and manpower for introducing pilot intelligent traffic signal system with sensors for pedestrians and vehicles at road junctions in 2019-20; and the number of usage after the pilot system is launched.

Asked by: Hon MOK Charles Peter (LegCo internal reference no. 56)

Reply:

1. In July 2018, three existing mobile applications of the Transport Department (TD), including "Hong Kong eTransport", were integrated into one mobile application named "HKeMobility". As at end-February 2019, the number of downloads of "HKeMobility" reached 1.98 million. The average monthly hit rate of

"HKeMobility" covering the period from August 2018 to February 2019 was about 820 000. It is estimated that the maintenance of "HKeMobility" in 2019-20 will cost about $0.3 million. On promoting "HKeMobility", the work involved is undertaken by the TD's existing staff as part of their normal duties. There is no breakdown of the expenditure involved.

2. The TD commenced a consultancy study on the design and application of IVUs in July 2018 with the aim of facilitating the collection of traffic data and payment of tunnel tolls by remote means. The TD targets to complete the study in late 2019 and plans to issue IVUs to registered vehicle owners upon application or renewal of their vehicle licences from the third quarter of 2020 onwards, in order to tie in with the implementation of free flow tolling system at the Tseung Kwan O - Lam Tin Tunnel in late 2021. The estimated expenditure of the consultancy study in 2019-20 is about $3.1 million. Supervision of the study is undertaken by the TD's existing staff as part of their normal duties. There is no breakdown of the expenditure involved.

3. The TD is installing traffic detectors in all strategic routes in two phases for collection of traffic data and dissemination of real-time traffic information to the public. The estimated expenditure of both phases in 2019-20 is about $121.2 million. The first phase of installation of about 550 traffic detectors commenced in June 2018. The second phase of installation of about 660 traffic detectors will commence in April 2019. The TD targets to complete both phases of installation by end-2020. The work involved in the management of relevant consultancies and installation contracts is undertaken by the TD's existing staff. There is no breakdown of the expenditure involved.

4. The TD is carrying out a consultancy study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019. The estimated expenditure for the feasibility study in 2019-20 is $6.5 million. Management of the consultancy study is undertaken by the TD's existing staff. There is no separate breakdown of manpower and expenditure involved.

5. The TD will carry out a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians. The study will include conducting laboratory trials and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020. The locations of suitable signalised junction for the installation of the trial system will be selected having regard to a number of factors, including the traffic and pedestrian flow, as well as the capacity of the junctions concerned.

   The estimated expenditure of the study in 2019-20 is about $2.8 million. Supervision of the study is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1797)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the New Parking Meter System Trial Scheme and installation of electronic payment facilities on major roads, please advise:-

(1) the number of new generation of parking meters to be installed in 2019-20 and the numbers by districts.

(2) the work plan, expenditure and manpower for the study on free-flow tolling system (FFTS) in 2019-20? Will the Government study any other means, for example, public-private partnership to enable the public to use automatic toll collection system as soon as possible so as to alleviate road traffic congestion?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 57)

Reply:

(1)
The Transport Department (TD) plans to install about 12 000 new generation of parking meters over the territory by phases from early 2020 for completion in early 2022. The TD is conducting a tender exercise for the Procurement cum Management, Operation and Maintenance (PMOM) contracts of the new generation of parking meter system. The detailed installation schedule will be finalised with the selected PMOM contractor(s) before end 2019. At this stage, the installation timetable and distribution of the new parking meters to be installed in 18 districts are not available.

(2)
The Government will first implement FFTS at the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls without requiring vehicles to stop at toll booths. The TD plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021. The TD will engage a toll service provider through open tender for handling the toll collection by FFTS, toll

recovery and providing account management and customer services.

In 2019-20, the TD, in collaboration with relevant departments, will continue to develop the design of in-vehicle units and associated systems for allowing motorists to pay fees by remote means, conduct a legislative amendment exercise for the implementation of FFTS, prepare for a tendering exercise for provision of toll collection services at the government tolled tunnels and roads installed with FFTS, and start the preparatory work for the implementation of FFTS at other government tolled tunnels and roads. The TD will work with relevant government departments to expedite the implementation of FFTS.

The estimated total capital expenditure for implementing FFTS at government tolled tunnels and roads is $945.98 million. A total of eight time-limited posts, including one Senior Treasury Accountant, one Chief Executive Officer, one Senior Transport Officer, one Engineer/ Assistant Engineer, one System Manager, one Transport Officer II, one Technical Officer (Traffic)/Technical Officer Trainee (Traffic) and one Clerical Officer will be created from 2019-20 for seven years to take forward the project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0878)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 17)

Reply:

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

Year	Number of first registered private cars		
	Petrol	Diesel	Electric
2014	44 245	1 546	845
2015	46 122	1 593	2 607
2016	36 266	1 896	3 020
2017	35 536	4 246	3 860
2018	41 551	265	471

The Government has been promoting the use of electric vehicles (EVs) to improve roadside air quality through various measures, including providing FRT concessions for EVs. On 28 February 2018, the Government announced the "One-for-One Replacement Scheme" (the Scheme) for FRT concession for EVs, allowing private car (PC) owners who arrange to scrap and de-register their own eligible old PCs and then first register a new electric PC to enjoy a higher FRT concession of up to $250,000. To further promote the Scheme, the Government, with effect from 28 January 2019, relaxed the eligibility criteria of ownership period and licensed period of an old PC, thereby increasing the number of eligible PCs.

There are a host of factors affecting decisions in the purchase of new cars, such as household incomes, vehicle prices and the promotion strategy of car suppliers. Given the relatively small market share of EVs, it is difficult to carry out a meaningful assessment on the impact of FRT concession for EVs on overall private car growth.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2204)

Head: (186) Transport Department

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

Programme: (1) Planning and Development
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "to explore and introduce measures to increase provision of parking spaces in the short and medium to long term", please advise on the numbers of licensed vehicles and parking spaces in Hong Kong at present. How many fixed penalty tickets were issued for illegal parking in the past three years? How much resources will be set aside this year to tackle the shortage of parking spaces in Hong Kong? What is the plan in the next three years for increasing the number of parking spaces?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 26)

Reply:

As at end-February 2019, the number of licensed vehicles (excluding trailers and government vehicles) in Hong Kong was 780 978 and the number of parking spaces was 758 643.

The numbers of fixed penalty tickets issued by the Hong Kong Police Force against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) in the past three years are:

Year	2016	2017	2018
Number of fixed penalty tickets issued against illegal parking	1 609 628	1 840 063	2 026 513

The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:

(a) designating suitable on-street locations as night-time parking spaces;
(b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new

developments;

(c) following the principle of "Single Site, Multiple Use" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space projects;

(d) encouraging parking of school buses inside school premises after school hours;

(e) providing parking spaces and picking up/setting down facilities for coaches;

(f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for commercial vehicles (CVs) such as coaches and goods vehicles;

(g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and

(h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

Increasing the provision for parking is an on-going task of the Transport Department and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved. As regards the study on parking for CVs, the estimated expenditure in 2019-20 is $3.5 million. As for the pilot study on APS, the estimated expenditure in 2019-20 is $1.5 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0409)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for processing applications for Passenger Service Licenses (PSLs) for public service vehicles, including non-franchised bus services. In respect of such services, please advise:

(a) what is the number of the approved routes of employees' service operated by non-franchised buses to serve the Airport Island at present? Please provide information about the pick-up / drop-off points, operating schedules, passenger capacities, fares and employers involved for these routes; and

(b) what is the number of applications for operating employees' service with non-franchised buses to serve the Airport Island in the past five years? How many applications have been approved and rejected? What are the reasons for rejection?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 12)

Reply:

(a) According to the Road Traffic Ordinance (Cap. 374), operators of non-franchised bus service (including employees' service) must be issued with a PSL by the TD in respect of the vehicle(s) concerned. Apart from the PSL approved for operating an employees' service, the TD will also approve the operation details of an employees' service in the form of a Schedule of Service, which will cover one or more routes operated by the PSL holder for a specific employer or a group of employers. A summary of the approved employees' services serving various employers in the Hong Kong International Airport, together with information of the employer, service area, fare, maximum number of daily trips and maximum passenger carrying capacities for each schedule of service approved is set out at Annex.

(b) As the TD does not keep record on the number of applications for operating employees' services applications by service locations or districts, the TD does not have the

information on the number of applications for operating employees' services specifically serving the Airport Island.

Annex

Summary of the Approved Employees' Services
<u>serving the Hong Kong International Airport</u>

(as at 28 February 2019)

No.	Employer(s)	Service area(s)	Maximum number of daily trips	Total passenger carrying capacity	Fare (HK$)
1	Cathay Pacific Airways Limited	Hong Kong Island, Kowloon and New Territories	67	4 355	$18 - 35
2			26	1 690	$18 - 30
3			8	520	$21 - 35
4	Hong Kong Aircraft Engineering Company Limited		140	2 600	No fare charged
5	Multiple employers represented by Hong Kong Airport Services Limited		According to the flight schedule	1 173	
6	Cathay Pacific Airways Limited	Kowloon, New Territories	1	65	
7	DHL Aviation (Hong Kong) Limited		77	155	
8	Hong Kong Air Cargo Terminals Limited		5	210	
9			4	260	
10			2	130	
11	Jardine Air Terminal Services Limited		2	130	
12			2	130	
13			1	65	
14	Air New Zealand Limited	Hong Kong Island	2	86	
15	Austrian Airlines AG		2	82	
16	British Airways		5	123	
17	Cathay Pacific Airways Limited		1	65	$29 - 30
18	China National Aviation Corporation (Group) Limited		2	28	No fare charged
19	Emirates Airline		6	164	
20	John Swire & Sons (Hong Kong) Limited		2	66	
21	Scandinavian Airlines System		2	82	
22	Singapore Airlines Limited		6	145	
23	Virgin Atlantic Airways Limited		2	82	

No.	Employer(s)	Service area(s)	Maximum number of daily trips	Total passenger carrying capacity	Fare (HK$)
24	Air France	Kowloon	2	82	No fare charged
25	Air Mauritus Limited		2	82	
26	Delta Air Lines, Inc		2	82	
27	Lufthansa German Airlines		6	205	
28	United Parcel Service Company		According to the flight schedule	90	
29	Cathay Pacific Airways Limited	New Territories	3	381	$18 - 21
30			4	65	No fare charged
31	Cathay Pacific Catering Services (Hong Kong) Limited		4	65	
32	Cathay Pacific Services Limited		87	130	$0 - 2
33	China Aircraft Services Limited		2	82	No fare charged
34	China State Const. Eng. (Hong Kong) Limited		27	122	
35			20	28	
36			2	60	
37	G4S Secure Solutions (Hong Kong) Limited		4	65	
38	Hong Kong Air Cargo Terminals Limited		14	28	
39			12	28	
40	Hong Kong Aircraft Engineering Company Limited		12	260	
41	Kai Shing Management Services Limited		44	29	$3 - 14
42	Kai Shing Management Services Limited - AFFC		54	29	$3
43	Multiple employers represented by Airport Authority Hong Kong		42	130	No fare charged
44	Waihong Environmental Services Limited		1	61	
45	ZHEC-CCCC-CDC Joint Venture		26	29	
46	Airport Authority Hong Kong	Within the Airport Island	4	120	
47	Multiple employers represented by Airport Authority Hong Kong		79	910	
48			7	53	

No.	Employer(s)	Service area(s)	Maximum number of daily trips	Total passenger carrying capacity	Fare (HK$)
49	Multiple employers represented by Hong Kong Airport Services Limited	Within the Airport Island	17	130	No fare charged

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0410)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Transport Department's work on promoting road safety, please advise on the following:

(a) What were the numbers of traffic accidents causing slight injuries, serious injuries and deaths respectively as well as the road traffic casualty rates per 1 000 vehicles in the past five years, with breakdown by vehicle type and age of driver involved?

(b) Of the traffic accidents causing slight injuries, serious injuries and deaths respectively in the past five years, what were the numbers of cases involving excessive fatigue driving, with breakdown by severity of accident and vehicle type?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 13)

Reply:

(a) The numbers of traffic accidents by class of vehicle and severity in the past five years are at Annex 1. The numbers of motor vehicle driver casualties by age and degree of injury in the past five years are at Annex 2.

The casualty rate per 1 000 licensed vehicles in the past five years are:

	2014	2015	2016	2017	2018
Casualty rate per 1 000 licensed vehicles	28.8	28.5	27.3	26.2	25.3

Since traffic accidents may involve not only driver and passenger casualties but also pedestrian casualties which could not be linked to a specific vehicle class, there is no analysis of the overall casualty rates by vehicle class and age of driver involved.

(b) The numbers of traffic accidents involving driver of various classes of vehicle with driver contributory factor "Sleep or fatigue" by vehicle class and severity in the past five years are at Annex 3.

Annex 1

Numbers of traffic accidents by class of vehicle and severity in years between 2014 and 2018

Class of vehicle	2014			2015			2016			2017			2018		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
Motor vehicles															
Motor cycle	11	457	1 772	8	506	1 772	13	431	1 854	11	404	1 833	17	345	1 998
Private car	22	691	4 987	26	728	5 313	28	731	5 741	25	704	5 931	26	555	6 185
Taxi	13	506	3 207	15	454	3 314	20	483	3 425	15	430	3 392	19	368	3 529
Public light bus	12	143	879	19	173	866	17	142	882	15	127	837	11	100	812
Private light bus	0	19	94	2	11	90	2	15	84	2	17	73	3	11	72
Public bus	6	329	2 417	19	345	2 296	15	313	2 303	13	280	2 309	15	247	2 440
Private bus	0	4	23	0	3	26	0	6	21	1	2	22	0	5	27
Light goods vehicle	30	328	2 013	23	311	2 083	33	319	2 301	21	290	2 210	21	268	2 309
Medium goods vehicle	19	123	672	13	140	654	15	128	717	22	104	738	14	98	696
Heavy goods vehicle	4	31	164	6	34	123	2	23	180	4	23	160	5	24	167
Tram	0	7	35	1	8	27	0	10	33	0	4	50	0	10	35
Light rail vehicle	0	4	12	1	4	6	1	4	8	0	6	4	0	2	8
Trailer	1	3	2	2	1	3	1	5	3	1	1	2	2	3	4
Village vehicle	0	1	3	0	0	2	0	1	0	0	2	0	1	0	2
Special purpose vehicle	0	1	1	0	1	2	3	25	67	1	4	40	0	11	66
Golf-cart	0	2	6	0	3	3	0	4	5	0	0	5	0	0	1
Non-motor vehicles															
Bicycle	7	536	1 890	10	480	2 021	14	438	1 635	10	316	1 591	11	186	1 607
Handcart	2	1	19	0	2	12	3	2	15	2	2	11	1	1	6

Annex 2

Numbers of motor vehicle driver casualties by age and degree of injury in years between 2014 and 2018

Age of driver	2014			2015			2016			2017			2018		
	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured	Killed	Seriously Injured	Slightly Injured
Under 20	0	2	18	0	4	31	0	4	22	0	1	18	0	1	17
20 - 24	4	40	402	4	61	391	1	57	436	1	52	474	0	30	456
25 - 29	5	88	767	1	103	824	2	89	785	4	81	823	0	74	869
30 - 34	1	112	922	2	120	955	1	98	1 050	4	106	1 032	2	66	1 033
35 - 39	3	116	873	0	110	982	4	109	1 033	2	95	995	3	91	1 127
40 - 44	1	83	756	0	90	814	5	92	860	3	96	949	4	67	989
45 - 49	1	109	708	1	90	713	1	82	770	1	84	766	2	81	873
50 - 54	3	106	725	3	104	829	5	105	786	2	88	845	7	100	837
55 - 59	4	86	626	3	98	676	3	107	783	3	105	773	6	69	843
60 - 64	0	59	390	3	67	407	2	46	523	4	60	512	5	48	595
65 - 69	4	21	143	2	21	137	1	41	210	1	38	239	0	22	272
70 and over	0	16	52	1	10	56	0	9	83	1	15	84	1	14	80

Annex 3

Numbers of traffic accidents involving driver of the corresponding class of vehicle with driver contributory factor "Sleep or fatigue" by vehicle class and severity in years between 2014 and 2018

Class of vehicle	2014			2015			2016			2017			2018		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
Motor vehicles															
Motor cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Private car	1	0	8	1	3	7	0	3	10	0	1	10	0	3	6
Taxi	0	0	2	0	0	2	0	0	2	0	1	3	0	1	3
Public light bus	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Private light bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Public bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Private bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Light goods vehicle	0	1	0	0	1	3	0	0	4	0	0	1	0	1	2
Medium goods vehicle	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Heavy goods vehicle	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
Tram	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Light rail vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Village vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special purpose vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Golf-cart	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-motor vehicles															
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Handcart	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0412)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, to address the problem of shortage of parking spaces, the Government has proposed a series of short, medium to long-term measures to increase the supply of parking spaces in different districts. It is mentioned under this Programme that this initiative will continue to be pursued in 2019-20. Regarding this initiative, please advise on the following:

- What were the numbers of public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces for private use, as well as their utilisation rates, in the 18 districts of Hong Kong in the past three years, with breakdown by district and vehicle type?
- What is the latest progress of the Transport Department (TD)'s work in identifying on-street night-time parking spaces for commercial vehicles (CVs)? Please provide the information with breakdown by vehicle type, location and number of parking spaces.
- What is the progress of the work in providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects under the principle of "Single Site, Multiple Uses"? Please provide the information with breakdown by vehicle type, location and number of parking spaces.
- What is the progress of the work in providing additional parking spaces and picking up/setting down facilities for coaches? Please provide the information with breakdown by district and number of parking spaces.
- What is the progress of the work in studying the opening up of parking spaces and loading/unloading bays currently designated for own use of the development projects concerned and putting them up for night-time public parking of CVs?
- What is the progress of the work in examining the feasibility of providing government multi-storey car parks?
- What is the progress of the consultancy study on parking for CVs? What is the Government's schedule for reporting the study results to the Legislative Council Panel on Transport?

Asked by: Hon POON Siu-ping (LegCo internal reference no.:9)

Reply:

The numbers of public parking spaces and parking spaces for private use in various districts in the past three years are tabulated at Annex 1.

The TD does not have records on the utilisation of privately owned car parks. For government multi-storey public car parks under the TD's management, their average utilisation rates as at December 2018 were as follows:

Car Park	**No. of Parking Spaces @**	**Average utilisation rate ^**		
		Daily	**Day-time (0800-2300)**	**Night-time (2300-0800)**
Star Ferry Car Park	417	51%	70%	16%
City Hall Car Park	197	43%	58%	15%
Rumsey Street Car Park	983	60%	68%	45%
Tin Hau Car Park	504	75%	81%	64%
Shau Kei Wan Car Park	458	83%	84%	81%
Aberdeen Car Park	344	81%	76%	89%
Yau Ma Tei Car Park	846	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	342	87%	86%	87%
Kwai Fong Car Park*	645	73%	74%	72%
Tsuen Wan Car Park	579	90%	91%	88%
Kennedy Town Car Park	232	81%	83%	75%
Total	**5 547**	**71%**	**76%**	**60%**

@ The numbers of parking spaces include parking spaces for private cars, van-type light goods vehicles and motorcycles.

^ Excluding motorcycles.

* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 570 parking spaces were available during the concerned period.

Regarding on-street night-time parking spaces, the TD has since 2015-16 identified and proposed a total of 495 on-street overnight parking spaces for CVs. As at February 2019, the status of these parking spaces was:

Status	Number of spaces
Completed	180[1]
Shelved due to local objections	141
Local consultation/resolution of objection in progress	141
Under construction	33
Total	**495**

[1] The details of the 180 on-street overnight parking spaces for CVs are provided at Annex 2.

Regarding parking spaces and picking-up/setting down facilities for coaches, the TD provided 41 on-street parking, 85 pick-up/set-down spaces for coaches in 2018-19 as follows:

(a) Central and Western District (three pick-up/set-down spaces);
(b) Southern District (three parking spaces and two pick-up/set-down spaces);
(c) Eastern District (three pick-up/set-down spaces);
(d) Wan Chai (two parking spaces);
(e) Yau Tsim Mong (30 parking spaces and 16 pick-up/set-down spaces);
(f) Kwai Tsing (four pick-up/set-down spaces);
(g) Sha Tin (one parking space);
(h) Sai Kung (five parking spaces); and
(i) Islands (57 pick-up/set-down spaces).

Regarding the consultancy study on parking for CVs to assess the parking demand and formulate short to long term measures to address the demand, the TD commenced the study in December 2017 for completion in end 2019. The findings and recommendations of the study will be announced after completion of the study.

Regarding other measures, the Government is still exploring the feasibility of opening up of parking spaces and loading/unloading bays ancillary to existing private developments for night-time public parking of CVs. As regards multi-storey car parks, in view of limited land resources in Hong Kong, generally speaking, sites suitable for stand-alone multi-storey car park uses also have potential for other development purposes. It would make the most optimal use of land and bring more benefits to the community as a whole if public parking spaces could be planned and integrated into development projects, following the principle of "Single Site, Multiple Uses". Subject to detailed technical assessment, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

Annex 1

I. Number of public parking spaces provided by the Government in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total µ
Central & Western	Feb 2019	2 273	589	15	871	3 748
	Feb 2018	2 261	583	15	820	3 679
	Feb 2017	2 821	604	14	847	4 286
Wan Chai	Feb 2019	1 761	6	24	772	2 563
	Feb 2018	1 759	6	26	783	2 574
	Feb 2017	1 736	6	26	760	2 528
Eastern	Feb 2019	1 226	60	99	721	2 106
	Feb 2018	1 222	65	93	665	2 045
	Feb 2017	1 220	66	93	660	2 039
Southern	Feb 2019	1 382	64	140	491	2 077
	Feb 2018	1 372	63	144	487	2 066
	Feb 2017	1 372	64	144	477	2 057
Yau Tsim Mong	Feb 2019	2 337	369	177	1 372	4 255
	Feb 2018	2 339	371	147	1 354	4 211
	Feb 2017	2 340	380	147	1 343	4 210
Sham Shui Po	Feb 2019	2 337	1 063	34	796	4 230
	Feb 2018	2 301	1 063	34	791	4 189
	Feb 2017	2 232	1 061	34	773	4 100
Kowloon City	Feb 2019	2 467	136	96	893	3 592
	Feb 2018	2 445	136	96	906	3 583
	Feb 2017	2 433	137	96	896	3 562
Wong Tai Sin	Feb 2019	1 076	142	19	499	1 736
	Feb 2018	1 074	143	19	498	1 734
	Feb 2017	1 074	150	19	456	1 699
Kwun Tong	Feb 2019	1 723	132	42	778	2 675
	Feb 2018	1 791	139	42	755	2 727
	Feb 2017	1 705	141	42	728	2 616
Tsuen Wan	Feb 2019	1 466	51	36	565	2 118
	Feb 2018	1 457	51	36	553	2 097
	Feb 2017	1 458	54	36	501	2 049
Tuen Mun	Feb 2019	1 537	348	41	803	2 729
	Feb 2018	1 534	338	41	779	2 692
	Feb 2017	1 489	309	41	780	2 619
Yuen Long	Feb 2019	1 608	442	111	555	2 716
	Feb 2018	1 655	470	107	506	2 738
	Feb 2017	1 483	452	89	458	2 482
North	Feb 2019	1 771	427	29	400	2 627
	Feb 2018	1 663	454	32	379	2 528
	Feb 2017	1 662	449	32	379	2 522

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total µ
Tai Po	Feb 2019	1 840	333	82	235	2 490
	Feb 2018	1 766	333	82	240	2 421
	Feb 2017	1 533	348	75	240	2 196
Sai Kung	Feb 2019	2 159	331	174	423	3 087
	Feb 2018	2 174	331	169	413	3 087
	Feb 2017	2 151	350	165	423	3 089
Sha Tin	Feb 2019	2 208	280	58	495	3 041
	Feb 2018	2 493	298	57	494	3 342
	Feb 2017	2 177	294	53	485	3 009
Kwai Tsing	Feb 2019	1 449	360	30	699	2 538
	Feb 2018	1 433	333	32	671	2 469
	Feb 2017	1 460	317	30	667	2 474
Islands	Feb 2019	1 301	72	74	173	1 620
	Feb 2018	492	58	74	148	772
	Feb 2017	490	56	74	148	768
Total	Feb 2019	31 921	5 205	1 281	11 541	49 948
	Feb 2018	31 231	5 235	1 246	11 242	48 954
	Feb 2017	30 836	5 238	1 210	11 021	48 305

II. Number of public parking spaces provided at privately-operated car parks in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2019	7 990	302	29	112	8 433
	Feb 2018	8 210	353	29	112	8 704
	Feb 2017	8 226	337	35	101	8 699
Wan Chai	Feb 2019	9 617	70	2	49	9 738
	Feb 2018	9 659	61	2	43	9 765
	Feb 2017	9 458	61	2	43	9 564
Eastern	Feb 2019	11 446	550	150	443	12 589
	Feb 2018	11 318	552	85	439	12 394
	Feb 2017	11 005	613	170	415	12 203
Southern	Feb 2019	6 794	563	168	145	7 670
	Feb 2018	6 762	565	72	145	7 544
	Feb 2017	6 752	569	93	152	7 566
Yau Tsim Mong	Feb 2019	13 405	1 728	39	249	15 421
	Feb 2018	13 135	1 769	45	197	15 146
	Feb 2017	13 108	1 775	49	196	15 128
Sham Shui Po	Feb 2019	8 175	1 428	66	105	9 774
	Feb 2018	8 028	1 407	52	101	9 588
	Feb 2017	8 224	1 429	100	99	9 852
Kowloon City	Feb 2019	7 742	859	497	25	9 123
	Feb 2018	7 984	960	575	26	9 545
	Feb 2017	7 722	981	696	25	9 424
Wong Tai Sin	Feb 2019	5 278	161	79	115	5 633
	Feb 2018	5 227	153	79	126	5 585
	Feb 2017	5 577	204	79	157	6 017
Kwun Tong	Feb 2019	13 049	972	45	360	14 426
	Feb 2018	12 828	1 048	49	321	14 246
	Feb 2017	12 713	1 050	15	321	14 099
Tsuen Wan	Feb 2019	9 789	772	375	145	11 081
	Feb 2018	9 434	782	376	85	10 677
	Feb 2017	9 422	781	351	82	10 636
Tuen Mun	Feb 2019	8 781	1 151	70	36	10 038
	Feb 2018	8 619	1 169	70	36	9 894
	Feb 2017	8 521	1 204	70	43	9 838
Yuen Long	Feb 2019	8 849	460	7	49	9 365
	Feb 2018	8 482	430	7	51	8 970
	Feb 2017	8 368	440	7	51	8 866
North	Feb 2019	5 199	677	0	48	5 924
	Feb 2018	5 068	621	0	46	5 735
	Feb 2017	5 075	636	0	49	5 760

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	Feb 2019	5 509	308	21	29	5 867
	Feb 2018	5 496	311	21	35	5 863
	Feb 2017	5 732	383	29	22	6 166
Sai Kung	Feb 2019	10 424	341	43	421	11 229
	Feb 2018	10 631	399	33	458	11 521
	Feb 2017	10 549	366	69	366	11 350
Sha Tin	Feb 2019	16 336	1 097	39	254	17 726
	Feb 2018	16 144	1 117	36	252	17 549
	Feb 2017	15 493	1 101	43	268	16 905
Kwai Tsing	Feb 2019	10 062	7 187	236	153	17 638
	Feb 2018	9 854	7 307	192	161	17 514
	Feb 2017	9 697	6 973	261	161	17 092
Islands	Feb 2019	6 346	204	143	135	6 828
	Feb 2018	6 199	204	143	102	6 648
	Feb 2017	7 119	256	143	98	7 616
Total	Feb 2019	164 791	18 830	2 009	2 873	188 503
	Feb 2018	163 078	19 208	1 866	2 736	186 888
	Feb 2017	162 761	19 159	2 212	2 649	186 781

III. Number of parking spaces for private use in the past three years

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2019	28 173	280	40	429	28 922
	Feb 2018	27 517	280	40	416	28 253
	Feb 2017	27 790	280	40	414	28 524
Wan Chai	Feb 2019	28 047	320	104	468	28 939
	Feb 2018	27 901	322	103	467	28 793
	Feb 2017	27 827	322	103	466	28 718
Eastern	Feb 2019	33 242	1 275	119	1 217	35 853
	Feb 2018	32 676	1 272	113	1 163	35 224
	Feb 2017	32 656	1 274	112	1 178	35 220
Southern	Feb 2019	31 098	570	46	1 194	32 908
	Feb 2018	30 658	577	46	1 177	32 458
	Feb 2017	30 530	570	42	1 158	32 300
Yau Tsim Mong	Feb 2019	17 745	289	69	480	18 583
	Feb 2018	17 661	288	69	474	18 492
	Feb 2017	17 544	275	70	468	18 357
Sham Shui Po	Feb 2019	18 645	757	335	1 077	20 814
	Feb 2018	18 312	731	336	994	20 373
	Feb 2017	18 063	727	338	928	20 056
Kowloon City	Feb 2019	39 408	544	44	1 018	41 014
	Feb 2018	38 742	545	44	943	40 274
	Feb 2017	37 960	550	42	829	39 381
Wong Tai Sin	Feb 2019	14 480	987	38	1 625	17 130
	Feb 2018	14 558	958	38	1 633	17 187
	Feb 2017	14 451	937	38	1 598	17 024
Kwun Tong	Feb 2019	30 599	2 164	115	2 922	35 800
	Feb 2018	30 307	2 546	109	2 742	35 704
	Feb 2017	30 021	2 528	296	2 656	35 501
Tsuen Wan	Feb 2019	25 608	1 153	14	716	27 491
	Feb 2018	24 896	1 114	14	643	26 667
	Feb 2017	24 101	1 084	9	647	25 841
Tuen Mun	Feb 2019	30 656	1 025	60	842	32 583
	Feb 2018	30 508	1 016	64	829	32 417
	Feb 2017	29 833	1 016	64	791	31 704
Yuen Long	Feb 2019	30 798	1 210	242	1 119	33 369
	Feb 2018	30 720	1 208	232	1 120	33 280
	Feb 2017	29 739	1 106	232	1 045	32 122
North	Feb 2019	14 685	730	48	364	15 827
	Feb 2018	14 559	743	47	356	15 705
	Feb 2017	14 731	750	47	350	15 878

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	Feb 2019	21 167	550	37	692	22 446
	Feb 2018	21 134	550	37	691	22 412
	Feb 2017	20 911	588	37	693	22 229
Sai Kung	Feb 2019	28 380	870	122	2 078	31 450
	Feb 2018	27 014	855	137	1 912	29 918
	Feb 2017	26 020	851	139	1 957	28 967
Sha Tin	Feb 2019	54 341	1 345	122	2 117	57 925
	Feb 2018	53 552	1 325	122	2 057	57 056
	Feb 2017	52 676	1 331	118	2 015	56 140
Kwai Tsing	Feb 2019	24 206	3 506	30	1 830	29 572
	Feb 2018	24 186	3 314	28	1 797	29 325
	Feb 2017	24 295	3 295	30	1 786	29 406
Islands	Feb 2019	8 460	517	9	266	9 252
	Feb 2018	8 874	517	9	270	9 670
	Feb 2017	8 870	517	9	270	9 666
Total	Feb 2019	479 738	18 092	1 594	20 454	519 878
	Feb 2018	473 775	18 161	1 588	19 684	513 208
	Feb 2017	468 018	18 001	1 766	19 249	507 034

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

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

Annex 2

On-street overnight parking spaces for CVs completed since 2015-16 by district

District	Location	Vehicle type	Number of parking spaces
Eastern	Tung Hei Road	Goods Vehicle / Bus	16
Southern	Lee Lok Street Heung Yip Road	Goods Vehicle / Bus	7
Wan Chai	Lockhart Road	Goods Vehicle	3
Sham Shui Po	Woh Chai Street Tonkin Street	Goods Vehicle	4
Kwun Tong	Hung To Road Wang Hoi Road Lam Fook Street	Goods Vehicle	11
Kwai Tsing	Tam Kon Shan Road Tsing Sheung Road Tsing Yi Hong Wan Road Wing Lap Street Ta Chuen Ping Street Ka Hing Road	Goods Vehicle	35
Tuen Mun	Kin Fat Street Kin Kwan Street Hung Cheung Road San Ping Circuit Hoi Wah Road	Goods Vehicle / Bus	57
Yuen Long	Ping Tong Street East Ping Tong Street South	Goods Vehicle	4
North	Choi Fat Street On Fuk Street Yip Wo Street Choi Yuen Road	Goods Vehicle	22
Sai Kung	Tong Chun Street	Goods Vehicle	6
Sha Tin	Man Lai Road Man Lam Road On Kwan Street Yuen Wo Road	Goods Vehicle / Bus	11
Islands	Yu Tung Road	Goods Vehicle	4
Total			180

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1661)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the issue and renewal of driving licences, please provide:

(a) the numbers of full driving licence holders, breakdown by different classes of vehicles and age groups, in the past five years;

(b) relating to the commercial driving licence holders in (a), does the Government know how many of those are engaged in relevant work?

(c) relating to the Transport Department (TD)'s proposal to extend the pre-service course requirement to cover taxi and public bus drivers in 2019-20, whether the duration, fee and contents of the courses concerned would be the same as the existing pre-service course for public light bus drivers? If not, what are the details? Does the Government plan to extend the above requirements to cover other commercial vehicles or existing driving licence holders in future?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 16)

Reply:

(a) The numbers of full driving licence holders by different classes of vehicles and age groups in the past five years (2014-2018) are provided in Annex.

(b) There is no definition of "commercial vehicles" in existing legislation. For the purpose of classifying driving licences, taxis, medium goods vehicles, heavy goods vehicles, private and public light buses, private and public buses, franchised buses, articulated vehicles and special purpose vehicles are generally regarded as "commercial vehicles". The TD does not have precise information on whether the commercial driving licence holders are actively engaged in relevant driving work. However, the TD gathered from the transport trades that the current active workforce

for franchised bus, public light bus and taxi are about 14 000, 8 000 and 59 000 respectively.

(c) The Government is working on a legislative amendment exercise to relax the requirement of the driving licence holding period for private car or light goods vehicle from three years to one year before a person may apply for a commercial vehicle driving licence, and to extend the mandatory pre-service course requirement to new applicants for a full driving licence to drive a taxi or a public bus. The TD will make reference to the existing pre-service course for public light bus drivers in drawing up the course content, duration and fees.

The Government has no plan at this stage to further extend the pre-service course requirement to cover other commercial vehicles.

Annex

Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups

as at end 2014 Note

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	422	190 623	484 570	573 976	542 874	246 830	28 414
Light Goods Vehicle	289	115 655	302 588	315 674	412 706	220 306	26 815
Motor Cycle	19	11 197	63 005	88 624	62 466	33 607	4 331
Private Light Bus	-	2 573	19 114	38 793	70 093	49 636	8 414
Public Light Bus	-	2 573	19 114	38 247	68 072	47 524	8 111
Taxi	-	1 129	9 483	32 135	96 143	70 734	8 249
Private Bus	-	2 552	18 608	33 519	48 688	29 145	3 229
Public Bus	-	2 552	18 609	33 483	48 535	29 045	3 602
Government Vehicle	-	1 318	6 971	10 381	10 604	2 131	6
Franchised Bus	-	537	2 188	4 443	9 168	6 232	280
Medium Goods Vehicle	-	3 792	23 364	43 309	68 638	45 538	6 619
Heavy Goods Vehicle	-	1 292	8 827	17 022	33 441	35 794	6 254
Articulated Vehicle	-	531	4 315	10 458	19 211	9 194	547
Special Purpose Vehicle	-	296	2 194	3 337	4 291	2 024	127
Motor Tricycle	19	11 197	63 005	88 625	62 469	33 599	4 330

Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups

as at end 2015 [Note]

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	512	192 343	494 951	582 828	565 283	279 006	31 670
Light Goods Vehicle	330	112 823	302 944	315 132	416 671	246 391	29 813
Motor Cycle	33	10 830	61 611	92 760	67 298	37 212	4 768
Private Light Bus	-	2 294	18 264	36 893	69 385	53 945	9 288
Public Light Bus	-	2 132	17 974	36 173	67 336	51 693	8 948
Taxi	-	1 090	9 405	28 801	93 076	77 691	9 377
Private Bus	-	2 277	17 844	32 720	49 008	32 328	3 782
Public Bus	-	2 277	17 844	32 694	48 863	32 202	4 118
Government Vehicle	-	1 279	6 873	10 354	10 757	2 591	5
Franchised Bus	-	593	2 279	4 500	8 847	7 064	369
Medium Goods Vehicle	-	3 362	22 626	41 485	68 229	49 765	7 438
Heavy Goods Vehicle	-	1 198	8 612	16 186	32 131	37 818	6 958
Articulated Vehicle	-	458	4 159	9 528	19 381	10 475	720
Special Purpose Vehicle	-	263	2 170	3 422	4 504	2 412	166
Motor Tricycle	33	10 830	61 611	92 758	67 306	37 203	4 766

Numbers of full Driving Licence Holders by Vehicle Class and Age Groups

as at end 2016 Note

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	423	193 657	500 918	592 117	580 132	310 016	37 260
Light Goods Vehicle	252	110 751	299 652	317 362	414 018	270 401	35 036
Motor Cycle	44	10 820	59 553	96 058	71 281	40 266	5 713
Private Light Bus	-	2 053	17 012	35 383	67 620	57 700	10 868
Public Light Bus	-	1 660	16 241	34 283	65 443	55 373	10 456
Taxi	-	1 044	9 316	26 228	88 699	83 730	11 336
Private Bus	-	2 040	16 667	32 111	48 604	35 373	4 742
Public Bus	-	2 040	16 667	32 089	48 472	35 238	5 040
Government Vehicle	-	1 479	7 037	10 483	10 858	3 114	9
Franchised Bus	-	625	2 370	4 457	8 499	7 874	515
Medium Goods Vehicle	-	3 070	21 728	40 035	66 833	53 520	8 837
Heavy Goods Vehicle	-	1 149	8 334	15 592	30 345	39 119	8 184
Articulated Vehicle	-	408	3 925	8 836	19 062	11 815	984
Special Purpose Vehicle	-	236	2 167	3 546	4 687	2 806	216
Motor Tricycle	44	10 820	59 554	96 054	71 289	40 258	5 712

Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups

as at end 2017 [Note]

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	348	197 118	506 644	595 444	577 993	327 573	44 623
Light Goods Vehicle	189	110 809	296 080	317 714	398 190	281 417	41 847
Motor Cycle	28	11 089	57 427	97 577	74 050	41 871	6 927
Private Light Bus	-	1 866	15 919	33 668	64 145	58 921	12 824
Public Light Bus	-	1 282	14 721	32 157	61 851	56 705	12 323
Taxi	-	1 069	9 223	23 960	81 738	85 801	13 991
Private Bus	-	1 850	15 635	31 178	47 113	37 030	6 024
Public Bus	-	1 850	15 635	31 165	46 989	36 899	6 271
Government Vehicle	-	1 591	7 263	10 329	9 617	2 625	15
Franchised Bus	-	656	2 513	4 418	7 998	8 225	742
Medium Goods Vehicle	-	2 787	20 696	38 190	63 688	55 153	10 644
Heavy Goods Vehicle	-	1 071	7 970	14 915	27 963	38 615	9 732
Articulated Vehicle	-	370	3 698	8 126	18 146	12 854	1 370
Special Purpose Vehicle	-	232	2 205	3 625	4 747	3 129	302
Motor Tricycle	28	11 089	57 428	97 576	74 057	41 868	6 924

Numbers of Full Driving Licence Holders by Vehicle Class and Age Groups

as at end 2018 Note

Class of vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	317	195 425	514 308	598 814	572 351	340 584	54 234
Light Goods Vehicle	164	107 866	292 982	320 394	377 810	288 023	50 780
Motor Cycle	51	11 323	55 419	98 520	77 754	42 898	8 523
Private Light Bus	-	1 711	14 504	32 431	60 234	59 472	15 369
Public Light Bus	-	1 027	13 021	30 596	57 846	57 369	14 757
Taxi	-	1 070	9 101	22 286	73 866	86 725	17 476
Private Bus	-	1 696	14 274	30 500	45 348	38 361	7 593
Public Bus	-	1 696	14 275	30 488	45 253	38 216	7 799
Government Vehicle	-	1 679	7 637	10 253	8 746	2 142	26
Franchised Bus	-	621	2 566	4 437	7 447	8 444	1 004
Medium Goods Vehicle	-	2 497	19 415	36 694	60 327	55 929	13 057
Heavy Goods Vehicle	-	940	7 562	14 359	25 801	37 260	11 788
Articulated Vehicle	-	298	3 445	7 542	17 109	13 691	1 859
Special Purpose Vehicle	-	218	2 099	3 724	4 805	3 399	417
Motor Tricycle	51	11 323	55 421	98 517	77 761	42 901	8 520

Note:

Since a person may hold driving licence with endorsement of more than one class of vehicles, the sum of individual classes of licence holders in the above statistics may be more than the total number of driving licence holders.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2774)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to Programme (1), the Transport Department (TD) "formulates regulatory measures for franchised bus services". According to Programme (3), the TD also undertakes to "improve franchised bus services to enhance service quality". Given that the existing standard of "standing capacity" on buses is unrealistic, thus affecting the quality of service, would the Government provide responses to the following:

(1) It is stipulated under the existing legislation, i.e. the Road Traffic (Construction and Maintenance of Vehicles) Regulations (the Regulations), that the standard standing capacity of a bus is calculated based on an accommodation of six persons per square metre (ppsm). However, as this standard was stipulated in 1984 which has not been updated for over 30 years, it has become outdated. In fact, it is almost impossible for a bus in motion to accommodate six standing passengers per square metre. Would the Government consider amending the Regulations by making reference to the standard adopted by the MTR Corporation Limited for new railway lines for setting the standing capacity of a compartment based on an accommodation of four ppsm, with a view to updating the standard of standing capacity of a bus based on an accommodation of four ppsm?

(2) Meanwhile, too stringent criterion has been set for frequency increase in bus service under the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes (the Guidelines), which states that there should be "an occupancy rate of 100% during the busiest half-hour of the peak period" in order for the service to be granted approval for frequency increase. The question is that the existing unrealistic standard of standing capacity on buses has rendered the "optimal carrying capacity" of each bus too high to be achieved, and that even when a bus is "fully loaded", the "actual occupancy rate" is still unable to meet the criterion for frequency increase. Would the Government, apart from reviewing the Regulations, review the Guidelines at the same time, so as to relax the criterion for frequency increase to a more reasonable level?

(3) Has the Government estimated the impact of raising the standard of standing capacity on a bus to a density of four ppsm on (i) the overall service frequencies of buses, and (ii) the demand for bus captain manpower?

(4) Has the Government estimated the impact of raising the standard of standing capacity on a bus to a density of five ppsm on (i) the overall service frequencies of buses, and (ii) the demand for bus captain manpower?

(5) For some special bus routes, such as long-haul or airport routes, it will be extremely undesirable for passengers to stand for the entire journey. Will the Government consider relaxing the criterion for frequency increase in such bus routes when reviewing the Guidelines?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 3)

Reply:

Regulation 74 of the Regulations provides for the total number of standing passengers that may be carried on a bus. When conducting vehicle type approval examinations on various models of franchised buses, the TD should ensure that their design and construction (including the calculation of the maximum number of passengers to avoid gross vehicle weight being exceeded) comply with the requirements of the Regulations. The calculation was developed from the safety point of view, and at present, the standard adopted under the legislation relating to the number of standing passengers that could be carried is comparable to that of overseas jurisdictions, including the United Kingdom, European Union, Australia, Singapore, Japan and South Korea.

On the other hand, when the TD reviews the service frequency of bus routes with bus companies, apart from making reference to the conditions for increasing vehicle allocation and/or frequency laid down in the Guidelines (i.e. the occupancy rate reaches 100% during any half-hour of the peak period and 85% during that one hour), other factors (such as providing a more comfortable environment for passengers travelling on long-haul routes and the views of the District Councils, etc.) would also be considered flexibly for increasing the vehicle allocation to enhance the service level as appropriate. If the passenger queues and waiting time for individual bus routes are persistently long, the TD will request the bus companies to suitably enhance the service frequency having regard to the actual circumstances.

The TD is reviewing the requirements on the number of standing passengers on buses under the existing legislation/Guidelines and examining the actual situation, including the travelling environment of different routes, passenger demand, and impact on the operation of franchised bus services, including the vehicle and bus captain requirements, with a view to exploring whether there is room for revising the requirements.

- End -

Reply Serial No.

THB(T)218

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2783)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is said that after the vehicles are put on sale or scrapped, vehicle owners will make use of the 'grey area' of the Transport Department (TD) in regulating motorcycles to extend the retention period for their vehicle registration marks (VRMs) attributing to the waste of considerable government manpower resources. In this regard, the Government is requested to provide the following information:

1. The numbers of transactions for renewal of licence and refund of vehicle licence fees of the same vehicle on the same day in the past five years (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle).

	Private Car	Motorcycle and motor tricycle
2014		
2015		
2016		
2017		
2018		

2. The numbers of transactions for transfer of vehicle ownership twice or more on the same day for the same vehicle in the past five years (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle).

	Private Car (Fee: $1,000)	Motorcycle and motor tricycle (Fee: $250)
2014		
2015		
2016		
2017		
2018		

3. Currently, the registration mark retention period is 12 months. Will the Government consider extending the retention period so as to reduce the waste of manpower resources? If yes, what is the plan? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 12)

Reply:

1. The TD handles applications for the renewal of vehicle licence and the refund of fee on surrender of vehicle licence (i.e. refund of a portion relating to the unexpired period) in accordance with Regulations 21 and 24 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E).

   The numbers of transactions involving the renewal and refund of vehicle licence on the same day for the same vehicle in respect of (i) private car; and (ii) motorcycle and motor tricycle in the past five years are tabulated as follows:

	Number of Private Cars	Number of Motorcycles and motor tricycles
2014	1 445	5 649
2015	1 386	5 939
2016	1 131	6 330
2017	960	6 622
2018	704	6 748

2. The TD handles transfer of vehicle ownership in accordance with Regulation 17 of Cap. 374E. Under current legislation, VRMs cannot be transferred from one person to another directly. However, VRMs can be transferred together with a vehicle.

   The numbers of transactions involving the transfer of ownership twice or more on the same day for the same vehicle in respect of (i) private car and (ii) motorcycle and motor tricycle in the past five years are tabulated as follows:

	Number of Private Cars	Number of Motorcycles and motor tricycles
2014	138	13 537
2015	143	15 010
2016	149	13 837
2017	144	15 257
2018	155	15 359

3. Under Regulation 16 of Cap. 374E, registered owner of a vehicle can hold a registration mark for a period of not exceeding 12 months. The specified retention period is to allow sufficient time for registered owners to allocate the retained registration marks to their vehicles. The length of the retention period is considered reasonable and the Government has no plan to extend it for the time being.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2784)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for the planning of parking spaces in Hong Kong. In this connection, will the TD inform this Committee of the following:

(1) Please tabulate the short-term tenancy (STT) car parks and numbers of parking spaces therein in the 18 districts in Hong Kong, if possible with a breakdown by vehicle type (such as private car, van-type light goods vehicle and motorcycle, etc.).

(2) Please tabulate the overall number of parking spaces in the 18 districts in Hong Kong, if possible with breakdown by vehicle type (such as private car, van-type light goods vehicle and motorcycle, etc.).

(3) According to the estimate based on the current growth in the number of parking spaces and the current vehicle fleet growth, in which year will the total number of private cars in Hong Kong exceed the total number of parking spaces?

(4) The shortage of parking spaces in Hong Kong stems from the Government's earlier successive moves to adjust downward the standards of provision of parking spaces as laid down in the Hong Kong Planning Standards and Guidelines (HKPSG), including, among others, lowering the parking requirements for public housing, small-sized flats in private residential developments, residential developments with higher development intensity, and residential developments located near railway stations. In this connection, will the Government consider re-examining the standards of provision of parking spaces as laid down in the HKPSG, so as to ensure that the supply of parking spaces can catch up with the actual demand?

(5) The Government earlier mentioned that the consultancy study on parking for commercial vehicles (CVs) would be completed in 2019. Has the study been completed? What are the study results? Will the relevant report be published?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 13)

Reply:

(1) The number of STT public fee-paying car parks and the numbers of parking spaces by vehicle types in each of the 18 districts as at February 2019 are in Annex 1.

(2) The numbers of parking spaces by vehicle types in each of the 18 districts as at February 2019 are at Annex 2.

(3) The Government will continue to monitor changes in the overall number of vehicles. TD does not have the projection on which year the number of private cars will exceed the number of parking spaces.

(4) The Government reviews and updates from time to time the parking provision set out in the HKPSG. TD will work closely with relevant bureaux and departments to consider the feasibility of revising the standards for parking spaces in the HKPSG.

(5) The TD is conducting the consultancy study on parking for CVs to assess the parking demand and formulate short to long term measures to address the demand. The study commenced in December 2017 and is targeted for completion in end 2019. The findings and recommendations will be announced upon completion of the study.

Annex 1

Number of parking spaces in STT car parks
(as at February 2019)

District	Number of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central and Western	4	34	232	4	11
Wan Chai	0	0	0	0	0
Eastern	12	1 319	192	110	35
Southern	6	196	71	27	0
Yau Tsim Mong	6	454	78	0	2
Sham Shui Po	6	649	408	66	17
Kowloon City	8	1 267	299	497	4
Wong Tai Sin	4	330	18	78	28
Kwun Tong	9	1 067	120	40	3
Tsuen Wan	11	2 006	142	28	24
Tuen Mun	15	1 801	470	0	6
Yuen Long	12	1 056	87	0	22
North	19	2 325	410	0	22
Tai Po	8	1 129	148	0	16
Sai Kung	15	2 669	139	17	7
Sha Tin	16	2 572	254	36	14
Kwai Tsing	41	2 364	5 299	221	14
Islands	1	67	0	0	0
Total	193	21 305	8 367	1 124	225

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

Annex 2

Number of parking spaces in 18 districts
(as at February 2019)

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
Central & Western	38 436	1 171	84	1 412	41 103
Wan Chai	39 425	396	130	1 289	41 240
Eastern	45 914	1 885	368	2 381	50 548
Southern	39 274	1 197	354	1 830	42 655
Yau Tsim Mong	33 487	2 386	285	2 101	38 259
Sham Shui Po	29 157	3 248	435	1 978	34 818
Kowloon City	49 617	1 539	637	1 936	53 729
Wong Tai Sin	20 834	1 290	136	2 239	24 499
Kwun Tong	45 371	3 268	202	4 060	52 901
Tsuen Wan	36 863	1 976	425	1 426	40 690
Tuen Mun	40 974	2 524	171	1 681	45 350
Yuen Long	41 255	2 112	360	1 723	45 450
North	21 655	1 834	77	812	24 378
Tai Po	28 516	1 191	140	956	30 803
Sai Kung	40 963	1 542	339	2 922	45 766
Sha Tin	72 885	2 722	219	2 866	78 692
Kwai Tsing	35 717	11 053	296	2 682	49 748
Islands	16 107	793	226	574	17 700
Total	676 450	42 127	4 884	34 868	758 329

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2785)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

(1) Please provide average vehicular speeds of major roads in the following table. If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons as remarks:

Road	**Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]**									
	2018		**2017**		**2016**		**2015**		**2014**	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Hong Kong Island										
Canal Road Flyover (south bound)										
Canal Road Flyover (north bound)										
Gloucester Road (east bound)										
Island Eastern Corridor (section near Victoria Park) (east bound)										
Island Eastern Corridor (section near Victoria Park) (west bound)										
Connaught Road West (east bound)										
Connaught Road West (west bound)										
Connaught Road Central (east bound)										
Connaught Road Central (west bound)										
Pedder Street										

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Harcourt Road (Central bound)										
Hennessy Road (Central bound)										
Queen's Road Central (Central bound)										
Kowloon										
Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

Tunnel	Average speed at morning and evening peak hours [km/hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

(2) Please provide vehicular flows of major roads in the following table. If there are any periods that the CJTS does not cover, please provide the reasons as remarks:

Road	Vehicular flow at morning and evening peak hours [vehicles (veh) /hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										

Road	Vehicular flow at morning and evening peak hours [vehicles (veh) /hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Canal Road Flyover (south bound)										
Canal Road Flyover (north bound)										
Gloucester Road (east bound)										
Island Eastern Corridor (section near Victoria Park) (east bound)										
Island Eastern Corridor (section near Victoria Park) (west bound)										
Connaught Road West (east bound)										
Connaught Road West (west bound)										
Connaught Road Central (east bound)										
Connaught Road Central (west bound)										
Pedder Street										
Harcourt Road (Central bound)										
Hennessy Road (Central bound)										
Queen's Road Central (Central bound)										
Kowloon										
Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

Tunnel	Vehicular flow at morning and evening peak hours [veh/hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

(3) If possible, please also provide vehicular flows, average vehicular speeds, roadside air pollution (percentage & concentration of air pollutants) and pedestrian flows of the following roads in the past years:

- Connaught Road Central;
- Dex Voeux Road Central;
- Queen's Road Central;
- Tuen Mun Road;
- Tuen Mun Heung Sze Wui Road; and
- Shek Pai Tau Road.

(4) Has the Government conducted any study on the reasons for individual roads to have slow vehicular speeds/ congestion? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

(5) As regards the traffic congestion in Central, the Government will commence an "in-depth feasibility study for the proposed Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) to formulate detailed options for further public engagement". In this connection, please advise this Committee on the latest progress and timetable as well as the manpower, resources and expenditure involved.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 14)

Reply:

(1)
The Transport Department (TD) conducts the CJTS every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, the CJTS covers only morning peak periods. The average vehicular speeds during the morning peak hours (i.e. 8:00am – 9:30am) and evening peak hours (i.e. 5:00pm – 7:00pm) of the concerned roads and tunnels from 2014 to 2018 are at Annex 1 and Annex 2 respectively.

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

(2)
The vehicular flows of the concerned roads during morning and evening peak hours on weekdays in Annual Traffic Census from 2014 to 2018 are at Annex 3. The vehicular flows of the concerned tunnels during peak hours (i.e. 7:00am to 10:00am and 5:00pm to 8:00pm) on weekdays from 2014 to 2018 are at Annex 4.

(3)
The average daily vehicular flows and vehicular speeds during morning and evening peak hours in the past 5 years are at Annex 5. Since pedestrian flow is not covered by our routine surveys, the TD does not have information on the pedestrian flows of the roads concerned.

The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to better understand the emissions of air pollutants from various pollution sources in Hong Kong. Such information is used for the formulation of policies to reduce emissions and monitor the effectiveness of the control policies. Hong Kong is small in size with different air pollution sources. In addition, vehicles are travelling in different districts where various air quality improvement measures are implemented in parallel. Therefore, assessing air pollutant emissions from vehicles within specific road sections cannot adequately reflect the overall effectiveness of the air quality improvement measures. It is also very difficult and not cost-effective to conduct such assessment.

Nevertheless, the EPD has set up roadside air quality monitoring stations in major areas with heavy vehicular and pedestrian traffic as well as canyon effect to effectively monitor roadside air quality in busy urban area. The concerned road sections in Central district as mentioned in the question are close to the Central Roadside Air Quality Monitoring Station (AQMS). Hence, data from Central Roadside AQMS can generally reflect the effects of vehicle emissions from the nearby areas including Connaught Road Central, Des Voeux Road Central and Queen's Road Central on the roadside air quality.

Although there is no roadside air quality monitoring station in the Tuen Mun District, owing to the lower development density of the Tuen Mun District with less canyon effect, the effect of vehicle emissions from the concerned road sections, viz, Tuen Mun Road, Tuen Mun Heung Sze Wui Road and Shek Pai Tau Road on the air quality of the nearby areas can be generally reflected by the data from the Tuen Mun General AQMS, which is located near Tuen Mun Road.

According to the EPD, with the implementation of various vehicle emission control measures by the Government in recent years, the concentrations of major air pollutants in the ambient air and at roadside have decreased by about 30% to 50% between 2013 and 2018. The major

air pollutant concentrations of the Central Roadside and Tuen Mun General AQMS from 2013 to 2018 are given in the tables at Annex 6.

(4) and (5)

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively a host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019.

In addition, the TD is actively preparing for the commencement of the Study on "Congestion Charging" (the Study) in mid-2019. The Study will adopt the principle of "Efficiency First" to examine the hierarchy and level of tolls of government tolled tunnels (including the Western Harbour Crossing and Tai Lam Tunnel which will be taken over by the Government upon franchise expiry in August 2023 and May 2025 respectively) and the Tsing Ma and Tsing Sha Control Areas with a view to enabling efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls, while imposing higher tolls on vehicle types with low carrying capacity (such as private cars). The Study will also examine the scope for charging different tolls for different time periods. The TD plans to consult relevant stakeholders on the proposed toll plans and the toll adjustment mechanism recommended by the Study in 2021.

In 2019-20, the estimated expenditures for the feasibility study on the ERP Pilot Scheme and the Study on "Congestion Charging" are $6.5 million and $3.5 million respectively. Management of the studies and consultation with stakeholders are undertaken by existing staff of the TD. There is no breakdown of expenditure involved.

Annex 1

Road	Average speed at morning and evening peak hours@ [km/hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound)#	47	-	50	-	38	-	34	-	31	-
Canal Road Flyover (north bound)#	12	-	10	-	7	-	10	-	10	-
Gloucester Road (east bound)	22	18	15	26	19	25	19	17	15	14
Island Eastern Corridor (section near Victoria Park) (east bound)#	65	-	55	-	46	-	60	-	53	-
Island Eastern Corridor (section near Victoria Park) (west bound)#	20	-	25	-	22	-	20	-	28	-
Connaught Road West (east bound)	38	40	28	42	37	47	40	39	38	42
Connaught Road West (west bound)	61	58	56	56	61	52	56	50	61	53
Connaught Road Central (east bound)	17	12	21	16	19	23	22	19	21	14
Connaught Road Central (west bound)	20	18	22	15	26	25	25	24	28	20
Pedder StreetΨ	7	8	6	7	7	9	-	-	-	-
Harcourt Road (Central bound)	50	21	43	22	46	33	45	40	48	39
Hennessy Road (Central bound)	14	13	12	12	15	11	14	12	15	10
Queen's Road Central (Central bound)	19	9	18	10	18	12	19	9	19	10
Kowloon										
Chatham Road North (south bound)+	4	28	4	-	5	-	4	-	6	-
Chatham Road North (north bound)+	42	37	45	-	39	-	32	-	34	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	11	58	7	49	8	59	16	49	9	43
Gascoigne Road (east bound)+	4	17	8	-	20	-	12	-	10	-
Gascoigne Road (west bound)+	13	16	18	-	24	-	18	-	25	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)+	28	68	52	-	55	-	64	-	59	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)+	67	67	68	-	64	-	68	-	61	-

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

The CJTS did not cover the evening peak hours.

Ψ The CJTS only covered Pedder Street in 2016-2018 and before 2014.

+ The CJTS did not cover the evening peak hours before 2018.

Annex 2

Tunnel	Average speed at morning and evening peak hours@ [km/hr]									
	2018		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel	27	27	32	29	34	32	31	37	34	32
Eastern Harbour Crossing	30	43	31	43	32	48	33	46	28	43
Western Harbour Crossing	52	57	49	59	56	60	56	56	55	51
Lion Rock Tunnel	34	39	36	40	35	39	35	39	32	37
Tate's Cairn Tunnel	36	52	33	51	34	51	34	49	32	54
Route 8 (section between Cheung Sha Wan and Sha Tin)#	69	-	56	-	61	-	55	-	54	-

@ They refer to morning peak hours at 8:00am – 9:30am and evening hours at 5:00pm – 7:00pm on weekdays

The CJTS did not cover the evening peak hours.

Annex 3

Road	Vehicular flow at morning and evening peak hours@ [veh /hr]									
	2018*		2017		2016		2015		2014	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound)^	-	-	-	-	-	-	-	-	-	-
Canal Road Flyover (north bound)^	-	-	-	-	-	-	-	-	-	-
Gloucester Road (east bound)	-	-	4 320	3 730	4 490	3 870	4 530	3 930	4 000	3 650
Island Eastern Corridor (section near Victoria Park) (east bound)	-	-	4 650	4 640	4 770	4 540	4 750	4 580	4 190	4 040
Island Eastern Corridor (section near Victoria Park) (west bound)	-	-	5 410	4 580	5 700	4 610	5 650	4 620	5 280	4 370
Connaught Road West (east bound)	-	-	2 170	1 310	2 170	1 390	2 150	1 360	2 270	1 520
Connaught Road West (west bound)	-	-	1 570	1 350	1 860	1 420	1 570	1 410	1 580	1 420
Connaught Road Central (east bound)	-	-	1 640	1 450	1 720	1 540	1 680	1 470	1 760	1 530
Connaught Road Central (west bound)	-	-	1 070	1 010	1 090	1 090	1 190	1 100	1 190	1 080
Pedder Street^	-	-	-	-	-	-	-	-	-	-
Harcourt Road (Central bound)	-	-	6 050	5 600	6 390	6 470	6 120	5 750	5 090	4 830
Hennessy Road (Central bound)	-	-	790	790	790	790	790	790	850	840
Queen's Road Central (Central bound)	-	-	810	800	710	730	730	740	830	740
Kowloon										
Chatham Road North (south bound)	-	-	2 540	1 860	2 700	1 850	2 750	1 940	2 630	1 970
Chatham Road North (north bound)	-	-	3 440	4 200	3 850	4 180	3 860	4 070	3 680	4 070
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	-	-	1 980	2 330	2 020	2 380	2 030	2 340	2 040	2 420
Gascoigne Road (east bound)^	-	-	-	-	-	-	-	-	-	-
Gascoigne Road (west bound)^	-	-	-	-	-	-	-	-	-	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)	-	-	4 140	4 100	4 220	4 140	4 140	4 180	4 270	4 300
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)	-	-	4 370	3 240	4 100	3 170	4 280	3 170	4 320	3 190

@ They refer to morning peak hours at 7:00am – 10:00am and evening peak hours at 4:00pm – 7:00pm on weekdays.

* Since the traffic statistics in the Annual Traffic Census 2018 are still being processed, the vehicular flows for 2018 are not yet available.

^ Vehicular flows at morning and evening peak hours are not available for the roads concerned.

Annex 4

	Vehicular flow at peak hours@ [veh/hr]				
	2018	**2017**	**2016**	**2015**	**2014**
Cross Harbour Tunnel (south bound)	2 800	2 800	2 800	2 900	2 900
Cross Harbour Tunnel (north bound)	2 700	2 700	2 700	2 700	2 800
Eastern Harbour Crossing (south bound)	2 700	2 700	2 700	2 800	2 700
Eastern Harbour Crossing (north bound)	2 700	2 700	2 600	2 700	2 600
Western Harbour Crossing (south bound)	2 700	2 600	2 500	2 500	2 400
Western Harbour Crossing (north bound)	2 500	2 500	2 500	2 400	2 300
Lion Rock Tunnel (south bound)	2 700	2 700	2 600	2 700	2 600
Lion Rock Tunnel (north bound)	2 500	2 500	2 500	2 500	2 500
Tate's Cairn Tunnel (south bound)	2 300	2 300	2 200	2 300	2 200
Tate's Cairn Tunnel (north bound)	2 300	2 200	2 200	2 200	2 100
Route 8 (section between Cheung Sha Wan and Sha Tin) (south bound)	2 400	2 300	2 200	2 000	1 900
Route 8 (section between Cheung Sha Wan and Sha Tin) (north bound)	2 200	2 100	2 000	1 800	1 700

@ The figures refer to the average hourly vehicular flows on weekdays (i.e. Mondays to Fridays, except public holidays). Peak hours refer to 7:00am to 10:00am and 5:00pm to 8:00pm on weekdays.

Annex 5

		Year				
		2018	**2017**	**2016**	**2015**	**2014**
Connaught Road Central						
Average daily vehicular flow+ (vehicles/day)		-	40 710	41 860	42 680	43 670
Vehicular speed at peak hours@ (eastbound) (km/hr)	AM	17	21	19	22	21
	PM	12	16	23	19	14
Vehicular speed at peak hours@ (westbound) (km/hr)	AM	20	22	26	25	28
	PM	18	15	25	24	20
Dex Voeux Road Central (between Pedder Street & Queen Victoria Street)						
Average daily vehicular flow+ (vehicles/day)		-	15 980	15 360	15 890	15 590
Vehicular speed at peak hours@ (eastbound) (km/hr)	AM	9	11	11	12	9
	PM	12	6	12	10	9
Vehicular speed at peak hours@ (westbound) (km/hr)	AM	17	17	16	16	17
	PM	15	13	10	9	12
Queen's Road Central						
Average daily vehicular flow+ (vehicles/day)		-	13 220	11 290	11 920	12 870
Vehicular speed at peak hours@ (km/hr)	AM	19	18	18	19	19
	PM	9	10	12	9	10
Tuen Mun Road						
Average daily vehicular flow+ (vehicles/day)		-	129 590	123 250	102 660	94 530
Vehicular speed at peak hours@ Ψ (eastbound) (km/hr)	AM	52	46	46	48	55
	PM	68	63	66	-	-
Vehicular speed at peak hours@ Ψ (westbound) (km/hr)	AM	66	68	63	68	62
	PM	62	60	64	-	-
Tuen Mun Heung Sze Wui Road						
Average daily vehicular flow+ (vehicles/day)		-	21 080	21 420	21 780	21 670
Vehicular speed at peak hours@# (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-
Shek Pai Tau Road						
Average daily vehicular flow+ (vehicles/day)		-	9 130	9 280	8 900	9 000
Vehicular speed at peak hours@# (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-

\+ Since the traffic statistics in the Annual Traffic Census 2018 are still being processed, the vehicular flows for 2018 are not yet available.

@ Peak hours refer to morning peak hours at 8:00am – 9:30am and evening peak hours at 5:00pm – 7:00pm on weekdays.

Ψ CJTS did not cover evening peak hours before 2016.

\# CJTS did not cover the roads concerned.

Annex 6

Table 1：2013 to 2018 Annual Average Pollutant Concentrations recorded at the Central Roadside Air Quality Monitoring Station

Air Pollutants	**Year**					
	2013	**2014**	**2015**	**2016**	**2017**	**2018***
	Concentration (μg/m^3)					
Respirable Suspended Particulates	56	46	37	31	33	34
Fine Suspended Particulates	34	28	24	20	21	21
Nitrogen Dioxide	122	104	93	78	80	80
Sulphur Dioxide	12	9	9	8	8	8

* 2018 data has not yet been validated.

Table 2: 2013 to 2018 Annual Average Pollutant Concentrations recorded at the Tuen Mun General Air Quality Monitoring Station

Air Pollutants	**Year**					
	2013#	**2014^**	**2015**	**2016**	**2017**	**2018***
	Concentration (μg/m^3)					
Respirable Suspended Particulates	-	47	45	44	43	42
Fine Suspended Particulates	-	30	30	27	27	26
Nitrogen Dioxide	-	53	48	51	46	47
Sulphur Dioxide	-	15	10	10	8	9

\# Tuen Mun General Air Quality Monitoring Station was commissioned on 30 December 2013.

^ Owing to building renovation work, the operation of Tuen Mun General Air Quality Monitoring Station was temporarily suspended in November and December of 2014.

* 2018 data has not yet been validated.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2787)

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 (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the "Control of Air Pollution in Semi-Confined Public Transport Interchanges", the Transport Department (TD) measures the air quality of semi-confined public transport interchanges (PTIs) in the territory regularly. In this regard, would the Government please inform this Committee of:

1. the readings of air quality measurement (AQM) at each semi-confined PTI in Hong Kong in the recent three years (nitrogen dioxide (NO_2), fine suspended particulates, respirable suspended particulates, sulphur dioxide (SO_2) and ozone);
2. the number of AQM conducted in semi-confined PTIs and the corresponding manpower expenses in the recent three years;
3. the list of semi-confined PTIs with air quality indicators (NO_2, fine suspended particulates, respirable suspended particulates, SO_2 and ozone) exceeding respective standards in the latest AQM; and
4. the measures to be taken at the above mentioned semi-confined PTIs with persistent or serious exceedances of indicators found, with a view to protecting public health.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 16)
Reply:
The TD engages the Electrical and Mechanical Services Department (EMSD) to conduct AQMs at semi-confined PTIs managed by the TD at an interval of about two years. The AQMs are conducted in accordance with the Practice Note on "Control of Air Pollution in Semi-Confined PTIs" (the Practice Note) formulated by the Environmental Protection Department to collect concentration data of carbon monoxide (CO), SO_2 and NO_2 [Note].

In the past three years, a total of about 120 AQMs were undertaken at 64 PTIs. The total expenditure (including both manpower and operating equipment) for conducting AQMs was about $5 million.

The readings of the latest AQM of each PTI are shown in the Annex. Most of the PTIs

could meet the air quality standards in the Practice Note, except for 10 measuring locations where their one-hour average concentration of NO_2 exceeded the level set out in the Practice Note during the last AQM.

The TD has been working with EMSD and public transport operators to take appropriate improvement measures to improve the air quality of the concerned PTIs. These measures include extending the operating hours and increasing air volume of the ventilation systems, replacing/cleansing the ventilation system components, strengthening the management of drivers for switching off idling engines, and requiring the franchised bus companies to deploy buses with higher emission standards, etc. The Government will continue to closely monitor the air quality at PTIs and work with the stakeholders to further improve the air quality at PTIs. .

Note:
The Practice Note provides the air quality guidelines for CO, NO_2 and SO_2 and there are no guidelines set for fine suspended particulates, suspended particulates and ozone.

Annex

Results of the Latest AQMs in PTIs managed by the TD

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO_2 ($\mu g/m^3$): Not exceeding 300 $\mu g/m^3$	SO_2 ($\mu g/m^3$): Not exceeding 800 $\mu g/m^3$	CO ($\mu g/m^3$): Not exceeding 30 000 $\mu g/m^3$
Hong Kong Island				
Admiralty Station (East) Bus Terminus	1/2017	246	19	1 072
Central (Exchange Square) Bus Terminus - Bus	10/2016	241	21	350
Central (Exchange Square) Bus Terminus - GMB	10/2016	111	79	2 202
Central (Hong Kong Station) PTI - GMB	9/2017	96	31	14 804
Central (Hong Kong Station) PTI - Bus	9/2017	184	39	813
Cyberport PTI	5/2018	234	68	1 580
Sai Wan Ho (Grand Promenade) PTI	7/2018	245	13	1 140
Shau Kei Wan Station PTI	3/2018	69	9	2 403
Shum Wan Road PTT	7/2017	168	18	718
Siu Sai Wan (Island Resort) PTI - Bus	11/2018	286	59	1 282
Siu Sai Wan (Island Resort) PTI - Taxi	11/2018	99	19	5 209
South Horizons PTI#	2/2018	197	-#	1 792
The Peak Public Transport Terminus	10/2018	182	39	1 031
Tin Hau Station PTI	1/2017	287	33	2 854
Tin Wan PTI	8/2018	122	42	2 000
Kowloon				
Cheung Sha Wan Plaza PTI	2/2017	288	18	2 642
Diamond Hill Station PTI - Bus	3/2018	383	46	2 528
Diamond Hill Station PTI - Taxi	3/2018	190	45	3 028
Island Harbourview PTI – Point A	8/2017	109	22	1 990
Island Harbourview PTI – Point B	8/2017	106	28	4 828
Kau Wa Keng PTI (Lai Chi Kok Bus Terminus)	7/2018	163	42	1 868
Kowloon Bay PTI	11/2018	156	21	3 873
Kowloon Station PTI – Bus*	2/2016	235	40	1 047
Kowloon Station PTI – GMB*	2/2016	86	13	8 351
Kowloon Tong (Festival Walk) PTI	5/2017	197	28	6 097
Kowloon Tong (Suffolk Road) PTI	8/2016	169	93	562
Lam Tin Station PTI	3/2018	482	52	1 262
Laguna City PTI	5/2017	127	17	456
Laguna Verde PTT	12/2018	166	16	1 325
Langham Place Public Light Bus Terminus	4/2017	146	41	29 741

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO_2 (μg/m^3): Not exceeding 300 μg/m^3	SO_2 (μg/m^3): Not exceeding 800 μg/m^3	CO (μg/m^3): Not exceeding 30 000 μg/m^3
Lok Fu Bus Terminus	8/2016	288	37	1 186
Olympic Station PTI	1/2018	173	32	747
Park Avenue PTI*	5/2016	235	20	1 295
Ping Shek PTI - Bus	8/2018	559	30	1 806
Ping Shek PTI - GMB	6/2017	198	29	7 256
Tsim Sha Tsui East Bus Terminus (Concordia Plaza)	1/2017	257	14	950
Tsim Sha Tsui East (Mody Road) Bus Terminus	11/2018	236	20	1 320
Whampoa Garden PTI - Bus	6/2018	327	40	1 389
Whampoa Garden PTI - GMB	6/2018	327	40	1 389
Yen Chow Street PTI	8/2018	201	45	547
New Territories				
Bayshore Towers PTI	9/2017	127	15	2 760
Bayview Garden Bus Terminus	5/2018	335	44	853
Discovery Park PTI	7/2018	240	19	976
Hang Hau Station PTI	3/2017	230	13	7 401
Kwai Fong Station Bus Terminus	2/2019	687	56	1 395
Kwai Hing Station Bus Terminus	8/2017	180	39	4 171
Kwai Shing (East) Bus Terminus	9/2018	228	35	1 188
Luen Wo Hui Public Transport Terminus	5/2018	182	28	1 198
Lung Mun Oasis Bus Terminus	6/2017	280	23	1 057
Ma On Shan Town Centre Public Transport Terminus	9/2018	290	24	1 760
Nina Tower Bus Terminus	5/2017	268	32	982
Po Lam PTI	12/2016	130	13	2 698
Sai Lau Kok PTI	4/2017	110	41	8 317
Sam Shing Bus Terminus	8/2018	184	17	2 559
Sha Tin Central Bus Terminus	1/2019	412	31	1 936
Sheung Shui Bus Terminus	10/2018	528	55	2 930
Sheung Tak Public Transport Terminus	3/2018	266	41	602
Tai Po Market Station Bus Terminus	5/2017	246	16	390
Tai Wai Station PTI- Bus	2/2017	260	13	1 765
Tai Wai Station PTI - GMB	2/2017	211	7	1 798
Tin Shui Wai Town Centre PTI	9/2018	134	20	732
Tiu Keng Leng Station PTI – Bus	4/2018	231	194	3 610
Tiu Keng Leng Station PTI - Shuttle Bus	5/2018	410	135	2 768
Tsuen Wan Station PTI	11/2018	198	51	668
Tsuen Wan West Station PTI	3/2017	269	23	844

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO_2 ($\mu g/m^3$): Not exceeding 300 $\mu g/m^3$	SO_2 ($\mu g/m^3$): Not exceeding 800 $\mu g/m^3$	CO ($\mu g/m^3$): Not exceeding 30 000 $\mu g/m^3$
Tseung Kwan O Station PTI	6/2018	231	69	1 164
Tsui Lam Bus Terminus	12/2018	95	14	1 574
Tuen Mun Central Bus Terminus	7/2017	122	54	1 142
Tuen Mun Pierhead Bus Terminus	9/2018	208	29	2 363
Tuen Mun Station PTI - Taxi	7/2017	234	25	4 758
Tuen Mun Station PTI - Bus	7/2017	84	27	833
Tung Chung Station Bus Terminus	11/2018	261	59	1 153
Yuen Long Station (North) PTI	9/2018	117	12	1 003
Vision City Public Light Bus Terminus	12/2018	147	8	9 648
Wu Kai Sha Station PTI - Bus	1/2018	245	32	508
Wu Kai Sha Station PTI - GMB	2/2018	239	40	1 068

Remarks:

No measurement for the concentration of SO_2.

* Due to the need to repair the ventilation system, AQMs for Kowloon Station PTI and Park Avenue PTI were suspended in 2018. The AQMs for the two PTIs will resume in 2019.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2789)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the health conditions of drivers and employees of public transport services and their remuneration packages, please advise on the following:

(1) According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (the Guidelines), the maximum duty hours in a special shift should not exceed 14 hours, which has remained the same, and driving hours therein should not exceed ten hours. Will the Government review the Guidelines shortly and cancel the "special shift" arrangement? The Government once quoted statistics and stated that if the special shift arrangements were completely cancelled, it would be necessary to hire an additional 1 600 bus captains. Please advise how the Government calculated and arrived at the number of 1 600 bus captains in detail.

(2) Please provide the numbers of inspections and monitoring of compliance with the Guidelines and prosecutions against violations of the Guidelines by the Government, the expenditure involved, staff establishment for the tasks and prosecutions instituted in the past three years.

(3) It was alleged that a breakdown in the duty despatch system of the Kowloon Motor Bus Company (KMB) earlier on was due to the failure to fix the problem in time as a result of previous massive layoff of IT staff. Is this allegation substantiated? Will the Government provide the numbers of IT staff of KMB over the past five years?

(4) Regarding the ageing problem among professional drivers, will the Government provide information on their current ages with a breakdown by vehicle type.

	Age group					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Bus drivers						
Public Light Bus drivers						

Taxi drivers						
Drivers of other commercial vehicles						

(5) Please provide the numbers of traffic accidents involving professional drivers (including drivers of buses, minibuses, taxis, etc.) aged (i) 55 or below and (ii) 55 or above, the numbers of casualties caused and causes of the accidents in the past three years.

(6) Does the Government have any plan to subsidise drivers of public transport services aged 55 or above to receive free health checks? It is learnt that free health check vouchers have been given out to commercial vehicle drivers under the "Safe Driving and Health Campaign." What items are included in the free health checks? Does the Government have statistics on the number of vouchers that had been given out and their utilisation rate?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 18)

Reply:

(1)
Currently, franchised bus operators need to arrange special shift duties to cater for passenger demand during morning and evening peak periods. To ensure there is sufficient rest time for bus captains of special shifts, the revised Guidelines promulgated by the Transport Department (TD) in February 2018 introduced a new arrangement under which a rest break of no less than three consecutive hours should be provided in a special shift, and the maximum driving hours in a special shift is no different from that of a normal shift, i.e. ten hours. In addition, franchised bus operators have been improving the rest facilities for bus captains by, for example, providing and improving rest facilities at depots and termini for the convenience of the bus captains. The TD will review the Guidelines upon its full implementation in the second quarter of 2019 with a view to completing the review in 2020. During the review in late 2017, out of the some 7 100 duty shifts arranged by all franchised bus companies daily, about 1 500 were special shift duties. If special shift were cancelled, a 14-hour special shift would have to be split into two duty shifts, and this could mean an addition of 1 500 duty shifts. However, having reviewed the operational and service needs, as well as bus captain shift arrangement with regard to the revised Guidelines, the franchised bus operators estimated that if special shift were cancelled, an addition of 1 200 duty shifts daily would be required. Taking into account of the annual total rest days of a bus captain, generally, 1.3 bus captains are required to provide one shift duty on a daily basis. Hence, it is estimated that the number of additional bus captains required would be about 1 600 if special shift were cancelled.

(2)
To ensure that franchised bus operators comply with the Guidelines, franchised bus operators are required to submit monthly reports on the implementation of the Guidelines to the TD for monitoring. In addition, the TD engages independent contractors to conduct surveys on franchised bus captains' working hours, rest time and meal breaks to monitor the compliance of the Guidelines by franchised bus operators every year. The results of the monitoring surveys reveal that franchised bus operators generally adhere to the prevailing guidelines in arranging rest time and meal breaks for bus captains. Should any

non-compliance be identified, the franchised bus operators would be required to provide explanations and take follow-up actions as appropriate. Surveys were taken on over 3 700 bus captains on their full duty hours in the past three years and the total expenditure for such surveys incurred was about $3 million. The work involved in monitoring the compliance is undertaken by the existing staff of the TD. There is no separate breakdown of the expenditure involved.

(3)
According to KMB, the number of its IT staff in the past five years is as follows:

Year	2014	2015	2016	2017	2018
Number of IT staff	49	43	24	21	20

There was a decrease in the number of IT staff because KMB outsourced the Help Desk service and peripheral support to an external firm in 2015.

The service disruption incident of KMB on 18 February 2019 was due to problems with its computerised system for duty dispatch to bus captains. As a result, KMB switched to the manual duty dispatch arrangement which led to delay in bus deployment. In the light of the incident, the TD has already requested KMB to properly maintain the system and review the contingency plan.

(4)
The breakdown of the number of franchised bus drivers by age groups as at 2018 is tabulated below:-

	Age groups					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Franchised bus drivers	2 350	1 429	2 029	2 654	3 140	2 316

The TD does not maintain information on the number of drivers of public light bus, taxi and other commercial vehicles[Note 1]. However, TD maintains information on holders of valid driving licences of various classes of commercial vehicles. The breakdown of such numbers by age groups as at end 2018 is tabulated below.

Classes of commercial vehicle (Note 1)	Age groups (Note 2)					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Private Light Bus	16 215	14 257	18 174	25 412	34 822	74 841
Public Light Bus	14 048	13 362	17 234	24 320	33 526	72 126
Taxi	10 171	8 807	13 479	26 591	47 275	104 201
Private Bus	15 970	13 789	16 711	20 511	24 837	45 954

Classes of commercial vehicle (Note 1)	Age groups (Note 2)					
	Below 40	40-44	45-49	50-54	55-59	60 or above
Public Bus	15 971	13 791	16 697	20 477	24 776	46 015
Franchised Bus	3 187	1 954	2 483	3 221	4 226	9 448
Medium Goods Vehicle	21 912	16 010	20 684	26 315	34 012	68 986
Heavy Goods Vehicle	8 502	6 539	7 820	11 110	14 691	49 048
Articulated Vehicle	3 743	3 226	4 316	7 302	9 807	15 550

Note 1: There is no definition of "commercial vehicles" in the existing legislation. For the purpose of classifying driving licences, taxis, medium goods vehicles, heavy goods vehicles, private and public light buses, private and public buses, franchised buses, articulated vehicles and special purpose vehicles are generally regarded as "commercial vehicles".

Note 2: A person may hold driving licence with endorsement of more than one class of vehicles. The sum of individual classes of licence holders in the above statistics may be more than the total number of driving licence holders.

(5)
The numbers of traffic accidents involving franchised bus, public light bus and taxi and their related casualty figures by specified age group of drivers in the past three years are shown below:

	2016	**2017**	**2018**
Number of accidents involving franchised bus (Number of casualties)			
(i) with the driver aged below 55	1 478 (1 882)	1 470 (2 044)	1 521 (1 944)
(ii) with the driver aged 55 or above	757 (947)	758 (1 135)	819 (1 024)
Number of accidents involving public light bus (Number of casualties)			
(i) with the driver aged below 55	301 (516)	230 (397)	217 (316)
(ii) with the driver aged 55 or above	756 (1 211)	763 (1 250)	718 (1 075)
Number of accidents involving taxi (Number of casualties)			
(i) with the driver aged below 55	1 731 (2 421)	1 620 (2 277)	1 542 (2 133)
(ii) with the driver aged 55 or above	2 464 (3 383)	2 451 (3 390)	2 611 (3 519)

Note: Figure in bracket denotes number of casualties

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

(6)
Under the Road Traffic (Driving Licences) Regulations (Cap 374B) (the Regulations), an applicant for a driving licence shall make a declaration on whether he/she is suffering from any disease or physical disability specified in the First Schedule to the Regulations or any disease or physical disability that would cause his/her driving to be a source of danger to the public. All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so. The TD has also reminded public transport operators to pay attention to the physical health of their drivers. The TD also organises seminars and talks on safe driving for the public transport trades from time to time.

The TD has been organising the annual “Safe Driving and Health Campaign” since 2009-10 to enhance commercial vehicle drivers’ awareness of safe driving and health. Free health check coupons will be distributed to commercial vehicle drivers (including public transport drivers) to encourage them to conduct health checks at medical institutions. The free health check covers various items including chest x-rays, fasting blood sugar test, lipid profiles (including total cholesterol and triglyceride), physical examination, eyesight test, body mass index, body fat percentage and waist and bend balance test.

There were about 2 100 health check quotas and around 2 000 commercial vehicle drivers participated in the programme each year in the past five years. The Government will closely monitor the health checks demand and make appropriate adjustment to the quotas where necessary and resources permit.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2800)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

(1) What is the number of outstanding hire car permit (HCP) applications which are yet to be processed by the Transport Department (TD)? Regarding the outstanding applications, please list out the shortest and longest waiting time.

(2) The number of Private Service HCPs which can be issued by the TD is capped at 1 500. Please provide the following figures.

		2016	2017	2018
(a) Hotel Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(b) Tour Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(c) Private Service (Limousine) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			

		2016	2017	2018
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(e) Private Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			

(3) What kind of services is provided by the holders of Private Service (Limousine) HCPs in general?

(4) Why the number of Private Service HCPs is lower than other types of HCPs? Generally speaking, what kind of services is provided by the Private Service HCP holders and who are the targeted passengers?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 29)

Reply:

(1) As of 28 February 2019, 66 HCP applications were under processing, among which the earliest application was received four months before, and the latest one was received on 28 February 2019.

(2) The required figures in relation to the issuing of HCPs are tabulated below:

		2016	**2017**	**2018**
(a) Hotel Service Hire Car	Number of new applications in the year	3	8	3
	Number of HCPs issued to new applications in the year Note 1	4	9	7
	Shortest processing time (months) Note 2	7	5	2
	Longest processing time (months) Note 2	11	7	2
	Average processing time (months) Note 2	9.0	6.2	2.0
	Cumulative number of HCPs issued at year-end Note 3	162	168	163
(b) Tour Service Hire Car	Number of new applications in the year	14	18	10
	Number of HCPs issued to new applications in the year Note 1	1	13	17

		2016	2017	2018
	Shortest processing time (months) Note 2	4	1	1
	Longest processing time (months) Notes 2	10	16 Note 4	3
	Average processing time (months) Note 2	6.3	6.7	1.9
	Cumulative number of HCPs issued at year-end Note 3	109	119	134
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	46	34	73
	Number of HCPs issued to new applications in the year Note 1	13	44	50
	Shortest processing time (months) Note 2	1	1	1
	Longest processing time (months) Notes 2	11	16 Note 4	4
	Average processing time (months) Note 2	5.4	6.3	2.0
	Cumulative number of HCPs issued at year-end Note 3	267	311	360
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	0	2	50
	Number of HCPs issued to new applications in the year Note 1	0	0	141
	Shortest processing time (months) Note 2	Not applicable	4	1
	Longest processing time (months) Note 2	Not applicable	4	2
	Average processing time (months) Note 2	Not applicable	4.0	1.0
	Cumulative number of HCPs issued at year-end Note 3	365	355	496
(e) Private Service Hire Car	Number of new applications in the year	0	0	0
	Number of HCPs issued to new applications in the year Note 1	Not applicable	Not applicable	Not applicable
	Shortest processing time (months) Note 2	Not applicable	Not applicable	Not applicable

		2016	2017	2018
	Longest processing time (months) Note 2	Not applicable	Not applicable	Not applicable
	Average processing time (months) Note 2	Not applicable	Not applicable	Not applicable
	Cumulative number of HCPs issued at year-end Note 3	12	12	12

Note 1: Depending on the application submission date and timely submission of the required information, the approval of HCP(s) may not be granted in the same calendar year as the submission of application.

Note 2: The calculations on the shortest, longest and average processing time are based on all HCP applications completed (i.e. approved or rejected) within the specified year, irrespective of whether the TD received the applications in that specified year. The processing time is calculated from the date of receipt of all required information/supporting documents of the application.

Note 3: Including new and renewal applications, the number of valid HCPs as at 31 December of the year.

Note 4: The relatively long processing time was due to more time required for clarification on complicated cases, etc.

(3) A Private Service (Limousine) HCP is generally issued for the carriage of corporate clients or individuals requiring personalised, high-end and point-to-point transport services such as chauffeured limousines for weddings and corporate events.

(4) Generally speaking, a Private Service HCP is issued for the carriage of residents of remote areas where there is no or inadequate public transport services. The number of Private Service HCPs has been kept at a low level possibly because public transport services in Hong Kong have substantially improved in terms of quantity, quality and modal choice over the years.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2801)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will introduce 600 franchised taxis with online hailing feature, which is about 3% of the 18 000-odd taxis in Hong Kong. Will the Government advise this Committee on the following:

1. How did the Government come up with the assessment that 600 franchised taxis will be adequate in meeting the overall demand for e-hailing vehicles in Hong Kong? According to its policy objective, to what extent is the Government planning to meet the demand for e-hailing vehicles?

2. The Government indicated in its reply to a question regarding the Estimates of Expenditure last year that "in the course of taking forward the legislative amendments, the Government will thoroughly consult various stakeholders, including the taxi trade.". Will the stakeholders to be consulted include existing online car hailing platforms operating in the market (whether involving "pak pai" operation or not)?

3. Has the Government drawn up any timetable for a full review of the franchised taxi service in its implementation plan? If yes, what is the timetable?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 30)

Reply:

The Government plans to introduce 600 franchised taxis (i.e. about 3% of the 18 000-odd taxis in Hong Kong) under a trial scheme, which will last for five years. As franchised taxis will be a new type of service, its effectiveness can only be ascertained by the market response after its introduction. Considering the uncertainties of the passengers' demand for the new services under the trial scheme, and the taxi trade's concern on the number of franchised taxis, we are of the view that the present proposal (i.e. 600 vehicles) can strike a balance between various considerations. The Government plans to grant three franchises, with each allowing for the operation of 200 vehicles to provide franchised taxi services. In proposing this franchise number, we have made reference to the present fleet operation

experience of the taxi trade and taken into account the fact that a fleet must be of a certain scale for serving passengers and maintaining operation efficiency.

The Government has been communicating with taxi associations, unions as well as other stakeholders through various channels to canvass views from different parties on the franchised taxis proposal. The Government has also taken note of the views and opinions of the community. Besides, the Legislative Council (LegCo) Panel on Transport and the Transport Advisory Committee were consulted on the proposal of franchised taxis in November 2015, June 2016 and April 2017. In the light of the results of the consultation with the Panel on Transport and the generally supportive views from the community, the Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the LegCo in the 2018-19 legislative year. The LegCo Members and other stakeholders can express their views during the scrutiny of the bill.

Following implementation of the trial scheme, the Government will conduct a review and decide on the way forward having regard to the review results.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0579)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that the Government will "oversee the preparation and development of a real-time arrival information system for green minibuses (GMBs)" in 2019-20. In this connection, please inform this Committee of:

(1) the staff establishment, estimated expenditure, specific timetable involved in the work concerned;
(2) the preliminary locations for installation of the real-time arrival information system;
(3) the details of actual operation of the system given that some GMB stops are currently without electricity supply;
(4) whether the Government will make use of the system to collect relevant data to monitor the frequencies of GMBs having regard to complaints made by some passengers about serious loss trip problems in the provision of GMB services; and
(5) the estimated number of GMBs to be covered by the real-time arrival information system.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 7)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the Transport Department (TD)'s website and the "e-Mobility" mobile application. The relevant data will also be released in machine-readable format via DATA.GOV.HK for public use. The main purpose of the system is to provide real-time arrival information to passengers. GMB operators can make use of the data for fleet management with a view to enhancing the operational efficiency, while the Government can apply the data for the purpose of traffic management or transport planning. The TD will continue to engage the GMB trade to explore further use of the information collected as appropriate.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about $31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional annual recurrent expenditure of about $3.39 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0462)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The provision for 2019-20 is $565.6 million (117.2%) higher than the revised estimate for 2018-19 due to a net increase of four posts, increased requirement in operating expenses and increase in capital expenditure. Please provide details of the ranks, duties and estimated salaries in 2019-20 of the four posts, increased requirement in operating expenses and increase in capital expenditure.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 26)

Reply:

The increase in provision for 2019-20 over the revised estimate for 2018-19 under Programme (4) is mainly due to the additional provisions for the following items:

Items	**($ million)**
Additional provision for (i) the maintenance, operation and management of new infrastructure including Liantang/Heung Yuen Wai Boundary Control Point project, Central-Wan Chai Bypass and Island Eastern Corridor Link, the Scenic Hill Tunnel and the Airport Tunnel under the Hong Kong-Zhuhai-Macao Bridge project; and (ii) increase in the contractors' fees of the maintenance, operation and management contracts of the Tsing Sha Control Area	256.1
Additional provision for replacement or procurement of equipment and vehicles for government tunnels and bridges, procurement of new generation of parking meter system, refurbishment of Central to Mid-levels Escalator and Walkway System, and implementation of free-flow tolling system at government tolled tunnels and roads	304.7
Additional provision for the net creation of four posts in 2019-20	4.8
Total	**565.6**

There will be a net increase of four non-directorate posts in 2019-20 as a result of the creation of ten posts (including permanent and time-limited posts) to be offset by the deletion of six posts. The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are as follows:

Duties	**Rank**	**Number of Post**	**Annual Staff Cost ($)**
To cope with new and increasing workload arising from planning, implementation and monitoring of new infrastructure as well as management and handling of traffic and transport incidents	Senior Transport Officer	3	3,220,560
	Transport Officer II	1	485,040
Implementation of free flow tolling system at government tolled tunnels and roads and development of the system for the installation and issuance of in-vehicle units to vehicle owners	Senior Transport Officer	1	1,073,520
	Senior Treasury Accountant	1	1,445,940
	Transport Officer II	1	485,040
New parking initiatives for increasing the supply of parking spaces	Transport Officer II	1	485,040
To manage the Western Harbour Crossing Toll Compensation Scheme[Note]	Transport Officer I	1	767,160
	Transport Controller I	1	531,900
Total		**10**	**8,494,200**

Note: Given that the toll adjustment proposal for the rationalisation of cross-harbour traffic cannot be implemented due to insufficient support from the Legislative Council, the originally proposed Western Harbour Crossing Toll Compensation Scheme (the Scheme) will not come into effect. Nonetheless, the Government plans to negotiate with the franchisee of the Western Harbour Crossing (WHC) a standalone arrangement for payment of WHC tolls for franchised buses.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0464)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the next three years, will the department have new measures in the development and optimisation of the information collection and sharing system and the mobile applications related to the public transport and traffic services, if yes, the details, the expenditure and the additional manpower involved. What measures will the department take to encourage public traffic operators to open up their real-time data?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.:28)

Reply:

The Transport Department (TD) has been promoting the opening up of operating data by public transport operators to facilitate commuting and trip planning of passengers. At present, the MTR Corporation Limited (MTRCL), franchised bus companies and Hong Kong Tramway provide real-time arrival information for their passengers through their websites, mobile applications and display panels installed at the respective bus stops/termini/platforms. Franchised bus companies and the MTRCL are also working with the TD in providing real-time arrival information through TD's "HKeMobility" mobile application and "Hong Kong eTransport" web page, in order to bring convenience to the users. Franchised and licensed ferry operators also disseminate basic service information at their piers, websites and mobile applications.

The Government understands that the community expects dissemination of more real-time public transport data and information. In this connection, the TD is actively liaising with the public transport operators (including franchised bus operators and the MTRCL) to encourage the opening up of their data, in particular the real-time arrival information, in machine-readable format on the "DATA.GOV.HK" Portal. The feedback from these operators has been positive so far. In particular, New World First Bus Services Limited and Citybus Limited have in principle agreed to open up their real-time arrival information. The data is expected to be available in machine-readable formats at DATA.GOV.HK in the third quarter of 2019.

In the next three years, the Government will fund and install on-board data collection devices for all Green Minibuses (GMBs), as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022. The estimated capital cost for the full-scale development and implementation of the system is $31 million. Five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional notional annual mid-point salary of $3.39 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0886)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding parking spaces in Hong Kong, will the Government inform this Committee of:

1. the current numbers of parking spaces for private cars and commercial vehicles (CVs) in the 18 districts of Hong Kong (with breakdown by district);

2. the measures to be taken by the Government to alleviate the shortage of parking spaces and the net increase in number of parking spaces in 2019-20; and

3. the progress of and expenditure involved in the consultancy study on parking for CVs, which was taken forward by the Transport Department (TD) in end-2017.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 37)

Reply:

1. The numbers of parking spaces for private cars and CVs as at February 2019 in each of the 18 districts were as follows:

District	Number of parking spaces	
	Private car	Commercial vehicle
Central and Western	38 436	1 255
Wan Chai	39 425	526
Eastern	45 914	2 253
Southern	39 274	1 551
Yau Tsim Mong	33 487	2 671
Sham Shui Po	29 157	3 683
Kowloon City	49 617	2 176
Wong Tai Sin	20 834	1 426
Kwun Tong	45 371	3 470
Tsuen Wan	36 863	2 401

District	Number of parking spaces	
	Private car	**Commercial vehicle**
Tuen Mun	40 974	2 695
Yuen Long	41 255	2 472
North	21 655	1 911
Tai Po	28 516	1 331
Sai Kung	40 963	1 881
Sha Tin	72 885	2 941
Kwai Tsing	35 717	11 349
Islands	16 107	1 019
Total	676 450	47 011

2. The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:

(a) designating suitable on-street locations as night-time parking spaces;

(b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;

(c) following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space projects;

(d) encouraging parking of school buses inside school premises after school hours;

(e) providing parking spaces and picking up/setting down facilities for coaches;

(f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles;

(g) continuing with a consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and

(h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

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

the progress of individual development projects, the TD does not have specific projection on the number of such parking spaces.

3. The TD is taking forward the consultancy study on parking for CVs, which commenced in December 2017 for completion in end-2019, to assess the parking demand of CVs and to formulate short to long term measures to address the demand. The estimated expenditure for the study in 2019-20 is $3.5 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1630)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2019-20 that the Transport Department (TD) will review the Public Transport Fare Subsidy Scheme (the Scheme) following its implementation. There were media reports that although some red minibus (RMB) routes were covered under the Scheme, less than half of the RMBs serving these routes had been installed with Octopus card readers, rendering some commuters unable to receive fare subsidies. Is the Government aware of this situation? What follow-up or remedial actions will be taken? Will consideration be given to using the provision of $2,368.8 million newly allocated funds to subsidise the installation of Octopus card readers on the minibuses serving the above RMB routes?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 36)

Reply:

The Scheme has been implemented from 1 January 2019, covering the Mass Transit Railway, all franchised buses, green minibuses, ferries and trams, and designated routes of RMBs, Kaitos, and non-franchised buses providing residents' services (RS) and employees' services (ES) approved by the TD.

The operations of RMBs, Kaitos, RS and ES are relatively flexible and the TD's approval of their fare levels and fare adjustments are not required. To safeguard the use of public money, the Government needs to introduce suitable monitoring measures for including these four modes of public transport under the Scheme. Interested operators must meet the basic requirements (e.g. the operator must be a legal entity with business registration, must install Octopus readers on the vehicles/vessels for fare collection, must register the operating details of the route to be included in the Scheme with the TD, etc.) and submit an application for joining the Scheme to the TD. Besides, the operators must comply with a set of prescribed operational requirements, such as displaying clear signage of the Scheme at a conspicuous location of the vehicles/vessels, submitting operational data regularly, uploading transaction records of the Octopus payment system in a timely manner, submitting assurance reports on systems of internal control punctually, etc.

The TD has been encouraging the operators of RMB to join the Scheme and will continue to maintain close contacts with them to facilitate them to join the Scheme at the earliest possible time. The TD provides necessary information and clarifications on the requirements, as well as offers assistance and advice to the operators as appropriate. Notwithstanding this, whether and when individual RMB operators would install the Octopus readers on their vehicles and join the Scheme are their own business decision. Whilst the Octopus payment system will have to be installed by the operators at their own costs, the Octopus Cards Limited has been offering special concessions to operators which apply for joining the Scheme for the first time and use the Octopus payment system. They can procure the Octopus processors and other relevant devices and services at discounted prices. If the operators choose to rent the Octopus processors, the Octopus Cards Limited will offer rent-free concession for the first year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0897)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government inform this Committee of:

a. the actual number of applicants per month since the implementation of the Scheme;

b. whether the Government has any plan to review the Scheme in future to look into the possibility of, among others, lowering the eligibility threshold of each commuter by setting the level of monthly public transport expenses at $300 or lower, raising the subsidy rate to at least one-third of the actual public transport expenses, and increasing the maximum amount of subsidy; and if yes, what are the details; and

c. the staff establishment and expenditure involved in the implementation of the Scheme by the Government.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 32)

Reply:

a. The Scheme was launched on 1 January 2019. The Scheme is non-means tested and commuters do not need to apply for the Scheme. Based on the actual public transport expenses of commuters under the Scheme in January and February 2019, the monthly average number of beneficiaries is around 2.15 million.

b. The Government will commence a review of the Scheme around a year after the Scheme's implementation to examine its effectiveness, impact on the travelling patterns of commuters and the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data.

c. The staff establishment involved in the implementation of the Scheme is summarised as follows:

Grade	Rank	Number of Post
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
Total：		**15**

Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is $11.6 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1021)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the green minibus (GMB) services in Kowloon East, will the Government inform this Committee of the following:

a. Please list out the number of vehicles providing GMB service serving various areas in Kowloon East and the respective service details (including service frequency, fare, and number of drivers serving the respective route, etc.) in each of the past three years, with breakdown by public light bus (PLB) operator and service route.

b. Further to the above item, after implementation of the measure to increase the maximum seating capacity of PLBs (to 19 seats), what are its impacts on the PLB services in the district in terms of, among others, average passenger waiting time (during peak hours and non-peak hours), occupancy rate, lost trip rate, increase or decrease in the number of routes operated, as well as the number and percentage of 19-seat light buses and low-floor light buses over the GMB fleet size in the district. Please provide the information with breakdown by PLB operator and service route in the district.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 41)

Reply:

(a) The list of GMB routes serving various areas in Kowloon East and the respective service details in 2016, 2017 and 2018 are at Annex 1, Annex 2 and Annex 3 respectively.

(b) The Transport Department launched a regular survey on the market occupancy rate of PLB in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation (e.g. average waiting time, frequencies, and etc.) of PLB services (including the GMB routes in Kowloon East) will be reviewed after the implementation of the new maximum seating capacity. The review will be completed by end 2019.

As at end February 2019, the number of 19-seat PLB deployed on each of the GMB routes serving Kowloon East is set out in the table below. No low-floor wheelchair accessible PLB is deployed on the routes.

Operator	**GMB route**	**Number of 19-seat PLB**
Success Transportation Limited	16, 16A, 16B, 16S	10
Peak Scene Limited	18M, 19, 19A, 19M, 19S	1
Win Top Service Limited	20, 20M	0
Cheung Tung management Company Limited	23, 23B, 23C, 23M, 23S, 24, 24M, 24S	2
Hon Wah Maxicab limited	34M, 34S, 35, 36A	9
Fonsilk Investment Limited	46	4
Brilliant Way Public Light Bus (Scheduled) Service Company Limited	47	5
Koon Wing Motors Limited	48, 49, 49M	6
Fasty Transportation Limited	50	3
Nice Class Company Limited	51M, 52, 53M	3
Better Coin Industrial Limited	54, 54M, 54S	5
Shine Wah Maxicab Limited	56	0
Hon Wah Maxicab Limited	60	4
Kamalie Limited	62S, 63	0
Set Main Development Limited	68	0
Smart Champion Investment Limited	69, 69A	4
Holy Gain Limited	70, 70A	9
Win Access Limited	72	2
Main River International Limited	73	5
Multi Logistics Limited	86	2
Hiew Nyuk Yin	87	0
Constant Rich Trading Limited	88	0
Lok Wah Public Light Bus Limited	22A, 22M	7
Hop Cheong P.L.B. Maxicab Company Limited	33A, 33M	3
Fine Luck Limited	25A, 25B, 25M, 25MS	14
Brilliant Way P.L.B. (Scheduled) Service Company Limited	37A, 37B 37M	8
Cantel Limited	38M, 39M	0
Yau Man Investment Limited	66S	0
Poly Winner Trading Limited	71A, 71B	0
Sky Team Transportation Limited	76A, 76B, 76B (Supplementary Service)	2
Honest Profit Corporation Limited	79M	4
Forever Richly Development Limited	83A, 83M	2
Eternal Honest Limited	89A, 89B, 89C	7

Annex 1

2016

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMBs deployed to the route	No. of drivers serving the route	Operator
16	Jat's Incline (Choi Wan Estate - Ping Shek Estate (Circular)	2-5	3.2	13	70 (serving a total of four routes)	Success Transportation Limited
16A	Fung Shing Street - Ping Shek Estate (Circular)	5-13	3.6	6		
16B	Scenic View - Ping Shek Public Transport Interchange	6-12	3.6	5		
16S	Aria - Ping Shek Estate (Circular)	10	3.6	4		
18M	Tsz Wan Shan (North) - Wong Tai Sin Station	6	3.6	5	118 (serving a total of five routes)	Peak Scene Limited
19	San Po Kong - Tsz Wan Shan Road (Shatin Pass Estate)	20-35	4.8	5		
19A	Grand View Garden - Diamond Hill Station Public Transport Interchange (Circular)	3/5	3.5	4		
19M	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Road (Shatin Pass Estate)	5-8	3.9	7		
19S	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Shopping Centre	7-10	3.9	7		
20	San Po Kong - Tsz Wan Shan (North) (Circular)	8-15	4.8	5	28 (serving a total of two routes)	Win Top Service Limited
20M	San Po Kong - Wong Tai Sin Station	6	3.6	3		

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMBs deployed to the route	No. of drivers serving the route	Operator
22A	Lok Wah Estate - Kwun Tong Ferry (Circular)	20	3.5	18 (serving a total of two routes)	8	Lok Wah Public Light Bus Limited
22M	Lok Wah Estate - Kwun Tong Station (Circular)	2-12	3.3		42	
23	Kwun Tong (Wan Hon Street) - Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus	15	3.0	1	51 (serving a total of eight routes)	Cheung Tung Management Company Limited
23B	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Cha Kwo Ling	6-13	3.0	4 (serving a total of four routes)		
23C	Laguna City - Yau Tong Station (Cha Kwo Ling Road) (Circular)	5-7	3.0			
23M	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus) - Lam Tin (Sin Fat Road) (Circular)	4-15	4.0			
23S	Laguna City - Sceneway Garden	6	2.8			
24	Sam Ka Tsuen Ferry - Lam Tin (Circular)	10-15	3.8	7 (serving a total of three routes)		
24M	Hing Tin (Pik Wan Road) - Yau Tong Public Transport Interchange	4-6	3.4			
24S	Yau Tong Public Transport Interchange - Tung Yuen Street (Circular)	10-15	3.4			

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMBs deployed to the route	No. of drivers serving the route	Operator
25M	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	6/8	5.9	13	56	Fine Luck Limited
33A	Hilltop Garden - Diamond Hill Station	8	4.3	3	19 (serving a total of two routes)	Hop Cheong P.L.B. Maxicab Company Limited
33M	Hilltop Garden - Wong Tai Sin Station	3-7	4.3	9		
34M	Hiu Lai Court - Kwun Tong (Yue Man Square)(Circular)	5-8	3.2	9	75 (serving a total of four routes)	Hon Wah Maxicab Limited
34S	Sau Mau Ping (Upper) Bus Terminus - Kwun Tong (Yue Man Square) (Circular)	8/10	3.2	5		
35	Choi Ha Estate - Hong Lee Court	5-7	3.5	7		
36A	Crocodile Hill (Hong Lee Court) - Yue Man Square (Circular)	5-7	3.2	5		
37A	Wong Tai Sin Station - Tsz Wan Shan (North)	4-15	3.8	16	106 (serving a total of two routes)	Brilliant Way P.L.B. (Scheduled) Service Company Limited
37M	Wong Tai Sin Station - Tsz Man Estate (Circular)	1-6	3.8	14		
38M	Chuk Yuen (North) Estate - Wong Tai Sin Station (Shatin Pass Road)	2-10	3.6	7	75 (serving a total of two routes)	Cantel Limited
39M	Lok Fu - Tung Tau (Circular)	6-8	3.6	5		
46	Richland Gardens - Tai Kok Tsui (Olympic Station)	3-15	7.2	24	43	Fonsilk Investment Limited

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMBs deployed to the route	No. of drivers serving the route	Operator
47	Shun Lee - Tsui Ping (Fuk Tong Road) (Circular)	12-15	5.2	7	25	Brilliant Way Public Light Bus (Scheduled) Service Company Limited
48	Shun Lee - Kowloon Bay(Circular)	4-8	6.1	14	45	Koon Wing Motors Limited
49	Shun Tin - Kowloon City Ferry (Circular)	25	6.4	2	6	
49M	Shun Tin - Ping Shek (Circular)	20	4.2	2	6	
50	United Christian Hospital - Kwun Tong (Yue Man Square) (Circular)	8	3.3	6	39	Fasty Transportation Limited
51M	Richland Gardens - Kowloon Bay Station (Circular)	1-4	3.0	8	45 (serving a total of three routes)	Nice Class Company Limited
52	Chuk Yuen Estate - San Po Kong	4-12	4.9	7		
53M	Lok Fu Station - Tin Ma Court (Kam Chuk Lane) (Circular)	4-8	3.0	4		
54	Shun Tin - Lok Fu	6-12	8.0	8	21	Better Coin Industrial Limited
54M	Shun Tin - Ping Shek (Circular)	9	4.2	10	26	
54S	Shun Lee Disciplined Services Quarters - Wong Tai Sin (Shatin Pass Road)(Circular)	9-15	6.6	4	10	
56	Richland Gardens - Shung Yan Street	10-12	5.1	4	12	Shine Wah Services Limited
60	Lam Tin - Shun Lee Estate (Circular)	3-5	4.7	11	26	Hon Wah Maxicab Limited

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMBs deployed to the route	No. of drivers serving the route	Operator
62S	Lam Tin (Kwong Tin Estate) - Tsim Sha Tsui	20	12.5	4	44 (serving a total of two routes)	Kamalie Limited
63	Lam Tin (Kwong Tin Estate) - Kwun Tong (Tung Yan Street) (Circular)	4	4.9	12		
65	Tsz Wan Shan (South) - Chuk Yuen	20/30	3.6	1	1-2	Yau Man Investment Limited
66S	Hammer Hill Road - Mong Kok (overnight service)	20/25	11.5	2	2-3	
68	Choi Wan Estate - Kowloon Bay (Circular)	8-12	5.8	6	10	Set Main Development Limited
69	Laguna City - Kowloon City (Lion Rock Road)	15-20	8.2	8 (serving a total of two routes)	29 (serving a total of two routes)	Smart Champion Investments Limited
69A	Laguna City - Tung Choi Street	15	9.0			
70	Diamond Hill Station Public Transport Interchange - Tai Kok Tsui (Island Harbourview)	4-10	8.3	15	65 (serving a total of two routes)	Holy Gain Limited
70A	Diamond Hill Station Public Transport Interchange - Olympic Station Public Transport Interchange	8-15	8.3	8		
71A	Po Tat Estate - Lam Tin Station (Circular)	4-9	4.0	9	19	Poly Winner Trading Limited
71B	Sau Mau Ping Estate - Lam Tin Station	6-10	4.0	6	13	
72	Grand View Garden - Festival Walk Public Transport Terminus	6-9	6.0	8	38	Win Access Limited
73	Festival Walk Public Transport Terminus - Tsz Wan Shan Shopping Centre (Circular)	8-12	6.5	6	52	Main River International Limited

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMBs deployed to the route	No. of drivers serving the route	Operator
76A	Kwong Tin - United Christian Hospital (Circular)	10-15	5.5	11 (serving a total of three routes)	31 (serving a total of three routes)	Sky Team Transportation Limited
76B	United Christian Hospital - Yau Tong Public Transport Interchange	12-30	5.5			
76B (Supplementary Service)	United Christian Hospital - Lam Tin Public Transport Interchange (Circular)	12-30	5.5			
79M	King Tung Street - Wong Tai Sin Station	3-10	3.7	5	42	Honest Profit Corporation Limited
83A	Choi Fook Estate - Ping Shek	10-15	3.7	8 (serving a total of two routes)	29 (serving a total of two routes)	Forever Richly Development Limited
83M	Choi Ying Estate - Ping Shek	12	3.7			
85	San Po Kong (The Latitude) - Festival Walk Public Transport Terminus	10-18	7.0	4	10	Fine Luck Limited
86	Cruise Terminal - Kowloon Bay (Telford Gardens) (Circular)	8-20	5.5	4	8	Multi Logistics Limited
87	Lei Yue Mun Estate Public Transport Interchange - Kowloon Bay (Kai Yan Street)(Circular)	15-20	9.0	4	10	Hiew Nyuk Yin
88	Kai Ching Estate (Kai Tak) - Wong Tai Sin Station (Circular)	12 – 20	4.0	4	8	Constant Rich Trading Limited
89A	Anderson Road Development Area - Ngau Tau Kok (Jordan Valley North Road)(Circular)	10	4.8	6	9	Eternal Honest Limited

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMBs deployed to the route	No. of drivers serving the route	Operator
89B	Anderson Road Development Area - Kowloon Bay (Sheung Yee Road) (Circular)	15	6.8	5	7	

Annex 2

2017

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
16	Jat's Incline (Choi Wan Estate) - Ping Shek Estate (Circular)	2-5	3.2	13	70 (serving a total of four routes)	Success Transportation Limited
16A	Fung Shing Street - Ping Shek Estate (Circular)	5-13	3.6	6		
16B	Scenic View - Ping Shek Public Transport Interchange	6-12	3.6	5		
16S	Aria - Ping Shek Estate (Circular)	10	3.6	4		
18M	Tsz Wan Shan (North) - Wong Tai Sin Station	6	3.6	5	108 (serving a total of five routes)	Peak Scene Limited
19	San Po Kong - Tsz Wan Shan Road (Shatin Pass Estate)	20-35	4.8	5		
19A	Grand View Garden - Diamond Hill Station Public Transport Interchange (Circular)	3/5	3.5	7		
19M	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Road (Shatin Pass Estate)	5-8	3.9	4		
19S	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Shopping Centre	7-10	3.9	7		
20	San Po Kong - Tsz Wan Shan (North) (Circular)	8-15	4.8	5	28 (serving a total of two routes)	Win Top Service Limited
20M	San Po Kong - Wong Tai Sin Station	6	3.6	3		

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
22A	Lok Wah Estate - Kwun Tong Ferry (Circular)	20	4.9	19 (serving a total of two routes)	10	Lok Wah Public Light Bus Limited
22M	Lok Wah Estate - Kwun Tong Station (Circular)	2-12	3.6		42	
23	Kwun Tong (Wan Hon Estate) - Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus	15	3.0	1	53 (serving a total of eight routes)	Cheung Tung Management Company Limited
23B	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Cha Kwo Ling	6-13	4.0	4 (serving a total of four routes)		
23C	Laguna City - Yau Tong Station (Cha Kwo Ling Road) (Circular)	5-7	3.0			
23M	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Lam Tin (Sin Fat Road) (Circular)	4-15	4.0			
23S	Laguna City - Sceneway Garden	6	2.8			
24	Sam Ka Tsuen Ferry - Lam Tin (Circular)	10-15	3.8	7 (serving a total of three routes)		
24M	Hing Tin (Pik Wan Road) - Yau Tong Public Transport Interchange	4-6	3.4			
24S	Yau Tong Public Transport Interchange - Tung Yuen Street (Circular)	10-15	3.4			

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
25A	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	15	5.9	16 (serving a total of two routes)	58 (serving a total of two routes)	Fine Luck Limited
25M	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	6/8	5.9			
33A	Hilltop Garden - Diamond Hill Station	8	4.3	3	23 (serving a total of two routes)	Hop Cheong P.L.B. Maxicab Company Limited
33M	Hilltop Garden - Wong Tai Sin Station	3-7	4.3	9		
34M	Hiu Lai Court - Kwun Tong (Yue Man Square) (Circular)	5-8	3.4	9	76 (serving a total of four routes)	Hon Wah Maxicab Limited
34S	Sau Mau Ping (Upper) Bus Terminus - Kwun Tong (Yue Man Square) (Circular)	8/10	3.4	5		
35	Choi Ha Estate - Hong Lee Court	5-7	3.7	7		
36A	Crocodile Hill (Hong Lee Court) - Yue Man Square(Circular)	5-7	3.4	5		
37A	Wong Tai Sin Station - Tsz Wan Shan (North)	4-15	4.1	10	106 (serving a total of three routes)	Brilliant Way P.L.B. (Scheduled) Service Company Limited
37B	Wong Tai Sin Station - Tsz Lok Estate (Circular)	6-15	4.1	3		
37M	Wong Tai Sin Station - Tsz Man Estate (Circular)	1-6	4.1	27		
38M	Chuk Yuen (North) Estate - Wong Tai Sin Station (Shatin Pass Road)	2-10	3.6	7	75 (serving a total of two routes)	Cantel Limited
39M	Lok Fu - Tung Tau (Circular)	6-8	3.6	5		

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
46	Richland Gardens - Tai Kok Tsui (Olympic Station)	3-15	7.8	24	40	Fonsilk Investment Limited
47	Shun Lee - Tsui Ping (Fuk Tong Road) (Circular)	12-15	5.5	7	23	Brilliant Way P.L.B. (Scheduled) Service Company Limited
48	Shun Lee - Kowloon Bay (Circular)	4-8	6.1	14	44	Koon Wing Motors Limited
49	Shun Tin - Kowloon City Ferry(Circular)	25	6.4	2	6	
49M	Shun Tin - Ping Shek (Circular)	20	4.2	2	6	
50	United Christian Hospital - Kwun Tong (Yue Man Square) (Circular)	8	3.3	6	39	Fasty Transportation Limited
51M	Richland Gardens - Kowloon Bay Station (Circular)	1-4	3.0	8	45 (serving a total of three routes)	Nice Class Company Limited
52	Chuk Yuen Estate - San Po Kong	4-12	4.9	7		
53M	Lok Fu Station - Tin Ma Court (Kam Chuk Lane) (Circular)	4-8	3.0	4		
54	Shun Tin - Lok Fu	6-12	8.0	8	20	Better Coin Industrial Limited
54M	Shun Tin - Ping Shek (Circular)	9	4.2	10	25	
54S	Shun Lee Disciplined Services Quarters - Wong Tai Sin (Shatin Pass Road)	9-15	6.6	4	10	
56	Richland Gardens - Shung Yan Street	10-12	5.5	5	11	Shine Wah Services Limited
60	Lam Tin - Shun Lee Estate (Circular)	3-5	4.7	11	26	Hon Wah Maxicab Limited

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
62S	Lam Tin (Kwong Tin Estate) - Tsim Sha Tsui	20	12.5	4	49 (serving a total of two routes)	Kamalie Limited
63	Lam Tin (Kwong Tin Estate) - Kwun Tong (Tung Yan Street) (Circular)	4	4.9	12		
66S	Hammer Hill Road - Mong Kok (overnight service)	20/25	11.5	2	2-3	Yau Man Investment Limited
68	Choi Wan Estate - Kowloon Bay (Circular)	8-12	6.3	6	10	Set Main Development Limited
69	Laguna City - Kowloon City (Lion Rock Road)	15-20	8.2	8 (serving a total of two routes)	26 (serving a total of two routes)	Smart Champion Investments Limited
69A	Laguna City - Tung Choi Street	15	9.0			
70	Diamond Hill Station Public Transport Interchange - Tai Kok Tsui (Island Harbourview)	4-10	9.0	15	61 (serving a total of two routes)	Holy Gain Limited
70A	Diamond Hill Station Public Transport Interchange - Olympic Station Public Transport Interchange	8-15	9.0	8		
71A	Po Tat Estate - Lam Tin Station (Circular)	4-9	4.0	9	19	Poly Winner Trading Limited
71B	Sau Mau Ping Estate - Lam Tin Station	6-10	4.0	6	13	
72	Grand View Garden - Festival Walk Public Transport Terminus	6-9	6.0	8	38	Win Access Limited
73	Festival Walk Public Transport Terminus - Tsz Wan Shan Shopping Centre (Circular)	8-12	6.0	6	52	Main River International Limited

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
76A	Kwong Tin - United Christian Hospital (Circular)	10-15	5.5	11 (serving a total of three routes)	28 (serving a total of three routes)	Sky Team Transportation Limited
76B	United Christian Hospital - Yau Tong Public Transport Interchange	12-30	5.5			
76B (Supplementary Service)	United Christian Hospital - Lam Tin Public Transport Interchange (Circular)	12-30	5.5			
79M	King Tung Street -Wong Tai Sin Station	3-10	4.0	5	42	Honest Profit Corporation Limited
83A	Choi Fook Estate - Ping Shek	10-15	3.7	8 (serving a total of two routes)	30 (serving a total of two routes)	Forever Richly Development Limited
83M	Choi Ying Estate - Ping Shek	12	3.7			
85	San Po Kong (The Latitude) - Festival Walk Public Transport Terminus	10-18	7.0	4	10	Fine Luck Limited
86	Cruise Terminal - Kowloon Bay (Telford Gardens) (Circular)	8-20	6.0	4	8	Multi Logistics Limited
87	Lei Yue Mun Public Transport Interchange - Kowloon Bay (Kai Yan Street)(Circular)	15-20	9.0	4	10	Hiew Nyuk Yin
88	Kai Ching Estate (Kai Tak) - Wong Tai Sin Station (Circular)	12-20	4.0	4	4	Constant Rich Trading Limited
89A	On Tai Estate - Ngau Tau Kok Bus Terminus	10-30	4.8	8	12	Eternal Honest Limited
89B	On Tai Estate - Kowloon Bay (Zero Carbon Building)	12/20	6.8	6	9	

Annex 3

2018

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
16	Jat's Incline (Choi Wan Estate) - Ping Shek Estate (Circular)	2-5	3.2	13	70 (serving a total of four routes)	Success Transportation Limited
16A	Fung Shing Street - Ping Shek Estate (Circular)	5-13	3.6	6		
16B	Scenic View - Ping Shek Public Transport Interchange	6-12	3.6	5		
16S	Aria - Ping Shek Estate (Circular)	10	3.6	4		
18M	Tsz Wan Shan (North) - Wong Tai Sin Station	6	3.9	5	110 (serving a total of five routes)	Peak Scene Limited
19	San Po Kong - Tsz Wan Shan Road (Shatin Pass Estate)	20-35	5.3	5		
19A	Grand View Garden - Diamond Hill Station Public Transport Interchange (Circular)	3/5	3.7	7		
19M	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Road (Shatin Pass Estate)	5-8	4.2	4		
19S	Diamond Hill Station Public Transport Interchange - Tsz Wan Shan Shopping Centre	7-10	4.2	7		
20	San Po Kong - Tsz Wan Shan (North) (Circular)	8-15	4.8	5	28 (serving a total of two routes)	Win Top Service Limited
20M	San Po Kong - Wong Tai Sin Station	6	3.6	3		

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
22A	Lok Wah Estate - Kwun Tong Ferry (Circular)	20	4.9	19 (serving a total of two routes)	10	Lok Wah Public Light Bus Limited
22M	Lok Wah Estate - Kwun Tong Station (Circular)	2-12	3.6		42	
23	Kwun Tong (Wan Hon Street) - Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus	15	3.0	1	53 (serving a total of eight routes)	Cheung Tung Management Company Limited
23B	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Cha Kwo Ling	6-13	4.0	4 (serving a total of four routes)		
23C	Laguna City - Yau Tong Station (Cha Kwo Ling Road) (Circular)	5-7	3.0			
23M	Tung Yan Street Temporary Public Light Bus "Scheduled" Service Terminus - Lam Tin (Sin Fat Road) (Circular)	4-15	4.0			
23S	Laguna City - Sceneway Garden	6	2.8			
24	Sam Ka Tsuen Ferry - Lam Tin (Circular)	10-15	3.8	7 (serving a total of three routes)		
24M	Hing Tin (Pik Wan Road) - Yau Tong Public Transport Interchange	4-6	3.4			
24S	Yau Tong Public Transport Interchange - Tung Yuen Street (Circular)	10-15	3.4			

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
25B	San Po Kong (The Latitude) - Kowloon Tong (Suffolk Road) Public Transport Interchange	15	6.8	3	15	Fine Luck Limited
25A	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	15	5.9	16 (serving a total of two routes)	58 (serving a total of two routes)	
25M	Kowloon Tong (Suffolk Road) Public Transport Interchange - Tung Tau Estate (Tung Lung Road)	6/8	5.9			
33A	Hilltop Garden - Diamond Hill Station	8	4.3	3	28 (serving a total of two routes)	Hop Cheong P.L.B. Maxicab Company Limited
33M	Hilltop Garden - Wong Tai Sin Station	3-7	4.3	9		
34M	Hiu Lai Court - Kwun Tong (Yue Man Square) (Circular)	5-8	3.4	10	71 (serving a total of four routes)	Hon Wah Maxicab Limited
34S	Sau Mau Ping (Upper) Bus Terminus - Kwun Tong (Yue Man Square) (Circular)	8/10	3.4	6		
35	Choi Ha Estate - Hong Lee Court	5-7	3.7	7		
36A	Crocodile Hill (Hong Lee Court) -Yue Man Square (Circular)	5-7	3.4	5		
37A	Wong Tai Sin Station - Tsz Wan Shan (North)	4-15	4.1	10	106 (serving a total of three routes)	Brilliant Way P.L.B. (Scheduled) Service Company Limited
37B	Wong Tai Sin Station - Tsz Lok Estate (Circular)	6-15	4.1	3		
37M	Wong Tai Sin Station - Tsz Man Estate (Circular)	1-6	4.1	27		

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
38M	Chuk Yuen (North) Estate - Wong Tai Sin Station (Shatin Pass Road)	2-10	3.6	7	75 (serving a total of two routes)	Cantel Limited
39M	Lok Fu - Tung Tau (Circular)	6-8	3.6	5		
46	Richland Gardens - Tai Kok Tsui (Olympic Station)	3-15	7.8	24	40	Fonsilk Investment Limited
47	Shun Lee - Tsui Ping (Fuk Tong Road) (Circular)	12-15	5.5	7	22	Brilliant Way P.L.B. (Scheduled) Service Company Limited
48	Shun Lee - Kowloon Bay (Circular)	4-8	6.1	14	43	Koon Wing Motors Limited
49	Shun Tin - Kowloon City Ferry (Circular)	25	6.4	2	6	
49M	Shun Tin - Ping Shek (Circular)	20	4.2	2	6	
50	United Christian Hospital - Kwun Tong (Yue Man Square) (Circular)	8	3.3	6	40	Fasty Transportation Limited
51M	Richland Gardens - Kowloon Bay Station (Circular)	1-4	3.4	8	45 (serving a total of three routes)	Nice Class Company Limited
52	Chuk Yuen Estate - San Po Kong	4-12	5.7	7		
53M	Lok Fu Station - Tin Ma Court (Kam Chuk Lane) (Circular)	4-8	3.4	4		
54	Shun Tin - Lok Fu	6-12	8.0	8	20	Better Coin Industrial Limited
54M	Shun Tin - Ping Shek (Circular)	9	4.2	10	24	
54S	Shun Lee Disciplined Services Quarters - Wong Tai Sin (Shatin pass Road)(Circular)	9-15	6.6	4	10	

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
56	Richland Gardens - Shung Yan Street	10-12	5.5	5	12	Shine Wah Services Limited
60	Lam Tin - Shun Lee Estate (Circular)	3-5	4.7	11	26	Hon Wah Maxicab Limited
62S	Lam Tin (Kwong Tin Estate) - Tsim Sha Tsui	20	12.5	4	49 (serving a total of two routes)	Kamalie Limited
63	Lam Tin (Kwong Tin Estate) - Kwun Tong (Tung Yan Street) (Circular)	4	4.9	12		
66S	Hammer Hill Road - Mong Kok (overnight service)	20/25	11.5	2	2-3	Yau Man Investment Limited
68	Choi Wan Estate - Kowloon Bay (Circular)	8-12	6.3	6	10	Set Main Development Limited
69	Laguna City - Kowloon City (Lion Rock Road)	15-20	8.2	8 (serving a total of two routes)	21 (serving a total of two routes)	Smart Champion Investments Limited
69A	Laguna City - Tung Choi Street	15	9.0			
70	Diamond Hill Station Public Transport Interchange - Tai Kok Tsui (Island Harbourview)	4-10	9.0	15	68 (serving a total of two routes)	Holy Gain Limited
70A	Diamond Hill Station Public Transport Interchange - Olympic Station Public Transport Interchange	8-15	9.0	8		
71A	Po Tat Estate - Lam Tin Station (Circular)	4-9	4.0	9	19	Poly Winner Trading Limited
71B	Sau Mau Ping Estate - Lam Tin Station	6-10	4.0	6	13	
72	Grand View Garden - Festival Walk Public Transport Terminus	6-9	6.0	8	38	Win Access Limited

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
73	Festival Walk Public Transport Terminus - Tsz Wan Shan Shopping Centre (Circular)	8-12	6.5	6	52	Main River International Limited
76A	Kwong Tin - United Christian Hospital (Circular)	10-15	5.5	11 (serving a total of three routes)	28 (serving a total of three routes)	Sky Team Transportation Limited
76B	United Christian Hospital - Yau Tong Public Transport Interchange	12-30	5.5			
76B (Supplementary Service)	United Christian Hospital - Lam Tin Public Transport Interchange (Circular)	12-30	5.5			
79M	King Tung Street -Wong Tai Sin Station	3-10	4.0	5	42	Honest Profit Corporation Limited
83A	Choi Fook Estate - Ping Shek	10-15	3.7	8 (serving a total of two routes)	32 (serving a total of two routes)	Forever Richly Development Limited
83M	Choi Ying Estate - Ping Shek	12	3.7			
86	Cruise Terminal - Kowloon Bay (Telford Gardens) (Circular)	8-20	6.0	4	8	Multi Logistics Limited
87	Lei Yue Mun Estate Public Transport Interchange - Kowloon Bay (Kai Yan Street)(Circular)	15-20	9.0	4	10	Hiew Nyuk Yin
88	Kai Ching Estate (Kai Tak) - Wong Tai Sin Station (Circular)	12-20	4.0	4	8	Constant Rich Trading Limited
89A	On Tai Estate - Ngau Tau Kok Bus Terminus	12/15	4.8	6	9	Eternal Honest Limited
89B	On Tai Estate - Kowloon Bay (Zero Carbon Building)	12/20	6.8	5	7	

GMB route	Origin - Destination	Headway (min.)	Fare ($)	No. of GMB deployed to the route	No. of drivers serving the route	Operator
89C	On Tat Estate - Ngau Tau Kok Bus Terminus	20/30 12/15 (special service)	4.8	5	7	Eternal Honest Limited

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1022)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards traffic accident black spots in Kowloon East, will the Government inform this Committee:

(a) of the numbers of traffic accidents which occurred at the traffic accident black spots of different areas in Kowloon East in each of the past three years, with breakdown by area and location, degree of injury, vehicle class involved and cause of accident; and

(b) what measures the Government has taken in the past three years to minimise the number of traffic accidents at the above traffic accident black spots, with breakdown by type of measure and the corresponding staff establishment and expenditure involved.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 43)

Reply:

(a) The numbers of traffic accidents occurred at the traffic accident black spots of different areas in Kowloon East in each of the past three years, by degree of injury, by vehicle class, and by contributory factor are at Annex 1, Annex 2 and Annex 3 respectively.

(b) The Transport Department (TD) has been implementing various enhancement measures, having taken into account the actual conditions and details of the traffic accident black spots. These enhancement measures include:-
   (i) installing new or adjusting traffic signals;
   (ii) improving road environment, such as laying anti-skid material and constructing central dividers;
   (iii) improving pedestrian facilities, such as adding crossing facilities, installing railings and widening the footpath; and
   (iv) improving traffic signs and road markings.

The enhancement measures mentioned above were implemented by staff of the TD as part of the TD's normal duties. There is no breakdown of the manpower and expenditure involved.

Annex 1

Numbers of traffic accidents and casualties by degree of injury at traffic accident black spots in Kowloon East in years between 2016 and 2018

Traffic accident black spots in Kowloon East	2016				2017				2018			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
Kwun Tong												
Kai Cheung Road, Wang Chiu Road	**4**	0	1	4	**5**	0	1	4	**11**	0	1	15
Kwun Tong Road, Hong Ning Road	**17**	0	1	27	**9**	0	0	18	**12**	0	0	15
Kwun Tong Road, Lai Yip Street, Elegance Road	**4**	0	1	3	**9**	0	1	10	**13**	0	0	15
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	**5**	0	0	5	**4**	0	1	4	**12**	0	4	14
Hong Ning Road, Ming Chi Street	**1**	1	0	0	**0**	0	0	0	**0**	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	**3**	0	0	3	**2**	1	0	1	**2**	0	0	2
Wong Tai Sin												
Tseuk Luk Street, Hong Keung Street	**2**	0	1	1	**4**	0	0	4	**11**	0	3	8
Choi Hung Road, Choi Yee Lane	**1**	0	0	1	**0**	0	0	0	**0**	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	**3**	0	0	3	**3**	0	0	5	**6**	0	2	8
New Clear Water Bay Road, Fung Shing Street	**4**	1	0	3	**3**	1	2	14	**2**	0	0	5

Annex 2

Numbers of traffic accidents in 2016 by vehicle class at traffic accident black spots in Kowloon East

Traffic accident black spots in Kowloon East	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle
Kwun Tong									
Kai Cheung Road, Wang Chiu Road	0	0	2	1	0	1	1	0	0
Kwun Tong Road, Hong Ning Road	1	7	9	2	1	4	5	0	1
Kwun Tong Road, Lai Yip Street, Elegance Road	1	1	0	0	0	3	0	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	2	0	1	0	0	3	0	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	1	0
Ngau Tau Kok Road, Horse Shoe Lane	1	1	2	0	0	1	0	0	0
Wong Tai Sin									
Tseuk Luk Street, Hong Keung Street	0	2	0	0	0	0	0	0	0
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	1	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	0	0	0	0	0	3	0	0	0
New Clear Water Bay Road, Fung Shing Street	1	2	2	0	0	1	0	0	0

Annex 2

Numbers of traffic accidents in 2017 by vehicle class at traffic accident black spots in Kowloon East

Traffic accident black spots in Kowloon East	Motor cycle	Private car	Taxi	Public light bus	Public bus	Light goods vehicle	Medium goods vehicle	Heavy goods vehicle
Kwun Tong								
Kai Cheung Road, Wang Chiu Road	3	2	2	0	0	0	1	0
Kwun Tong Road, Hong Ning Road	2	5	4	0	1	2	1	1
Kwun Tong Road, Lai Yip Street, Elegance Road	1	2	2	0	6	1	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	1	1	1	0	3	0	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	1	0	1	1	0	0	0
Wong Tai Sin								
Tseuk Luk Street, Hong Keung Street	0	2	1	0	0	1	0	0
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	0	1	1	1	1	0	0	0
New Clear Water Bay Road, Fung Shing Street	1	0	0	1	2	1	1	0

Annex 2

Numbers of traffic accidents in 2018 by vehicle class at traffic accident black spots in Kowloon East

Traffic accident black spots in Kowloon East	Motor cycle	Private car	Taxi	Public light bus	Private light bus	Public bus	Light goods vehicle	Medium goods vehicle	Special purpose vehicle
Kwun Tong									
Kai Cheung Road, Wang Chiu Road	4	5	6	0	0	2	2	0	1
Kwun Tong Road, Hong Ning Road	0	5	3	1	0	6	1	1	0
Kwun Tong Road, Lai Yip Street, Elegance Road	2	3	3	0	0	9	1	1	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	4	3	3	3	0	6	1	0	0
Hong Ning Road, Ming Chi Street	0	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	0	0	2	0	0	0	0	0
Wong Tai Sin									
Tseuk Luk Street, Hong Keung Street	0	4	2	0	1	1	4	0	0
Choi Hung Road, Choi Yee Lane	0	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	3	2	1	0	0	1	1	1	0
New Clear Water Bay Road, Fung Shing Street	0	1	0	0	0	2	0	0	0

Annex 3

Numbers of traffic accidents involving corresponding contributory factors at traffic accident black spots in Kowloon East in years between 2016 and 2018

Traffic accident black spots in Kowloon East	2016				2017				2018			
	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor
Kwun Tong												
Kai Cheung Road, Wang Chiu Road	0	2	0	0	1	6	0	0	0	9	1	0
Kwun Tong Road, Hong Ning Road	5	9	0	0	1	11	0	2	1	9	0	0
Kwun Tong Road, Lai Yip Street, Elegance Road	1	0	0	0	6	4	0	0	2	9	0	0
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	0	3	0	0	2	2	0	0	1	9	0	0
Hong Ning Road, Ming Chi Street	1	2	0	0	0	0	0	0	0	0	0	0
Ngau Tau Kok Road, Horse Shoe Lane	0	1	0	0	1	1	0	0	0	1	0	0

Traffic accident black spots in Kowloon East	2016				2017				2018			
	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor	Involving casualty contributory factor	Involving driver contributory factor	Involving environment contributory factor	Involving vehicle contributory factor
Wong Tai Sin												
Tseuk Luk Street, Hong Keung Street	0	1	0	0	0	2	0	0	2	6	0	0
Choi Hung Road, Choi Yee Lane	1	1	0	0	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	3	4	1	0	2	2	0	0	0	0	1	0
New Clear Water Bay Road, Fung Shing Street	0	3	0	0	0	2	0	0	0	3	0	0

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2422)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following:

Regarding "service planning programmes and applications for fare adjustment for different public transport modes", please provide the extent of fare adjustments in the applications submitted by different public transport modes and the application results from the previous financial year up until now, with breakdown by (1) public transport mode (with further breakdown by green minibus (GMB) routes and ferry service); (2) application date; (3) rate of fare adjustment applied for; and (4) application result.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 44)

Reply:

The latest situation on fare adjustment applications received from various public transport modes in 2018-19 is as follows:

(A) Franchised Bus

Bus company	Application date	Fare adjustment applied for	Result
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	24 August 2017	12%	The average fare increase rate was 7% (New fares took effect from 20 January 2019)
New World First Bus Services Limited	24 August 2017	12%	The average fare increase rate was 5.6% (New fare took effect from 20 January 2019)
The Kowloon Motor Bus Company (1933) Limited	7 September 2018	8.5%	Being processed
Long Win Bus Company Limited	7 September 2018	8.5%	Being processed
New Lantao Bus Co. (1973) Limited.	28 September 2018	9.8%	Being processed

(B) Green Minibus (GMB)

GMB route		Application date	Fare adjustment applied for	Result
1.	Hong Kong Island (HKI) 51	April 2018	To increase by 18.2%	To be increased by 5.8%
2.	HKI 51A	April 2018	To increase by 18.2%	To be increased by 5.8%
3.	HKI 51S	April 2018	To increase by 18.2%	To be increased by 5.8%
4.	HKI 52	April 2018	To increase by 15.5%	Being processed
5.	HKI 69	April 2018	To increase by 21.3%	To be increased by 4.3%
6.	HKI 69A	April 2018	To increase by 21.3%	To be increased by 3.8%
7.	HKI 69X	April 2018	To increase by 21.3%	To be increased by 4.0%
8.	Kowloon (Kln) 9M	April 2018	To increase by 25.0%	Being processed
9.	Kln 71A	May 2018	To increase by 12.5%	Being processed
10.	Kln 71B	May 2018	To increase by 12.5%	Being processed
11.	New Territories (NT) 55K	May 2018	To increase by 13.6%	To be increased by 7.4%
12.	NT 56A	May 2018	To increase by 13.6%	To be increased by 7.4%
13.	NT 56B	May 2018	To increase by 13.6%	To be increased by 7.4%
14.	NT 56C	May 2018	To increase by 13.6%	To be increased by 7.4%
15.	NT 56K	May 2018	To increase by 13.6%	To be increased by 7.4%
16.	NT 301	May 2018	To increase by 14.9%	To be increased by 5.7%
17.	NT 301M	May 2018	To increase by 14.9%	To be increased by 5.7%
18.	NT 302	May 2018	To increase by 14.9%	To be increased by 5.7%
19.	NT 81	June 2018	To increase by 27.6%	To be increased by 8.4%
20.	NT 81M	June 2018	To increase by 27.6%	To be increased by 8.4%
21.	NT 82	June 2018	To increase by 27.6%	To be increased by 8.4%
22.	NT 82M	June 2018	To increase by 27.6%	To be increased by 8.4%
23.	NT 89	June 2018	To increase by 21.0%	To be increased by 6.3%
24.	NT 89A	June 2018	To increase by 21.0%	To be increased by 6.3%
25.	NT 89B	June 2018	To increase by 21.0%	To be increased by 6.3%
26.	NT 89M	June 2018	To increase by 21.0%	To be increased by 6.3%
27.	NT 89P	June 2018	To increase by 21.0%	To be increased by 6.3%
28.	NT 89S	June 2018	To increase by 21.0%	To be increased by 6.3%
29.	NT 98	June 2018	To increase by 21.0%	To be increased by 6.3%
30.	NT 112A	June 2018	To increase by 8.4%	To be increased by 7.3%
31.	NT 112M	June 2018	To increase by 8.4%	To be increased by 7.3%
32.	NT 112S	June 2018	To increase by 8.4%	To be increased by 7.3%
33.	Kln 16	June 2018	To increase by 12.0%	Being processed
34.	Kln 16A	June 2018	To increase by 12.0%	Being processed
35.	Kln 16B	June 2018	To increase by 12.0%	Being processed
36.	Kln 16S	June 2018	To increase by 12.0%	Being processed
37.	Kln 89A	June 2018	To increase by 25.5%	Being processed
38.	Kln 89B	June 2018	To increase by 25.5%	Being processed
39.	Kln 89C	June 2018	To increase by 25.5%	Being processed
40.	HKI 32	July 2018	To increase by 21.2%	To be increased by 8.4%
41.	HKI 32A	July 2018	To increase by 21.2%	To be increased by 8.4%
42.	HKI 33	July 2018	To increase by 21.2%	To be increased by 8.4%
43.	HKI 33M	July 2018	To increase by 21.2%	To be increased by 8.4%
44.	NT 11	July 2018	To increase by 17.1%	To be increased by 5.9%
45.	NT 11A	July 2018	To increase by 17.1%	To be increased by 5.9%

GMB route		Application date	Fare adjustment applied for	Result
46.	NT 11B	July 2018	To increase by 17.1%	To be increased by 5.9%
47.	NT 11M	July 2018	To increase by 17.1%	To be increased by 5.9%
48.	NT 11S	July 2018	To increase by 17.1%	To be increased by 5.9%
49.	NT 12	July 2018	To increase by 17.1%	To be increased by 5.9%
50.	NT 52A	July 2018	To increase by 25.8%	To be increased by 4.9%
51.	NT 52B	July 2018	To increase by 25.8%	To be increased by 4.9%
52.	NT 52K	July 2018	To increase by 25.8%	To be increased by 4.9%
53.	NT 54A	July 2018	To increase by 25.2%	To be increased by 6.0%
54.	NT 54K	July 2018	To increase by 25.2%	To be increased by 6.0%
55.	NT 65A	July 2018	To increase by 32.7%	To be increased by 15.1%
56.	NT 65K	July 2018	To increase by 32.7%	To be increased by 15.1%
57.	NT 65S	July 2018	To increase by 32.7%	To be increased by 15.1%
58.	NT 66K	July 2018	To increase by 32.7%	To be increased by 15.1%
59.	NT 67A	July 2018	To increase by 32.7%	To be increased by 15.1%
60.	NT 67K	July 2018	To increase by 32.7%	To be increased by 15.1%
61.	HKI 43M	July 2018	To increase by 29.6%	Being processed
62.	HKI 44M	July 2018	To increase by 29.6%	Being processed
63.	HKI 47E	July 2018	To increase by 28.6%	Being processed
64.	HKI 47M	July 2018	To increase by 28.6%	Being processed
65.	HKI 47S	July 2018	To increase by 28.6%	Being processed
66.	HKI 48M	July 2018	To increase by 28.6%	Being processed
67.	Kln 43M	July 2018	To increase by 19.4%	Being processed
68.	NT 814	August 2018	To increase by 11.0%	To be increased by 9.0%
69.	NT 25A	August 2018	To increase by 7.0%	To be increased by 7.0%
70.	NT 25B	August 2018	To increase by 7.0%	To be increased by 7.0%
71.	NT 25K	August 2018	To increase by 7.0%	To be increased by 7.0%
72.	HKI 24A	August 2018	To increase by 17.2%	Being processed
73.	HKI 24M	August 2018	To increase by 17.2%	Being processed
74.	HKI 25	August 2018	To increase by 17.2%	Being processed
75.	Kln 22A	August 2018	To increase by 5.4%	Being processed
76.	Kln 22M	August 2018	To increase by 5.4%	Being processed
77.	NT 19S	August 2018	To increase by 7.9%	Being processed
78.	NT 108A	August 2018	To increase by 7.9%	Being processed
79.	NT 10M	September 2018	To increase by 23.5%	To be increased by 11.4%
80.	NT 13	September 2018	To increase by 23.5%	To be increased by 11.4%
81.	NT 110	September 2018	To increase by 23.5%	To be increased by 11.4%
82.	NT 94	September 2018	To increase by 13.4%	To be increased by 7.2%
83.	NT 94A	September 2018	To increase by 13.4%	To be increased by 7.2%
84.	NT 94S	September 2018	To increase by 13.4%	To be increased by 7.2%
85.	HKI 9	September 2018	To increase by 21.7%	Being processed
86.	HKI 12	September 2018	To increase by 21.7%	Being processed
87.	HKI 13	September 2018	To increase by 21.7%	Being processed
88.	HKI 58	September 2018	To increase by 30.0%	Being processed
89.	HKI 58A	September 2018	To increase by 30.0%	Being processed
90.	HKI 58M	September 2018	To increase by 30.0%	Being processed
91.	HKI 59	September 2018	To increase by 30.0%	Being processed
92.	HKI 59A	September 2018	To increase by 30.0%	Being processed
93.	HKI 59B	September 2018	To increase by 30.0%	Being processed
94.	HKI 66	September 2018	To increase by 17.1%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
95.	HKI 66A	September 2018	To increase by 17.1%	Being processed
96.	HKI 68	September 2018	To increase by 17.1%	Being processed
97.	NT 63A	October 2018	To increase by 20.0%	To be increased by 12.0%
98.	NT 63B	October 2018	To increase by 20.0%	To be increased by 12.0%
99.	NT 63K	October 2018	To increase by 20.0%	To be increased by 12.0%
100.	NT 63S	October 2018	To increase by 20.0%	To be increased by 12.0%
101.	NT 64A	October 2018	To increase by 20.0%	To be increased by 12.0%
102.	NT 64K	October 2018	To increase by 20.0%	To be increased by 12.0%
103.	Kln 46	October 2018	To increase by 6.6%	Being processed
104.	NT 808	November 2018	To increase by 11.5%	To be increased by 6.3%
105.	NT 808A	November 2018	To increase by 11.5%	To be increased by 6.3%
106.	NT 808P	November 2018	To increase by 11.5%	To be increased by 6.3%
107.	NT 809K	November 2018	To increase by 11.5%	To be increased by 6.3%
108.	HKI 14M	November 2018	To increase by 17.6%	Being processed
109.	HKI 21A	November 2018	To increase by 17.6%	Being processed
110.	HKI 21M	November 2018	To increase by 17.6%	Being processed
111.	Kln 72	November 2018	To increase by 11.9%	Being processed
112.	Kln 73	November 2018	To increase by 11.4%	Being processed
113.	HKI 26	December 2018	To increase by 9.7%	Being processed
114.	Kln 86	December 2018	To increase by 11.7%	Being processed
115.	NT 411	December 2018	To increase by 18.0%	Being processed
116.	HKI 1	January 2019	To increase by 9.6%	Being processed
117.	HKI 1A	January 2019	To increase by 9.6%	Being processed
118.	HKI 2	January 2019	To increase by 9.6%	Being processed
119.	HKI 3	January 2019	To increase by 9.6%	Being processed
120.	HKI 3A	January 2019	To increase by 9.6%	Being processed
121.	HKI 28	January 2019	To increase by 9.6%	Being processed
122.	HKI 28A	January 2019	To increase by 9.6%	Being processed
123.	HKI 28M	January 2019	To increase by 9.6%	Being processed
124.	HKI 28S	January 2019	To increase by 9.6%	Being processed
125.	NT 611	February 2019	To increase by 12.9%	Being processed
126.	NT 611A	February 2019	To increase by 12.9%	Being processed
127.	NT 611B	February 2019	To increase by 12.9%	Being processed
128.	NT 611P	February 2019	To increase by 12.9%	Being processed
129.	NT 88D	March 2019	To increase by 13.0%	Being processed

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

In addition, while the operator of another two GMB routes had earlier applied for fare increases, the service of these two routes was already cancelled in March 2019 as per the operator's application. Hence, the fare application of these two routes was no longer valid and not processed by the TD.

(C) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Discovery Bay – Central	October 2017	To increase by 15.0% (Cash or Non-registered Octopus Card), 4.7% (Registered Octopus Card) and 15.1% (T-Card) for day service; and 14.9% (Cash or Non-registered Octopus Card), 7.4% (Registered Octopus Card) and 19.6%(T-Card) for overnight service	Increased by 15.0% (Cash or Non-registered Octopus Card), 4.7% (Registered Octopus Card) and 15.1% (T-Card) for day service; and 14.9% (Cash or Non-registered Octopus Card), 7.4% (Registered Octopus Card) and 19.6%(T-Card) for overnight service
2.	Aberdeen – Pak Kok Tsuen – Yung Shue Wan	May 2018	To increase by 11% for Sundays and Public Holidays	Increased by 11% for Sundays and Public Holidays
3.	Tuen Mun – Tung Chung Sha Lo Wan – Tai O	November 2018	To increase by 20%	Being Processed
4.	North Point – Kwun Tong (Dangerous Goods Vehicular Service)	November 2018	To increase by 8.4% (vehicles not exceeding 11 meters in length and exceeding 5.5 tonnes in weight) and 7.1% (vehicles not exceeding 11 meters in length and not exceeding 5.5 tonnes in weight)	Being Processed
5.	Aberdeen – Sok Kwu Wan (via Mo Tat)	December 2018	To increase by 25%	Being Processed

(D) Taxi

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	13 September 2018	To increase by 20.4%	Being processed
New Territories Taxi	18 September 2018	To increase by 22.9%	Being processed
Lantau taxi	19 September 2018	To increase by 25.7%	Being processed

In addition, the three taxi trades applied for shortening the waiting time from 60 seconds to 45 seconds per jump, as well as increasing the additional fare for every animal or bird carried, with the urban and NT taxi trades applying for a $1 increase, from $5 to $6 and the Lantau taxi trade applying for a $3 increase, from $5 to $8. The Lantau taxi trade applied for a $2 increase in the additional fare for every article of baggage carried from $6 to $8,

and a $3 increase in the additional fare for every hiring arranged through telephone booking from $5 to $8.

(E) Tram

Application date	Fare adjustment applied for	Result
17 August 2017	To increase by 13.0%	Increased by 13.0% (New fares took effect from 2 July 2018)

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1027)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport and Housing Bureau will oversee the Study on "Congestion Charging" (the Study) by the Transport Department (TD). Please advise the details of the Study, timetable (including when the stakeholders would be consulted about the findings of the Study) and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 5)

Reply:

The TD is actively preparing for the commencement of the Study in mid-2019. The Study will adopt the principle of "Efficiency First" to examine the hierarchy and level of tolls of government tolled tunnels (including the Western Harbour Crossing and Tai Lam Tunnel which will be taken over by the Government upon franchise expiry in August 2023 and May 2025 respectively) and Tsing Ma and Tsing Sha Control Areas with a view to enabling efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls, while imposing higher tolls on vehicles with low carrying capacity (such as private cars). The Study will also examine the scope for charging different tolls for different time periods. The TD plans to consult relevant stakeholders, including the transport trades, the Legislative Council Panel on Transport and the Transport Advisory Committee, on the proposed toll plans and the toll adjustment mechanism recommended by the Study in 2021.

The estimated expenditure of the Study in 2019-20 is $3.5 million. Management of the Study is undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1028)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that in 2019-20, the Government will continue to introduce and implement measures to increase provision of parking spaces in the short and medium to long terms. Please provide information on the latest progress of the various measures implemented and the resources involved. Moreover, please advise on the latest progress of identifying on-street night-time parking spaces, with breakdown by vehicle type, location and number of parking spaces. Please also advise on the latest progress of the consultancy study on parking for commercial vehicles (CVs) and the schedule for releasing the study results.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

The Government continues to pursue actively a number of measures to increase parking spaces. These measures include:

(a) designating suitable on-street locations as night-time parking spaces;
(b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
(c) following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" (G/IC) facilities and public open space projects;
(d) encouraging parking of school buses inside school premises after school hours;
(e) providing parking spaces and picking up/setting down facilities for coaches;
(f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles;
(g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and
(h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

The numbers of additional parking spaces for private cars and commercial vehicles provided under the various measures in 2018-19 are as follows:

Private Cars		Commercial Vehicles				
Parking spaces provided within new developments	**Public parking spaces in new G/IC facilities and short term tenancy car parks**	**Night-time on-street parking**	**Parking spaces provided within new developments**	**Public parking spaces in new G/IC facilities and short term tenancy car parks**	**Parking spaces within school premises**	**Coach parking spaces and pick-up/drop-off facilities**
8 208	1 486	43	199	484	28	322

Increasing the provision of public parking spaces is an on-going task of the Transport Department (TD) and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved.

Since 2015-16, the TD identified and proposed a total of 495 on-street overnight parking spaces for CVs. As at February 2019, the status of these parking spaces was:

Status	Number of spaces
Completed	180 [1]
Shelved due to local objections	141
Local consultation/resolution of objection in progress	141
Under construction	33
Total	**495**

[1] The details of the 180 on-street overnight parking spaces for CVs are provided at Annex.

The TD commenced the consultancy study on parking for CVs in December 2017, and targets to complete the study in end 2019. The findings and recommendations will be announced upon completion of the study.

Annex

Details of on-street overnight parking spaces for CVs completed since 2015-16

District	Location	Vehicle type	Number of parking spaces
Eastern	Tung Hei Road	Goods Vehicle / Bus	16
Southern	Lee Lok Street Heung Yip Road	Goods Vehicle / Bus	7
Wan Chai	Lockhart Road	Goods Vehicle	3
Sham Shui Po	Woh Chai Street Tonkin Street	Goods Vehicle	4
Kwun Tong	Hung To Road Wang Hoi Road Lam Fook Street	Goods Vehicle	11
Kwai Tsing	Tam Kon Shan Road Tsing Sheung Road Tsing Yi Hong Wan Road Wing Lap Street Ta Chuen Ping Street Ka Hing Road	Goods Vehicle	35
Tuen Mun	Kin Fat Street Kin Kwan Street Hung Cheung Road San Ping Circuit Hoi Wah Road	Goods Vehicle / Bus	57
Yuen Long	Ping Tong Street East Ping Tong Street South	Goods Vehicle	4
North	Choi Fat Street On Fuk Street Yip Wo Street Choi Yuen Road	Goods Vehicle	22
Sai Kung	Tong Chun Street	Goods Vehicle	6
Sha Tin	Man Lai Road Man Lam Road On Kwan Street Yuen Wo Road	Goods Vehicle / Bus	11
Islands	Yu Tung Road	Goods Vehicle	4
Total			**180**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1029)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please give an update on the participation in the Scheme by operators of various public transport services. When the Transport and Housing Bureau (THB) conducts a review of the Scheme, will it consider taking measures to encourage more public transport service operators to participate in the Scheme, so as to provide more modal choices to commuters? What are the resources involved in overseeing the implementation of the Scheme by the THB in 2019-20?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)

Reply:

The Scheme has been implemented from 1 January 2019, covering the Mass Transit Railway, all franchised buses, green minibuses, ferries and trams, as well as designated routes of red minibuses (RMBs), Kaitos, and non-franchised buses providing residents' services (RS) and employees' services (ES) approved by the Transport Department (TD). As at 11 March 2019, 34 RS routes, 14 ES routes, 13 RMB routes and ten Kaito routes have joined the Scheme. The TD has been encouraging the operators of RS, ES, RMB and Kaitos to join the Scheme and will continue to maintain close contacts with them to facilitate them to join the Scheme at the earliest possible time. Besides, the Octopus Cards Limited has been offering special concessions to operators which apply for joining the Scheme for the first time and use the Octopus payment system. They can procure the Octopus processors and other relevant devices and services at discounted prices. If the operators choose the rental option of Octopus processors, the Octopus Cards Limited has offered rent-free concession for the first year.

The Government will commence a review of the Scheme around a year after the Scheme's implementation (i.e. 2020) to examine its effectiveness, impact on the travelling patterns of commuters and the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data.

The THB proposed to create five permanent posts (including one Administrative Officer Staff Grade C and four non-directorate posts) in Transport Branch in the 2019-20 financial year to assist in preparing and continuously overseeing the implementation of the various new initiatives for enhancing public transport services. These include, among other duties, overseeing the Scheme upon its implementation and commencing the review of the Scheme. The proposal will be submitted to the Establishment Subcommittee for consideration and the manpower expenditure involved is $5,280,660. There is no further breakdown of the resources involved in overseeing the implementation of the Scheme and reviewing the Scheme, as these tasks form part of the many duties undertaken by the additional staff mentioned above.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1031)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Chief Executive announced in the 2018 Policy Address that to provide real-time arrival information of green minibuses (GMBs), the Government will fund and develop a data collection system and a mobile application, as well as install relevant devices on GMBs to enable passengers to access the real-time arrival information of GMBs through the mobile application. Regarding the plan to install the system for providing real-time arrival information of GMBs, what are the overall timetable and resources involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the Transport Department (TD)'s website and the "e-Mobility" mobile application. The relevant data will also be released in machine-readable format via DATA.GOV.HK for public use.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival

information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about $31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional annual recurrent expenditure of about $3.39 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1043)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the progress of public light buses (PLBs) being replaced with 19-seat PLBs with breakdown by type of PLB and year after implementation of the measure to increase the maximum seating capacity of PLBs to 19. As the Transport Department (TD) will continue to pursue the review study on the operating conditions of PLBs in 2019-20, please advise on the details of the review study and the resources involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 21)

Reply:

The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs. Among these 949 19-seat PLBs registered, 799 are green minibuses (GMBs) deployed on 270 GMB routes, and 150 are red minibuses.

The TD launched a regular survey on the market occupancy rate of PLB in the fourth quarter of 2018, in the light of which the supply of, the demand for, and the operation of PLB services subsequent to the implementation of the new maximum seating capacity will be reviewed. Comprehensive surveys (including surveys on-board, at termini and en-route stops) will be conducted during the review for all the green and red minibus services. The review will be completed by end 2019. The one-off expenditure for the regular study concerned is $6.67 million. As for the work involved in monitoring the review, it will be undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1045)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will continue to update and enhance the transport model for planning purposes. However, it has been over 20 years since the third Comprehensive Transport Study (CTS) was conducted by the TD in 1997. During this period, Hong Kong has seen significant growth in population, the number of inbound visitors as well as cross-boundary passenger flow and traffic volume. Moreover, along with the development of new towns and following the introduction of certain transport policy by the Government, such as the introduction of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and the Public Transport Fare Subsidy Scheme, there have been changes in the public demand for public transport services. Despite so, the Government's policy is still based on the CTS, only with enhancement made from time to time. In this connection, will the Government advise on the work details regarding the updating and enhancement of the transport model, the accuracy thereof and the resources involved? Will the Government consider conducting the Fourth CTS?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 23)

Reply:

The Government completed the third CTS in October 1999. The study comprised three main aspects: (i) planning of transport infrastructure; (ii) the roles, positioning, and coordination of each public transport mode; and (iii) other topical transport studies. The third CTS laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of the passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in traffic management; and (5) implementation of more environment-friendly transport measures. These broad directions remain applicable today.

After completion of the third CTS, the Transport and Housing Bureau has been conducting different studies for the various aspects of the CTS. (i) On planning of transport infrastructure, the Government announced the "Railway Development Strategy 2000" and "Railway Development Strategy 2014" in 2000 and 2014 respectively. The Government

also conducted regular internal reviews on the planning of strategic road projects in Hong Kong; and as a result, took forward major road projects including Central – Wan Chai Bypass and Island Eastern Corridor Link, Central Kowloon Route, Tseung Kwan O – Lam Tin Tunnel, Cross Bay Link, etc. in a timely manner. Our next step is to commence the "Strategic Studies on Railways and Major Roads beyond 2030". (ii) On public transport services, the Government completed the "Public Transport Strategy Study" in June 2017, which examined the roles and positioning of public transport services other than heavy rail. It has reaffirmed the key factors underpinning the success of the public transport system, and has recommended more than 60 measures to enhance the arrangement of public transport system. These measures will help reinforce the roles played by different public transport services in the public transport system and promote their complementarity so that the public can enjoy more efficient, convenient and diversified public transport services. (iii) On topical transport studies, apart from continuing with the study on parking for commercial vehicles and making necessary preparation for the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas, the TD will also embark on a study on "Congestion Charging", which will adopt the principle of "Efficiency First" to enable efficient people carriers (such as franchised buses) and vehicles that support economic activities (such as goods vehicles) to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicle types with low carrying capacity (such as private cars). The study will also examine the scope for charging different tolls for different time periods. The TD expects to consult the stakeholders on the recommendations arising from the Study in 2021.

The above studies on different transport topics can basically serve the purpose of a CTS. Moreover, compared to the previous approach of conducting an one-off CTS to cover the above three main aspects, we consider that the arrangement of conducting studies on different aspects and topics at appropriate times, on the one hand, allows flexibility to match the ever-changing traffic demand arising from local developments. On the other hand, it is a more suitable approach to have resources progressively deployed so as to complete the studies in an orderly manner for early promulgation of the findings of each study, without undergoing protracted preparatory and coordination process for an extensive study.

In the meantime, the TD has been upgrading and updating the CTS Model continuously to enhance its performance and capability; to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data; and to ensure the provision of robust and reliable traffic forecasts for planning purposes.

The TD completed the comprehensive updating and enhancement of the CTS Model in 2015 through a consultancy service at a fee of $6.87 million. The operation of the CTS Model requires specific computer software as a platform and the annual licence fee involved is about $90,000. Regular upkeep of the CTS Model to incorporate the latest planning information and changes in traffic circumstances is undertaken by the TD's existing staff resources, and hence there is no breakdown in the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1046)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the information on additional parking spaces in 2018-19 with breakdown by commercial vehicle (CV) type (including container vehicle, heavy goods vehicle, public light bus, nanny van and taxi), location and number of parking spaces. What are the resources involved in the work on increasing the number of CV parking spaces?

The Transport Department (TD) stated that in the ongoing study on parking for CVs (the Study), taxis and container vehicles are not covered, as taxis, operating on the road all day long, can be parked at any private car parking space where necessary, whereas container vehicles can be parked on port backup land or brownfield sites in the New Territories. However, some taxis have been left idle due to a lack of taxi drivers, and taxis which are parked at private car parking spaces will attract residents' accusation of occupation of the parking spaces. On the other hand, with the rising housing demand, short-term tenancy sites and brownfield sites available for parking of container vehicles have been taken back by the Government one after another for development, resulting in even less parking spaces available for use. In this connection, will the Government consider including the provision of parking spaces for taxis and containers vehicles in the Study? If yes, what are the details? If no, what measures will the Government take to address the parking needs of taxis and container vehicles?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 24)

Reply:

In 2018-19, the provision of additional parking spaces for various types of vehicles in 18 districts is as follows:

District	Private Car/ Vans / Taxi	Coach/ Bus/ Light Bus	Light Goods Vehicle	Medium/Heavy Goods Vehicle	Container Vehicle
Central & Western	424	0	0	0	0
Wan Chai	235	2	3	0	0

District	Private Car/ Vans / Taxi	Coach/ Bus/ Light Bus	Light Goods Vehicle	Medium/Heavy Goods Vehicle	Container Vehicle
Eastern	652	39	10	23	0
Southern	275	103	4	0	0
Yau Tsim Mong	571	32	0	0	0
Sham Shui Po	211	0	2	0	0
Kowloon City	875	50	0	0	0
Wong Tai Sin	19	0	2	0	0
Kwun Tong	445	6	0	0	0
Tsuen Wan	1 068	0	0	0	0
Tuen Mun	322	0	10	0	0
Yuen Long	239	10	26	0	0
North	483	0	29	26	0
Tai Po	76	0	0	0	0
Sai Kung	1 322	18	0	0	0
Sha Tin	681	1	11	27	0
Kwai Tsing	330	48	5	104	146
Islands	809	0	14	0	0
Total	9 037	309	116	180	146

Increasing the provision of parking spaces for CVs is an on-going task of the TD and is undertaken by the existing staff. There is no separate breakdown of manpower and expenditure involved. Regarding the consultancy study on parking for CVs, which commenced in December 2017 for completion in end-2019, to assess the parking demand of CVs and to formulate short to long term measures to address the demand, the estimated expenditure in 2019-20 is $3.5 million.

The consultancy study on parking for CVs will examine the parking demand of goods vehicles, public and private light buses, private buses and non-franchised buses. As regards taxis and container vehicles, the former generally operate on the road round-the-clock and their parking demand is mainly for short duration stay and can be met by parking spaces for private cars. As for the latter, the majority of them are currently parked at port back-up land or brownfield sites in the New Territories. Since this situation remains largely the same and the numbers of licensed taxis and container vehicles are relatively stable, the study will not cover taxis and container vehicles.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1048)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will continue to carry out the renovation project of the Ma On Shan Town Centre Public Transport Terminus (MOS PTT) on pilot basis. What is the progress of the concerned renovation works and the related expenses incurred? What are the arrangements for the maintenance of the public transport terminus after its renovation? Besides, please list out the public transport termini owned by the Government by district and among them, which five public transport termini are considered to be warranted for renovation by the Department?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 26)

Reply:

The approved funding for the pilot project on renovation of the MOS PPT under the Minor Building Works Project Vote is about $29 million. The TD, with the support from the Architectural Services Department (ArchSD), are working on the detailed design and preparation works for the project. It is expected that the construction works will commence in end 2019 for completion in 2021. Upon completion of the renovation work, various government departments including the Highways Department, the ArchSD and the Electrical and Mechanical Services Department, will continue to be responsible for the respective maintenance work of the renovated MOS PTT.

At present, there are 62 government-owned covered public transport interchanges (PTIs) in Hong Kong as detailed in Annex. The Government will take into account the outcome of the MOS PTT pilot project and passengers' feedback to consider renovation projects at other public transport interchanges.

Annex

Covered Public Transport Interchanges owned by the Government

District			Name
1	Hong Kong Island	Central and Western	Admiralty Station (East) Bus Terminus
2			Central (Exchange Square) Bus Terminus
3			Central (Hong Kong Station) Public Transport Interchange
4			The Peak Public Transport Terminus
5		Eastern	Sai Wan Ho (Grand Promenade) Public Transport Interchange
6			Siu Sai Wan (Island Resort) Public Transport Interchange
7			Shau Kei Wan Station Public Light Bus Terminus
8			North Point Ferry Pier Public Transport Interchange
9		Wan Chai	Tin Hau Station Public Transport Interchange
10		Southern	South Horizons Public Transport Interchange
11			Cyberport Public Transport Interchange
12			Shum Wan Road Public Transport Terminus
13	Kowloon	Kowloon City	Laguna Verde Public Transport Terminus
14			Whampoa Garden Public Transport Interchange
15			Kowloon Tong (Suffolk Road) Public Transport Interchange
16			Hung Hom (Hung Luen Road) Public Transport Interchange
17		Kwun Tong	Kowloon Bay Public Transport Interchange
18			Laguna City Public Transport Interchange
19			Lam Tin Station Public Transport Interchange
20			Ping Shek Public Transport Interchange
21		Sham Shui Po	Cheung Sha Wan Plaza Public Transport Interchange
22			Kowloon Tong (Festival Walk) Public Transport Interchange
23			Yen Chow Street Public Transport Interchange
24			Kau Wa Keng Public Transport Interchange
25		Wong Tai Sin	Diamond Hill Station Public Transport Interchange
26		Yau Tsim Mong	Island Harbourview Public Transport Interchange
27			Kowloon Station Public Transport Interchange
28			Olympic Station Public Transport Interchange
29			Park Avenue Public Transport Interchange
30			Tsim Sha Tsui East Bus Terminus
31			Tsim Sha Tsui East (Mody Road) Bus Terminus
32			Langham Place Public Light Bus Terminus
33			West Kowloon Station Bus Terminus

District			Name
34	New Territories	Sha Tin	Bayshore Towers Public Transport Interchange
35			Ma On Shan Town Centre Public Transport Terminus
36			Sha Tin Central Bus Terminus
37			Tai Wai Station Public Transport Interchange
38			Wu Kai Sha Station Public Transport Interchange
39		Sai Kung	Hang Hau Station Public Transport Interchange
40			Po Lam Public Transport Interchange
41			Tiu Keng Leng Station Public Transport Interchange
42			Tseung Kwan O Station Public Transport Interchange
43		Tai Po	Tai Po Market Station Bus Terminus
44		North	Luen Wo Hui Public Transport Terminus
45			Sheung Shui Bus Terminus
46		Tuen Mun	Lung Mun Oasis Bus Terminus
47			Sam Shing Bus Terminus
48			Tuen Mun Central Bus Terminus
49			Tuen Mun Pierhead Bus Terminus
50			Tuen Mun Station Public Transport Interchange
51		Tsuen Wan	Bayview Garden Bus Terminus
52			Discovery Park Public Transport Interchange
53			Nina Tower Bus Terminus
54			Sai Lau Kok Public Transport Interchange
55			Tsuen Wan Station Public Transport Interchange
56			Tsuen Wan West Station Public Transport Interchange
57			Vision City Public Light Bus Terminus
58		Yuen Long	Tin Shui Wai Town Centre Public Transport Interchange
59			Yuen Long Station (North) Public Transport Interchange
60		Islands	Tung Chung Station Bus Terminus
61		Kwai Tsing	Kwai Fong Station Bus Terminus
62			Kwai Hing Station Bus Terminus

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1049)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will continue to carry out renovation works at the Yung Shue Wan Ferry Pier on a pilot project basis. What are the progress of the renovation works and the resources involved? What are the arrangements for the repairs and maintenance of Yung Shue Wan Ferry Pier after completion of the renovation works? According to the ferry operators, some of the ferry piers have not been properly maintained for long, and are seriously damaged especially after the Typhoon Mangkhut in last year, causing safety hazard to passengers. As such, what measures will the TD take to complete the repair works for the ferry piers before the next typhoon season arrives?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 27)

Reply:

The TD is carrying out a pilot project for upgrading Yung Shue Wan Ferry Pier with a view to providing ferry passengers with a more comfortable waiting environment. The TD, supported by the Architectural Services Department (ArchSD), consulted the Islands District Council on the design of the renovation works of the Yung Shue Wan Ferry Pier in April 2018. With the support of the District Council, the renovation works are planned to commence in the second quarter of 2019 for completion in end 2020. The estimated total expenditure of this minor works project is around $29 million.

For ferry piers under the TD's management (including the Yung Shue Wan Ferry Pier), the TD takes up the coordinating role while the relevant works departments such as the ArchSD, the Civil Engineering Development Department and the Electrical and Mechanical Services Department are responsible for the repairs and maintenance of ferry piers. This established arrangement will continue after the completion of the renovation works of the Yung Shue Wan Ferry Pier.

The TD and the relevant works departments attach great importance to ensuring the safe operation of ferry piers. During typhoons, the Emergency Transport Coordination Centre

keeps very close liaison with the ferry operators and the maintenance teams of the works departments such that priorities would be accorded to conducting emergency repair works at the concerned ferry piers during the post-typhoon period so as to better ensure that ferry services can be resumed once the weather and sea conditions permit. Such arrangements generally worked quite smoothly during the passage of Typhoon Mangkhut in September 2018. Regarding the damages to passenger ferry piers caused by Typhoon Mangkhut, emergency repair works for the passenger ferry piers had been completed before ferry services resumed. The TD will continue to work with the relevant works departments and ferry operators to ensure safe and smooth operation of the ferry piers, especially during the typhoon periods.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1050)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) will assist the Transport and Housing Bureau (THB) in extending the pre-service course requirement for new public light bus driving licence holders to cover taxi and public bus drivers. What are the progress of the preparatory work for the concerned courses, the estimated implementation time and the resources involved for the concerned work?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 28)

Reply:

The Government is working on the legislative amendment exercise to relax the requirement of the driving licence holding period for private car or light goods vehicle from three years to one year before a person may apply for a commercial vehicle driving licence, and to extend the mandatory pre-service course requirement to new applicants for a full driving licence to drive a taxi or a public bus. The Government plans to introduce the relevant legislative proposals into the Legislative Council within the 2018-19 legislative session with a view to implementing the measures within 2019.

The work as mentioned above is undertaken by staff of the THB and the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1051)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise this Committee on the number of applications for cancellation of GMB routes received by the Transport Department ("TD") in 2018, the route details and the reasons for the cancellation. Please also provide the route details of the 11 new GMB routes to be introduced in 2019, the number of vehicles involved, the estimated timetable of the tender exercise, as well as the estimated resources involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 29)

Reply:

In 2018, the TD received applications for cancellation of three GMB routes, mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes with the operators, and implemented appropriate measures, such as fare and frequency adjustment, re-routeing or vehicle re-deployment, with a view to improving service efficiency and financial viability. Of the three routes, the operator of the following two routes still decided to cease operation after discussions:-

GMB Route	Origin - Destination
New Territories (NT) 106	Po Lam – Kowloon Bay
NT 107	Haven of Hope Hospital – Po Lam Public Transport Interchange (Circular)

As a temporary arrangement, another GMB operator has been operating NT GMB Route No. 107 since March 2019. The TD has planned to select a new operator to run the two routes by re-tendering in the 2019 GMB Operators Selection Exercise (GMBOSE).

The TD plans to introduce a total of 13 GMB routes[1] in 2019. Among these 13 routes, the operators of four routes were already selected in the 2018 GMBOSE, and that of the other nine GMB routes will be selected in the 2019 GMBOSE. Details of the routes, the number of proposed vehicle allocation and the implementation timetable are as follows:

1 There are a total of 13 GMB routes to be introduced in 2019, because the two routes NT Route No. 106 and 107 (which have ceased operation by the original operator as mentioned above), are further included to the 11 planned ones.

	Origin - Destination	Numbers of proposed vehicles allocation	Time Table for tender exercise
Operators selected under the 2018 GMBOSE			
(a)	Yau Tong (Yau Lai Estate) – Hong Kong Children's Hospital	4	Service introduced on 3 March 2019
(b)	Sau Mau Ping – Hong Kong Children's Hospital	5	Service introduced on 3 March 2019
(c)	Ap Lei Chau (Ping Lan Street) – Lei Tung Estate/ Ap Lei Chau Estate (Circular) (Note 1)	1	Service to be introduced in April 2019
(d)	Ap Lei Chau (Ping Lan Street) – Causeway Bay (Lee Garden Road) (Circular) (Note 2)	3	Service to be introduced in April 2019
Operators to be selected under the 2019 GMBOSE			
(e)	Tsing Yi Public Pier – Princess Margaret Hospital	4	Subject to the results of consultation currently being conducted, operators will be selected in the 2019 GMBOSE which is scheduled for the second quarter of 2019.
(f)	Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai (Tin Tan Street)	3	
(g)	Hung Shui Kiu (Hung Yuen Road) – Tung Tau Industrial Area (Tak Yip Street)	4	
(h)	Wong Nai Tau – Wan Tau Tong	7	
(i)	Shek Mun – Wan Tau Tong	6	
(j)	Po Lam – Chun Cheong Street	4	
(k)	Po Lam – Kowloon Bay (Note 3)	8	
(l)	Haven of Hope Hospital – Po Lam Public Transport Interchange (Circular) (Note 4)	1	
(m)	Sheung Wan (Hollywood Road) – Caine Road (Circular)	2	
	Total	52	

Note:

(1) A cancelled route in 2017 and re-tendered in the 2018 GMBOSE with the provision of temporary service currently as a transitional arrangement.

(2) A cancelled route in 2017 and re-tendered in the 2018 GMBOSE.

(3) A cancelled route in 2018 and to be re-tendered in the 2019 GMBOSE.

(4) A cancelled route in 2018 and to be re-tendered in the 2019 GMBOSE with the provision of temporary service currently as a transitional arrangement.

The work involved in the introduction of new GMB routes is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure for the work involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1535)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

A shortage of parking spaces for commercial vehicles (CVs) has led to increasingly rampant illegal parking and thus increasing cases of imposition of fines against it. This has affected the livelihood of those in the transport sector. Will the Government inform this Committee:

1. of the numbers of additional parking spaces (for private car, motorcycle and CV) provided by the Government in the three years listed below as well as the expenditure involved:

Year	Private car parking space	Motorcycle parking space	CV parking space	Total expenditure
2019-20				
2018-19				
2017-18				

2. whether the Government has any plan to increase the provision of CV parking spaces in the short, medium and long terms, and if yes, of the details and the estimated expenditure involved.

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 36)

Reply:

1. The numbers of additional parking spaces for private car, motorcycle and CV provided by the Government (i.e. excluding parking spaces provided by private developers in their projects and short-term tenancy car parks) in 2017-18 and 2018-19 are as follows:

Year	Private car parking space	Motorcycle parking space	CV parking space	Total expenditure
2018-19	1 094	469	99	The Transport Department (TD) does not compile specific records on the cost involved in the provision of parking spaces under different projects delivered by various departments.
2017-18	767	418	91	

The TD does not have specific projection on the number of parking spaces to be provided by the Government in 2019-20 as the number involved can be affected by various external factors such as the views and concerns of local community, actual progress of individual projects, site constraints, etc.

2. To cope with the parking demand of CVs, the Government continues to pursue actively a number of measures, including:

(a) designating suitable on-street locations as night-time parking spaces;
(b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
(c) following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space projects;
(d) encouraging parking of school buses inside school premises after school hours;
(e) providing parking spaces and picking up/setting down facilities for coaches;
(f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for CVs such as coaches and goods vehicles; and
(g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand.

In 2019-20, the estimated expenditure for the consultancy study on parking for CVs is $3.5 million. Management of the consultancy service and increasing the provision of public parking spaces are on-going tasks of TD, and are undertaken by TD's existing staff. There is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2040)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to paragraph 168 of the Budget Speech, the Transport Department (TD) is conducting a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme). In this connection, will the Government inform this Committee of the details, objectives, expenditure and manpower involved in the study work in 2019-20 regarding the implementation of the ERP Pilot Scheme?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 17)

Reply:

The TD is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for stakeholder consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half in 2019.

The estimated expenditure for the feasibility study in 2019-20 is $6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4708)

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government inform this Council:

(1) Please tabulate the titles of promotional videos produced by the Government to educate passengers and drivers in the past three years and the production and promotion costs of the promotional videos.

(2) What are the production and promotion costs of the promotional video "Consider yourself and others when taking public transport" produced in 2018-19?

(3) Please advise the number of times that the promotional video "Consider yourself and others when taking public transport" was broadcast free-of-charge on television (TV) channels in 2018-19 and 2019-20 respectively.

(4) The promotional video "Consider yourself and others when taking public transport" has received great acclaim and some members of the public think that the video should be shown to visitors so that they can understand how to use public transport in a safe and courteous manner. Will the Government consider broadcasting this video in the train compartments of MTR, train compartments of High Speed Railway heading to Hong Kong, MTR stations, Hong Kong International Airport, on flights to Hong Kong and at all ports? Will the Government consider producing Putonghua and English versions of this video so that visitors can get a better understanding of matters that require attention when taking public transport?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 220)

Reply:

(1) In the past three years, the promotional videos produced by the Transport Department (TD) to educate passengers and drivers are tabulated below. The promotional videos broadcast at radio stations and television stations are in the form of Announcement in the Public Interest (API) and thus do not involve advertising fees.

Year	Title of promotional videos	Production cost
2017-18	Transport for All	$833,562 (Including a set of TV and radio APIs and a three-minute video)(Note)
2018-19	Park properly for a better bicycle-friendly environment	$493,000 (Including a set of TV and radio APIs)
2018-19	Consider yourself and others when taking public transport	Not applicable (Please refer to reply at Part 2)

Note: The three-minute video promoting "Transport for All" was broadcast free-of-charge at venues of the Leisure and Cultural Services Department and the Home Affairs Department. It was also distributed to the non-governmental organisations represented in the TD's Working Group on Access to Public Transport by People with Disabilities for broadcasting.

(2) In order to promote courteous behaviour of passengers on public transport services, the publicity campaign "Consider yourself and others when taking public transport" was planned and produced by the TD with the participation of and funding support from the MTR Corporation Limited and all five franchised bus companies, including Citybus Limited, the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited, New Lantao Bus Company (1973) Limited and New World First Bus Services Limited. No production cost of the promotional video was borne by the TD.

A 30-second version and a three-minute full version of the video were produced. The 30-second version is broadcast in the form of television API and both versions were uploaded to the TD's YouTube channel and website. No advertising fee was incurred.

(3) The API of "Consider yourself and others when taking public transport" was broadcast over 500 times by domestic free-to-air and pay-TV service licensees between late February to mid-March 2019.

(4) There are Cantonese and English versions of the 30-second API with Chinese and English subtitles respectively. For the three-minute full version in Cantonese, Chinese and English subtitles are included in the video. The TD has no plan to produce a Putonghua version. Other than TV and YouTube channels, the video can also be seen in MTR stations, MTR train compartments and KMB's bus arrival information display panels at bus stops. The TD will continue to explore suitable locations for broadcasting the video to educate the public including visitors.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5200)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with Matters Requiring Special Attention in 2019-20 under the Transport and Housing Bureau (THB)'s Programme (2): Land and Waterborne Transport, will the Government inform this Committee of the following:

(1) The Government indicated that it will put forward specific proposals for the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (ERP Pilot Scheme) for stakeholder consultation. Will the Government inform this Committee of the staff establishment, estimated annual salary expenses and recurrent expenditure involved in the above-mentioned item in 2019-20, as well as the timetable for putting forward specific proposals and conducting stakeholder consultation?

(2) The Government has indicated that it would, in conjunction with the Guangdong Provincial Government and the government of Macao Special Administrative Region (MSAR) as appropriate, formulate and oversee the implementation of cross-boundary transport arrangements. Will the Government inform this Committee of the staff establishment and estimated annual salary expenditure for such work? What were the cross-boundary transport arrangements which the Hong Kong Government, the Guangdong Provincial Government and the government of MSAR have agreed on in 2018-19? What are the cross-boundary transport arrangements the Government plans to discuss with the Guangdong Provincial Government and the government of MSAR in 2019-20?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 343)

Reply:

(1) The Transport Department (TD) is carrying out a feasibility study on the ERP Pilot Scheme, with a view to formulating a detailed proposal for consultation. The TD plans to consult relevant stakeholders, including the transport trades, the relevant

District Council, Legislative Council Panel on Transport and the Transport Advisory Committee in the first half of 2019.

The estimated expenditure for the feasibility study on the ERP Pilot Scheme in 2019-20 is $6.5 million. Management of the study and consultation with stakeholders are undertaken by existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

(2) The Government has, in collaboration with the governments of Guangdong and MSAR, formulated the cross-boundary transport arrangements for the Hong Kong-Zhuhai-Macao Bridge (HZMB). Various cross-boundary transport arrangements have been implemented for the HZMB since its commissioning on 24 October 2018. At present, there are various types of cross-boundary transport (including cross-boundary shuttle buses, cross-boundary coaches, cross-boundary hire cars, cross-boundary goods vehicles and cross-boundary private cars) to cater for the needs of local residents, travellers and the trades of the three places, with a view to facilitating traffic and promoting the flow of people and goods within the Greater Bay Area.

The three governments have also agreed to simplify the licensing requirements for cross-boundary vehicles to encourage the use of the HZMB. For example, the Hong Kong cross-boundary goods vehicles are allowed to use the HZMB to travel between Guangdong and Hong Kong without any additional endorsement from the relevant authorities of Guangdong Province. Guangdong/Hong Kong cross-boundary private cars with regular quota of Lok Ma Chau Control Point, Man Kam To Control Point and Sha Tau Kok Control Point could use the HZMB travelling between Hong Kong and Zhuhai from 25 February 2019 on a two-year trial basis without the need to go through additional procedures. The same trial arrangement will be extended to those with regular quota of Shenzhen Bay Port starting from 29 April 2019. A total of around 33 000 Guangdong/Hong Kong cross-boundary private cars will benefit.

The Government will, in consultation with the governments of Guangdong and MSAR as appropriate, increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the Hong Kong Port of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

The work involved in connection with the cross-boundary transport arrangements has been absorbed by the existing staffing resources of the THB and the TD. There is no separate breakdown of manpower and expenditure for this purpose.

- End -

Reply Serial No.

THB(T)329

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5586)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme) commencing in January 2019, will the Government provide the following information:

(1) Please list out the subsidy amount under the Scheme in detail by completing the following table:

Amount of subsidy collected in February 2019 under the Scheme, calculated on the basis of the public transport expenses in January 2019	Number of Octopus card holders who have collected the subsidy as shown in the left column under the Scheme
Below $1	
$1 to $10	
$10 to below $100	
$100 to below $200	
$200 to $300	

(2) What was the total amount of subsidy disbursed in February 2019 in respect of the public transport expenses in January 2019 under the Scheme?

(3) What was the number of Octopus card holders who are not eligible to collect any subsidy in respect of the public transport expenses in January 2019 under the Scheme?

(4) What was the number of Octopus card holders who have yet to collect their subsidy in respect of the public transport expenses in January 2019 under the Scheme?

(5) What is the amount of service fees paid to the Octopus Cards Limited (OCL) since the implementation of the Scheme?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 419)

Reply:

(1) Based on the actual public transport expenses of commuters under the Scheme in January 2019, the distribution of subsidy amounts for the month is listed below:

Subsidy amount for January 2019	Number of beneficiaries (rounded off to the nearest ten thousand)
$0.1-$100.0	1 670 000
$100.1-$200.0	510 000
$200.1-$300.0	170 000
Total	2 350 000

(2) Based on the actual public transport expenses of commuters under the Scheme in January 2019, the subsidy amount for the month is about $185.7 million.

(3) Of all those Octopus cards with public transport expenses covered by the Scheme in January 2019, around 8 860 000 Octopus cards are with public transport expenses less than $400 and therefore no subsidy is handed out to the users.

(4) Up to 24 March 2019, around 410 000 out of the total of around 2 350 000 beneficiaries under the Scheme had not collected the subsidy for January. The subsidy amount involved is around $20 million. These commuters will still be able to collect their subsidy for January 2019 through various collection channels up to 15 May 2019 as the subsidy for each month is valid for collection within three months.

(5) The total amount paid to the OCL and its contractors is about $7.52 million for the service provided in January and February 2019. This covers the calculation and collection of subsidies and the operation and maintenance of relevant hardware and software by the OCL, as well as other support services provided by third-party service providers entrusted by the OCL such as setting up and operating dedicated customer support hotline and other enquiry services. Of the above payment to the OCL and its contractors for the two months, about $3.28 million is a non-recurrent, one-off charge for arranging ambassadors to assist commuters to register their monthly/day passes and collect subsidy through dedicated Octopus readers, as well as for keeping a higher level of support and enquiry services during the launch of the Scheme and the early stage of implementation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3464)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What were the numbers of newly registered private cars and other vehicle classes in the past five years with breakdown by fuel type?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 55)

Reply:

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

2014

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

2015

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

2016

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

2017

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

2018

Vehicle class	Number of newly registered vehicles in the year				
	Petrol	**Diesel**	**Electric**	**LPG**	**Total**
Motorcycle	5 286	0	0	0	5 286
Private car	41 551	265	471	0	42 287
Taxi	0	0	0	1 770	1 770
Franchised bus	0	648	5	0	653
Non-franchised public bus	0	619	0	0	619
Private bus	0	50	0	0	50
Public light bus	0	160	0	336	496
Private light bus	0	272	0	130	402
Goods vehicle	1	9 848	16	0	9 865
Special purpose vehicle	1	146	5	17	169

Note: Hybrid vehicles are included under their respective fuel types.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5077)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. In 2019-20, will the Government, when planning for existing and future roads, take into account the "bicycle-friendly" principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?

2. In 2019-20, will the Government make reference to neighbouring regions, such as Taiwan and Japan, in improving the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?

3. In 2019-20, will the Government comprehensively review the strategy of "according priority to railways" to determine the need for continuous expansion of the railway system? If yes, what are the details and estimated expenditure involved?

4. In 2019-20, will the Government comprehensively improve the existing cycle tracks and construct cycling facilities in the urban area? If yes, what are the details and estimated expenditure involved?

5. In 2019-20, will the Government comprehensively develop cycle track network in all new development areas under planning? If yes, what are the details and estimated expenditure involved?

6. In 2019-20, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?

7. In 2019-20, will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport services? If yes, what are the details and estimated expenditure involved?

8. In 2019-20, will the Government conduct a comprehensive review on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and

Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and estimated expenditure involved?

9. In 2019-20, will the Government comprehensively examine the adequacy of the supply of urban, New Territories (NT) and Lantau taxis and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure involved?

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

11. In 2019-20, what are the details and estimated expenditure involved in conducting the Public Transport Strategy Study (PTSS)? Will the Government consult the public on this, and what are the details and estimated expenditure involved?

12. In carrying out the PTSS in 2019-20, will the Government consider studying the use of bicycles as a common daily transport mode in order to make Hong Kong a "bicycle-friendly" city, and what are the details and estimated expenditure involved? In this connection, will the Government consult the public on this, and what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 112)

Reply:

1, 2, 4, 5 and 6

The Government is committed to creating a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas.

On the other hand, given the relatively limited road space in urban areas, if dedicated cycle lanes are to be designated, the existing walkways or carriageways will inevitably need to be narrowed, thus bringing inconvenience to other road users and aggravating road traffic congestion. Allowing a large number of bicycles to share the busy roads in urban areas

with other vehicles without dedicated cycle tracks will also increase the risks of accidents. In view of the above, the Government currently does not have any plan to designate dedicated cycle and motorcycle lanes on existing roads in urban areas.

In 2019-20, the details of the planned cycle tracks in the new development areas to be implemented by the Civil Engineering and Development Department are at Annex.

Regarding the improvement of cycle tracks and cycling facilities in nine new towns in the NT, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

The expenditure of the first batch of improvement works was about $4 million. The estimated cost of the second batch of improvement works is about $70 million, of which the estimated expenditure in 2019-20 is about $2 million.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved.

3.
With a dense population and limited road space in Hong Kong, it is a challenge to provide fast and reliable public transport services for millions of passenger trips every day. At present, our railway network carries over five million passenger trips every day, accounting for over 40% of the total number of public transport passenger trips. Development of railway network can significantly speed up passenger flows, which cannot be easily achieved by other public transport modes. Other densely populated cities, such as Singapore, Tokyo, Seoul, London and New York, also heavily rely on railways as their mass transit systems.

The development of rail transport can help reduce reliance on road-based transport system, alleviate road traffic congestion and reduce roadside air pollution caused by vehicle emissions. It can also release the development potential of the areas along the railways, conducive to the housing and economic development. The Government will continue to pursue the policy of using railways as the backbone of our passenger transport system on the one hand, and will strive to develop a multi-modal public transport system on the other.

7.
At present, there are five bus companies operating six bus franchises. The franchises, which last for ten years, will expire between 2023 and 2027. Upon expiry of the franchises, whether or not new franchises will be granted through open tender will be determined nearer the expiry date. According to the established practice, an incumbent grantee which is able to prove its ability to provide proper and efficient services and is willing to further invest in franchised bus operation may in general apply for a new franchise through direct negotiations

with the Government. Prior consultations with the Legislative Council (LegCo) and the public will be conducted. The TD currently does not have any plan to re-tender the existing franchises, but it will continue to ensure that the franchised bus operators provide proper and efficient public bus services for passengers through monitoring and regulatory work.

8.

The TD closely monitors the operation and quality of public transport services in different districts, and will make timely adjustments to the services in accordance with the demand of passengers. When there are proven needs for new or enhanced services, the TD will make necessary arrangements in conjunction with the operators to meet the needs. Close liaison with the relevant District Councils will be maintained throughout the process. The work to review and monitor the public transport services is undertaken on an ongoing basis by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

9.

It is the Government's established policy to consider issuing new taxi licences as and when necessary, having regard to the passenger demand, operating conditions of the taxi trade and likely impact of the increase in the number of taxis on traffic conditions. In order to better understand the passenger demand for taxi service and operating conditions of the taxi trade, the TD conducts annual surveys on the overall taxi service level. The latest survey on the urban, NT and Lantau taxis conducted in 2018 shows that the supply of these taxis is generally adequate. The TD does not have any plan to issue new taxi licences in 2019-20.

The TD will, through the established mechanism, continue to conduct annual surveys on the overall taxi service level, including collecting data on the number of taxi trips, passenger waiting time and occupancy rates of taxis, at major taxi stands and roadside observation checkpoints across the territory, as well as soliciting views from the taxi trade and passengers. In 2019-20, the estimated expenditure to be incurred by the TD for engaging consultants to conduct service level surveys is about $0.9 million. The monitoring and follow-up of the surveys are undertaken by the existing staff of the TD as part of their normal duties.

On the other hand, the Government plans to introduce 600 franchised taxis with online hailing features to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and fare. The Government is actively preparing a bill for the introduction of franchised taxis with a target to introduce it into the Legislative Council in 2018-19 legislative year.

10.

In the past several years, the TD rationalised the franchised bus services using the Area Approach in Sha Tin, Tai Po, Tsing Yi and Yuen Long. The Area Approach rationalisation in these districts has been completed. Before implementation of the rationalisation proposals, prior consultations with the Traffic and Transport Committees (TTCs) of the District Councils concerned were conducted from February to October 2014. Papers setting out the details of the proposals were issued and uploaded to the TD's website. Representatives from the TD and franchised bus operators also attended meetings of the TTCs to brief members on the details and exchange views with them. The work involved in bus route rationalisation is undertaken by the existing staff of the TD as part of their regular duties. There is no separate breakdown of expenditure for such work.

11. and 12.

In June 2017, the Government completed the PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The consolidated report of the entire study was released in the same month. During the course of the study, we consulted the LegCo Panel on Transport (the Panel) and canvassed the views of stakeholders through various platforms, such as deputation sessions arranged by the Panel and trade conferences. The PTSS has reaffirmed the key factors underpinning the success of the public transport system. A total of 67 measures have been recommended to enhance the arrangement of public transport system. These measures will help ensure that the public can enjoy highly efficient, convenient and diversified public transport services. We are actively taking forward the measures progressively. To oversee the implementation of the recommended measures under the PTSS, a total of five time-limited posts for two years have been created in the Transport Branch of the Transport and Housing Bureau and the TD from 2017-18. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is about $2.67 million in 2019-20.

As cycling is not a public transport mode, it was outside the scope of PTSS. Notwithstanding this, the Government will continue to foster a "bicycle-friendly" environment in the new towns and the new development areas. The Government does not have any plan to conduct another PTSS in 2019-20.

Annex

Planned Cycle Tracks in New Development Areas

	New development area	Length of cycle track (kilometres)	Estimated expenditure in 2019-20 ($ million)
1	Tung Chung New Town Extension	12	The proposed cycle tracks are subsumed under the related development projects; hence no separate breakdown on the estimated expenditure of the cycle track planning is available.
2	Kai Tak Development	13	
3	Advance works at Kwu Tung North and Fanling North New Development Areas	4	
4	Hung Shui Kiu New Development Area	20	
5	Yuen Long South development project	12.5	

- End -

Reply Serial No.

THB(T)332

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6036)

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding its work in relation to the Code on Access to Information, will the Government advise this Committee on the following:

1) Concerning the requests for information under the Code on Access to Information (the Code) received by the Transport Department (TD) for which only part of the required information was provided, please state in table form: (i) the content of the requests for which only part of the required information was provided; (ii) the reasons for providing some of the information only; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests for which only part of the required information was provided	(ii) Reasons for providing part of the information only	(iii) How the requests were eventually handled

2) Concerning the requests for information under the Code received by the TD for which the required information was not provided, please state in table form: (i) the content of the requests declined; (ii) the reasons for declining; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests with access declined	(ii) Reasons for declining	(iii) How the requests were eventually handled

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 280)

Reply:

1) During the period from January to September 2018, the TD received some 200 applications for access to information under the Code, and completed the processing of 188 cases, including 163 applications which were met in full, five applications met in part, seven applications declined in entirety and 13 applications where the information requested were not kept by the TD. As for the figures for the last quarter of 2018, they are being compiled.

A table is appended below to show (i) the content of the requests for which only part of the required information was provided; (ii) the reasons for providing part of the information only; and (iii) how the requests were eventually handled under the Code for the applications processed during the period from January to September 2018.

(i) Content of the requests for which only part of the required information was provided	**(ii) Reasons for providing part of the information only**	**(iii) How the requests were eventually handled**
Reports and results of the Survey on Franchised Bus Captain's Working Hours, Rest Times and Meal Breaks conducted in the past four years	Access to the full reports was declined under paragraph 2.13 "Research, statistics and analysis" and paragraph 2.14 "Third party information" of the Code.	A summary of the findings of the surveys conducted in the past four years was provided. The summary findings cover the percentages of fulfillment of franchised bus captains of the guidelines on working hours, rest times and meal breaks.
"Report to the Commissioner for Transport on the Investigation to Examine the Bus Accident of KMB 872 on Tai Po Road on 10 February 2018" submitted by the Kowloon Motor Bus Co. (1933) Ltd (KMB) to the TD	Access to the full Report was declined under paragraph 2.14 "Third party information" of the Code due to KMB's concern over prejudicing the criminal investigation undertaken by the police and / or subsequent judicial proceedings.	The applicant was advised to access parts of the Report which have been made available on the website of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC). (KMB had submitted parts of the Report to the IRC, and the IRC has uploaded the submission to its website.)

(i) Content of the requests for which only part of the required information was provided	(ii) Reasons for providing part of the information only	(iii) How the requests were eventually handled
Information on scheduled public light bus routes (namely schedules of services and the vehicle registration marks registered under the passenger service licences for the routes) and monthly patronage figures of the routes concerned submitted by green minibuses operators to the TD	Access to monthly patronage figures of the respective routes provided by the operators to the TD was declined under paragraph 2.14 "Third party information" of the Code.	Schedules of services and the vehicle registration marks registered under the passenger service licences for the routes were provided.
Information regarding installation of an intermediate step on public light buses	Access to the information submitted by the vehicle supplier of public light buses to the TD was declined under paragraph 2.14 "Third party information" of the Code.	Information prepared by the TD regarding the installation of the intermediate step on public light buses was provided. The information provided includes service specifications for operation of public light buses, letters to operators on the display of publicity materials on the new step, letter to operators on the review of the implementation of the new step, reports on on-site testing of the step, letter on the temporary exemption from installation requirement, letter to public light bus suppliers on the design specifications of the step, and letters on cancellation of the installation requirement, etc.
Information on selection of operators for franchised bus service for the Kai Tak Development Area	Access to the information on value-added services offered in a proposal submitted by a franchised bus company for new bus routes was declined under paragraph 2.16 "Business affairs" of the Code.	The document issued by the TD to franchised bus companies to invite proposals for operation of the new franchised public bus services was provided. The document contained detailed requirements for provision of the bus services concerned.

2) A table is appended below to show (i) the content of the requests which were declined; (ii) the reasons for declining; and (iii) how the requests were eventually handled under the Code for the applications processed during the period from January to September 2018.

(i) Content of the requests declined	**(ii) Reasons for declining**	**(iii) How the requests were eventually handled**
Actual bus departure time and the number of frequency of all bus routes of five franchised bus companies on a daily basis in 2017	Paragraph 2.14 "Third party information" of the Code	Request was declined in entirety
Notes of meetings between the TD and franchised bus companies as well as the staff unions concerned regarding the review of the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks"	Paragraph 2.10 "Internal discussion and advice" of the Code	Request was declined in entirety
Inspection of the completed forms "Notice of Transfer of Ownership of a Vehicle (Except Taxi)" received by the TD	Paragraph 2.9 "Management and operation of the public service" and paragraph 2.14 "Third party information" of the Code	Request was declined in entirety
A list of the names of responsible persons and vehicle testers in designated car testing centres	Paragraph 2.15 "Privacy of the individual" of the Code	Request was declined in entirety
Traffic Study Report for Ma Wan Development compiled by a real estate company	Paragraph 2.14 "Third party information" of the Code	Request was declined in entirety
Code of Practice issued under Section 88F(1)(a) of Road Traffic Ordinance (Cap. 374)	Paragraph 2.9 "Management and operation of the public service" of the Code	Request was declined in entirety
Confirmation on whether the two speed enforcement cameras at Eastern Harbour Crossing are activated	Paragraph 2.6 "Law enforcement, legal proceedings and public safety" of the Code	Request was declined in entirety

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4601)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has earmarked $88.27 million in 2017 for subsidising franchised bus companies to expedite the installation of seats and real-time bus arrival information display panels at suitable covered bus stops. The installation work has started by phases since November 2017. Please advise this Committee of:

1. the number of bus stop installed with seats by districts in the territory; and
2. the number of bus stop installed with display panels by districts in the territory.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 103)

Reply:

The Government subsidises the franchised bus companies to install seats at about 2 600 covered bus stops and real-time bus arrival information display panels at about 1 300 covered bus stops with electricity supply in the territory. The installation will be carried out in phases from 2017 for completion in 2020. The first phase installation works of the seats and display panels were completed in end 2018. The number of covered bus stops installed with seats and display panels by districts is set out in the table below:

District	No. of bus stops installed with seats	No. of bus stops installed with display panels
Eastern	57	0*
Wan Chai	49	0*
Central and Western	47	0*
Southern	50	0*
Yau Tsim Mong	31	11
Sham Shui Po	33	15
Kowloon City	48	20
Wong Tai Sin	42	28
Kwun Tong	68	30
Kwai Tsing	47	23

District	No. of bus stops installed with seats	No. of bus stops installed with display panels
Tsuen Wan	27	12
Tuen Mun	35	22
Yuen Long	51	19
North	26	13
Tai Po	28	16
Sha Tin	80	44
Sai Kung	58	27
Islands	13	3
Total	**790**	**283**

* For the four districts on Hong Kong Island, Citybus Limited and New World First Bus Services Limited will start installing the display panels commencing from the second quarter of 2019.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4602)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will re-commission the "Central - Hung Hom" ferry route and launch a pilot "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central; and inject commercial elements into the Hung Hom (South) Ferry Pier. Please advise this Committee the following:

1. the current progress of launching the two ferry services;
2. the number of calling points and the proposed fare of "water taxi" service; and
3. the fare and service details of "Central-Hung Hom" ferry service.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 104)

Reply:

During August and September 2018, the Transport Department (TD) conducted an expression of interest exercise in respect of the proposed "Central – Hung Hom" route and the "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals (including the operation of short-working services between different berthing points along the Victoria Harbour (for the "water taxi" service) and proposed fares (for both the "Central – Hung Hom" route and the "water taxi" service).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7208)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Financial Secretary's Budget Speech that the Government will expedite the implementation of the "Single Site, Multiple Uses" model in multi-storey development on government land, so as to optimise the use of limited land resources to meet the community's demand for public services and provide more "Government, Institution or Community" (GIC) facilities. The Government has also set aside $22 billion to take forward the first batch of projects under the "Single Site, Multiple Uses" initiative, which will include redevelopment of Tuen Mun Clinic, development of a proposed ambulance depot near Sheung Wan Fire Station, and consolidation of several government sites in Tsuen Wan town centre. It is learnt that the facilities to be provided will include, among others, car parks and elderly facilities. In this connection, will the Government inform this Committee of the following:

1. Currently, car parks provided by the Government are all multi-storey. In planning for the provision of car parks under the "Single Site, Multiple Uses" principle in future, will the concept of underground smart car parks be considered?

2. Has the Government worked out the selected locations for the provision of car parks in various districts under the "Single Site, Multiple Uses" principle? If yes, please provide the details with breakdown by District Council district.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 102)

Reply:

1. As indicated in the Chief Executive's 2018 Policy Address, the Government would follow the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable GIC facilities and public open space (POS) projects. To promote automated parking, the Transport Department (TD) will explore the possibility of introducing automated parking systems (APS) in the public car parks of suitable GIC facilities and POS and requiring private operators of selected short term tenancy sites to install, operate and manage the APS. In this connection, the TD is conducting a consultancy study on APS for completion in end 2019. The study targets to identify

six suitable sites to carry out pilot projects to evaluate the feasibility and applicability of various types of APS in Hong Kong.

2. The Government will follow the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable GIC facilities and POS projects. Subject to technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. To this end, the TD is working closely with relevant bureaux and departments on potential projects and will embark on detailed technical assessment to ascertain the feasibility of provision of public car parking spaces.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3949)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the past five years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1052)

Reply:

The numbers of traffic accidents that occurred on the closed roads on South Lantau and the numbers of prosecution cases that were related to driving on such closed roads without valid permits in the past five years are provided below:

	2014	2015	2016	2017	2018
Number of traffic accidents	43	47	40	39	45
Number of prosecution cases related to driving on Lantau closed roads without valid permits	823	1 007	932	1 047	1 124

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6535)

Head: (186) Transport Department

Subhead (No. & title): (603) Plant, vehicles and equipment

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated expenditures and work plans for the new items "Replacement of fire service system at the Cross-Harbour Tunnel, "Replacement of central control and monitoring system in the Tate's Cairn Tunnel", "Replacement of tunnel ventilation system at the Aberdeen Tunnel", "Replacement of tunnel ventilation system at the Kai Tak Tunnel", "Implementation of free-flow tolling system at government tolled tunnels and roads", "Provision of real-time arrival information for green minibus" and "Replacement of public address systems at the Kai Tak Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Cross-Harbour Tunnel, Tseung Kwan O Tunnel and Eastern Harbour Crossing"? Why the funding for these items is sought in the context of the Appropriation Bill 2019, instead of being separately sought from the Finance Committee of the Legislative Council?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 3018)

Reply:

Details of the estimated expenditure and work plan for the relevant items are as follows –

	Item	Estimated Expenditure $'000	Work Plan
1	Replacement of Fire Service System at Cross-Harbour Tunnel	29,800	The Government will replace the existing aged Fire Service System, including detectors, fire service pumps, starter panels, control and monitoring panels, and all associated wiring and accessories. It is anticipated that the replacement works will start in mid-2019 for completion in 2024.

	Item	Estimated Expenditure $'000	Work Plan
2	Replacement of Central Control and Monitoring System in Tate's Cairn Tunnel	29,610	The Government will replace the existing aged tunnel central control and monitoring system, including central computers, control work stations, local control panels, associated transmission wiring and accessories from mid-2019 for completion in 2024.
3	Replacement of Tunnel Ventilation System at Aberdeen Tunnel	70,810	The Government will replace the existing aged tunnel fresh air supply system, including silencers and all associated wiring and accessories from mid-2019 for completion in 2024.
4	Implementation of Free-flow Tolling System (FFTS) at Government Tolled Tunnels and Roads (Note)	945,980	The Transport Department (TD) plans to implement FFTS by phases at existing government tolled tunnels and roads within about two to three years after the commissioning of Tseung Kwan O – Lam Tin Tunnel in late 2021. The estimated provision is to set aside a dedicated provision for the procurement and installation of field equipment and facilities, development and modification of the backend software system, essential modification of existing toll plazas of government tolled tunnels and roads, and the procurement of in-vehicle units and readers.
5	Replacement of Tunnel Ventilation System at Kai Tak Tunnel	169,000	The Government will replace the existing aged tunnel fresh and exhaust ventilation system, including silencers and all associated wiring and accessories from mid-2019 for completion in 2024.

	Item	Estimated Expenditure $'000	Work Plan
6	Provision of Real-time Arrival Information of Green Minibuses (GMB)	31,000	In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as developing and establishing a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.
7	Replacement of Public Address Systems at Kai Tak Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Cross-Harbour Tunnel, Tseung Kwan O Tunnel and Eastern Harbour Crossing	10,960	The Government will replace the existing aged public address systems, field equipment and all associated wiring and accessories from mid-2019 for completion in 2023.

It is not a new arrangement to include in the draft Estimates funding proposals for creating commitments or increasing expenditure ceilings for approved commitment items under the General Revenue Account for scrutiny and approval by the Legislative Council (LegCo) in the context of the Appropriation Bill. The Government explained the relevant arrangements to the LegCo Finance Committee in early 2015. We have also included the necessary provision for the above proposals under the respective heads and subheads of expenditure for LegCo Members' consideration.

Note: Covering Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tseung Kwan O Tunnel, Shing Mun Tunnels, Aberdeen Tunnel and Tate's Cairn Tunnel and Eagle's Nest and Sha Tin Heights Tunnels, Lantau Link, and Tuen Mun-Chek Lap Kok Link Subsea Tunnel. As for Western Harbour Crossing and Tai Lam Tunnel, both of which are Build-Operate-Transfer tunnels, the TD plans to implement FFTS upon the Government's take-over of their ownership in August 2023 and May 2025 respectively.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6692)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the numbers of disabled persons holding driving licences in the past five years with breakdown by type of disability.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1642)

Reply:

In accordance with Section 2 of the Road Traffic Ordinance (Cap. 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him/her considerable difficulty in walking. The Transport Department maintains statistics on the numbers of aforementioned disabled persons holding full driving licences, but does not have a breakdown by type of disability.

The information for the past five years is tabulated below:

Year (Calendar year)	Number of disabled persons holding Hong Kong full driving licences at year-end
2014	2 523
2015	2 596
2016	2 688
2017	2 699
2018	2 608

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7135)

Head: (186) Transport Department

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

Programme: (1) Planning and Development
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards government measures to facilitate driving by eligible persons with disabilities, will the Government advise:

1. on the total numbers, growth rates and newly added locations of "metered" parking spaces and those available for use by disabled motorists in the past five years, as well as the percentage of the number of "metered" parking spaces available for use by disabled motorists against the total number of "metered" parking spaces, with a breakdown by 18 districts.

2. on the numbers and locations of "metered" parking spaces planned for use by disabled motorists and those planned for other motorists.

3. on the numbers of disabled motorists who have undergone the Driving Ability Assessment conducted by the Transport Department (TD) in the past five years and, among them, the numbers of those issued with approval letters and the numbers of those refused to be issued with approval letters, with a breakdown by type of disability.

4. on the total number of "Disabled Person's Parking Permits (DPPPs)" issued over the past five years.

5. whether the Government will consider adopting electronic tunnel/road pricing system in lieu of the issue of "toll tickets" to disabled motorists to make it easier for them to gain free access to government tunnels and roads; if yes, what are the details; if no, what are the reasons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1458)

Reply:

1. The numbers of on-street metered parking spaces and those designated for drivers holding the DPPP in each of the 18 districts in the past five years are tabulated as follows:

District	Feb 2015		Feb 2016		Feb 2017		Feb 2018		Feb 2019	
	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#	Metered*	Designated for drivers holding DPPP#
Central and Western	434	21	438	21	440	21	443	21	443	23
Wan Chai	943	34	938	40	950	41	954	41	954	44
Eastern	380	29	385	23	381	24	387	26	383	28
Southern	565	17	592	18	592	18	592	18	592	19
Yau Tsim Mong	1 490	50	1 483	50	1 488	56	1 480	54	1 478	54
Sham Shui Po	1 147	29	1 165	29	1 166	31	1 166	33	1 165	33
Kowloon City	2 186	34	2 176	34	2 181	36	2 193	36	2 203	38
Wong Tai Sin	277	21	277	21	277	21	277	21	279	21
Kwun Tong	379	21	380	22	375	24	375	25	375	25
Tsuen Wan	452	12	452	12	453	12	457	14	467	15
Tuen Mun	1 001	9	1 008	9	1 008	9	996	10	993	12
Yuen Long	786	14	769	14	749	16	756	17	755	19
North	915	3	913	5	913	5	913	6	899	7
Tai Po	1 265	14	1 265	14	1 263	15	1 262	16	1 262	14
Sai Kung	925	13	925	13	925	12	925	16	981	20
Sha Tin	1 366	21	1 361	21	1 374	21	1 370	21	1 369	22
Kwai Tsing	367	23	361	24	385	26	385	26	385	27
Islands	142	5	152	4	152	4	154	4	154	4
Total	15 020	370	15 040	374	15 072	392	15 085	405	15 137	425
Changes over previous year	-	-	20	4	32	18	13	13	52	20
% of parking spaces designated for drivers holding DPPP over metered parking spaces	-	2.46%	-	2.49%	-	2.60%	-	2.68%	-	2.81%

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

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

The locations of newly added parking spaces designated for drivers holding DPPP from February 2018 to February 2019 are as follows:

District	Location	Number of parking spaces added/removed
Central and Western	High Street	+1
	Man Kwong Street	+1
Wan Chai	Lockhart Road	+1
	Stone Nullah Lane	+2
Eastern	Hoi Chak Street	+1
	Mansion Street	+1
Southern	Yip Hing Street	+1
Kowloon City	Shun Fung Street	+1
	Man Tai Street	+1
Tsuen Wan	Hoi Tak Street	+1
Tuen Mun	Tsing Yin Street	+1
	Wu Shan Road	+1
Yuen Long	Kam Pok Road	+1
	Ping Chuk Lane	+1
North	Shun Hing Street near Sha Tai Kok Chuen	+1
Tai Po	Fo Chun Road	-2
Sai Kung	Clear Water Bay Second Beach CP	+1
	Clear Water Bay Road near Bayside villa	+1
	Heung Chung Road car park	+1
	Chun Cheong Street	+1
	Hiram's Highway near Hibitat	+1
	Wan Po Road	-1
Sha Tin	To Shek Street	+1
Kwai Tsing	Tai Loong Street	+1
	Total	20

2. As the planning and supply of new metered parking spaces are subject to various external factors, such as site constraints, actual progress of individual projects and views or concerns of the local community, etc., the TD does not have specific projection on the number of metered parking spaces to be provided.

3. The numbers of disabled persons who have undergone driving ability assessment conducted by the TD and the numbers of approval letters stating the class(es) of vehicle that the applicant permitted to drive or learn to drive issued in the past five calendar years are tabulated below:

Year	Number of Disabled Persons Undergone Driving Ability Assessment Conducted by the TD	Number of Approval Letters Issued
2014	528	523
2015	464	461
2016	546	544
2017	545	542
2018	532	531

The numbers of refusal letters issued with breakdown by the types of disability in the past five calendar years are tabulated below:

Year	Injury/ Disease at the Head/ Shoulder	Injury/ Disease at the Upper Limb & Chest	Injury/ Disease at the Lower Limb	Injury/ Disease at the Spine	Other Medical Conditions	Total
2014	1	1	2	1	0	5
2015	0	0	3	0	0	3
2016	1	1	0	0	0	2
2017	0	0	2	0	1	3
2018	0	0	0	0	1	1

Note: The rejected applicants were assessed and considered medically unfit for driving by the Community Rehabilitation Service Support Centre under the Hospital Authority.

4. The total numbers of DPPPs issued in the past five calendar years are tabulated below:

Year	Total number of DPPPs Issued
2014	1 652
2015	1 678
2016	1 745
2017	1 775
2018	1 795

5. The Government will first implement free-flow tolling system (FFTS) at the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT), which is not provided with toll plaza due to geographical restriction, to enable collection of tunnel tolls. The TD also plans to implement FFTS by phases at other government tolled tunnels and roads within about two to three years after the commissioning of TKO-LTT in late 2021. After implementing the FFTS, the exemption of the vehicles used by the approved disabled

drivers from paying tolls at government tolled tunnels and roads will be automatically done in the backend system of the FFTS. The detailed arrangement will be worked out in due course.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4379)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards the cycling policies, please advise on the following:

1. Please provide the numbers of passenger trips taken by people carrying bicycles on board MTR trains or ferries (with breakdown by ferry company) over the past three years;

2. The Transport Department (TD) indicated in its reply last year that it had identified about ten bicycle prohibition zones (BPZs) which could be lifted and that it would consult with relevant District Councils (DCs) before proceeding with the lifting of those BPZs. Please advise on the progress of the work in lifting those BPZs; and

3. Please advise on the work details of the department(s) currently tasked with co-ordinating and implementing bicycle-friendly policies and measures and the corresponding expenditure and manpower involved in the previous and following years.

Asked by: Hon HUI Chi-fung (LegCo internal reference no.: 73)

Reply:

1. Currently, passengers can bring a folded bicycle or a bicycle with a wheel removed on MTR trains. The MTR Corporation Limited does not maintain the numbers of passenger trips taken by people on carriage of bicycles on the railway.

   For ferries, the numbers of passengers carrying bicycles on board in the past three years (with breakdown by ferry operators) are tabulated in Annex 1.

2. The TD has identified about ten BPZs which could be lifted, after reviewing the impact on road safety and traffic. As at February 2019, the TD has consulted Yau Tsim Mong DC, Sham Shui Po DC, Wong Tai Sin DC, Kwun Tong DC and Tuen Mun DC on the lifting of the relevant BPZs in these districts. The TD will continue with the consultation and is planning the required enabling works in parallel.

3. Under the “bicycle-friendly” policy, the TD and the Highways Department (HyD) are responsible for improving existing cycling facilities in new towns.

Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

The expenditure of the first batch of improvement works was about $4 million. The estimated cost of the second batch of improvement works is about $70 million.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved.

The improvement works are managed by existing staff of the TD and the HyD. In the TD, there is no separate breakdown of manpower and expenditure involved. In the HyD, the work is undertaken by two time-limited Engineers/Assistant Engineers with the staff cost for 2018-19 and 2019-20 at about $1.5 million $1.56 million respectively.

Separately, the Civil Engineering and Development Department (CEDD) is responsible for developing cycle track networks in the New Territories and new development areas. The details of works undertaken by the CEDD are at Annex 2.

In the CEDD, two Senior Engineers and four Engineers are working in Cycle Track Network in the New Territories in North District, Yuen Long, Tai Po, Tsuen Wan and Tuen Mun, and the staff cost for 2018-19 and 2019-20 are $6.7 million and $7.0 million respectively. For cycle tracks in other New Territories areas, Kai Tak Development and Development of Anderson Road Quarry site, there is no specific breakdown of staff involved.

Annex 1

Numbers of passengers carrying bicycles on ferries

Operators	Year		
	2016	**2017**	**2018**
The "Star" Ferry Company, Ltd.	2 678	2 424	2 170
Coral Sea Ferry Service Company Ltd.	551	787	956
New World First Ferry Services Ltd.	8 123	8 598	8 078
Peng Chau Kaito Ltd.	2 777	3 067	2 709
Hong Kong & Kowloon Ferry Ltd. Note 2	Not available		637
Islands Ferry Company Ltd. Note 2			2 636
Winnertex Ltd. Note 2			82
Tsui Wah Ferry Service (H.K.) Ltd. Note 3	Not applicable		322
Total no.	**14 129**	**14 876**	**17 590**

Note 1: All figures are provided by the operators.

Note 2: Figures are only available in 2018 after the concerned operators have introduced a new system.

Note 3: The operator introduced the fare for carriage of bicycle in October 2018. The 2018 figure is the number of passengers carrying bicycles from October to December 2018.

Note 4: Chuen Kee Ferry Ltd., Discovery Bay Transportation Services Ltd., Fortune Ferry Company Ltd., Maris Ferry Service Ltd. and Park Island Transport Company Ltd., do not charge separate fare for bicycle. These operators do not have record of the number of passengers carrying bicycle.

Annex 2

Cycle Tracks Undertaken by the CEDD

Districts	Projects involving provision of cycle tracks	Length of cycle tracks to be provided (kilometres)	Current Status
Islands	Infrastructure works for public housing development at Area 54, Tung Chung	0.5	Construction stage
	Tung Chung New Town Extension	12	Design stage
North	Advance works at Kwu Tung North and Fanling North New Development Areas	4	Design stage
	Cycle Track Network in the New Territories (from Pak Shek Au to Sheung Yue River)	2.6	Construction stage
Sai Kung	Cross Bay Link, Tseung Kwan O#	2	Construction stage
	Tseung Kwan O – Lam Tin Tunnel*	1.8	Construction stage
Yuen Long	Development of Lok Ma Chau Loop – Western Connection Road	2	Design stage
	Hung Shui Kiu New Development Area	20	Under study
	Yuen Long South development project	12.5	Under study
	Cycle Track Network in the New Territories (from Kam Tin River to Pak Shek Au)	7.4	Construction stage
Tai Po	Cycle Track Network in the New Territories (Branching off section from Ting Kok Road to Sam Mun Tsai)	1.0	Design stage
Tsuen Wan	Cycle Track Network in the New Territories (from Tsing Tsuen Bridge to Tai Lam Chung)	10.7	Construction stage
Tuen Mun	Cycle Track Network in the New Territories (from Tai Lam Chung to Tuen Hing Road near Chi Lok Fa Yuen)	11.3	Under review
Kwun Tong	Development of Anderson Road Quarry site	2.6	Construction stage
Kowloon District	Kai Tak Development	13	Design stage
	Total	103.4	

\# The Cross Bay Link project includes a cycle track across Junk Bay mainly on viaduct.

* Under the Tseung Kwan O – Lam Tin Tunnel project, a cycle track will be constructed connecting the existing at grade cycle track at Tseung Kwan O Town Centre South and the proposed cycle track along the proposed Cross Bay Link.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4383)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work on "continuing to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories" and the development of cycle tracks and associated facilities across the territory:

1. What are the work details of the development of cycle tracks in nine new towns in the New Territories mentioned above? Apart from the schemes mentioned above, what is the progress of other efforts in developing the cycle tracks in the New Territories?

2. Apart from the New Territories, the Government has also decided to develop cycle tracks in Kai Tak Development (KTD) in recent years by adopting the "shared-use approach". Besides the one for KTD, are there any other plans to develop cycle tracks in urban areas at the moment?

3. It is mentioned in this year's Budget Speech that $6 billion will be earmarked for developing new harbourfront promenades, including those on both sides of the Victoria Harbour. Will cycle tracks and associated facilities be provided on the proposed harbourfront promenades? If yes, will the development of such cycle tracks also adopt the "shared-use approach"?

4. What are the staff establishment and ranks of staff of the Transport Department (TD) currently involved in the development of cycle tracks as well as the expenditure involved? Apart from the TD, what other departments are involved in the planning and development of cycle tracks?

Asked by: Hon HUI Chi-fung (LegCo internal reference no.: 77)

Reply:

1. Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and

additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

The locations of existing cycle tracks and associated facilities improved and to be improved under the first batch and second batch of improvement works are set out in Annex 1.

The expenditure of the first batch of improvement works was about $4 million. The estimated cost of the second batch of improvement works is about $70 million.

As for the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved.

Separately, the Civil Engineering and Development Department (CEDD) is developing cycle track networks in the New Territories. The details of works undertaken by the CEDD are at Annex 2.

2. In urban area, apart from the KTD, the CEDD is developing cycle tracks of 2.6 kilometres long in Anderson Road Quarry development.

3. The Government announced earmarking $6 billion in the 2019-20 Budget. The funding will be used for implementing nine key harbourfront enhancement initiatives which have been endorsed by the Harbourfront Commission and have gained general public consensus. In taking forward these initiatives, the Government will carefully consider the feasibility of providing cycling facilities, including whether a share-used mode cycle track should be adopted taking into account relevant considerations such as public views, safety concern and site constraints.

4. The improvement works in nine new towns are managed by existing staff of the TD and the Highways Department (HyD). In the TD, there is no separate breakdown of manpower and expenditure involved. In the HyD, the work is undertaken by two time-limited Engineers/Assistant Engineers with the staff cost for 2018-19 and 2019-20 at about $1.5 million and $1.56 million respectively.

As regards the development of the Cycle Track Network in the New Territories, two Senior Engineers and four Engineers in the CEDD are working for the proposed works in North District, Yuen Long, Tai Po, Tsuen Wan and Tuen Mun, and the staff cost for 2018-19 and 2019-20 are $6.7 million and $7.0 million respectively. For cycle tracks in other areas of the New Territories, KTD and Anderson Road Quarry development, the CEDD has no specific breakdown of staff involved.

Annex 1

Locations for the First and Second Batch of Improvement Works Along Existing Cycle Tracks[Note1]

New Town	Improvements to cycle tracks[Note2]	Provision of additional bicycle parking spaces
1. Tin Shui Wai	• Tin Shui Wai Hospital • Tin Yan Estate • Tin Chak Estate • Tin Yip Road Community Health Centre • Tin Shui Wai Park • Tin Wu Road • Tin Yiu Road • Wetland Park Road • Tin Shui Road • Tin Kwai Road • Tin Sau Road • Tin Wah Road • Tin Shing Road • LRT Tin Yat Station • Tin Shui Estate • LRT Tin Sau Station • Wo Ping San Tsuen Lane • Ping Ha Road	• Hung Tai Road • LRT Tin Shui Station • Tin Yan Estate • LRT Chestwood Station • Tin Ho Road • Tin Kwai Road • Tin Yan Road • LRT Lockwood Station • Tin Lung Road • MTR Tin Shui Wai Station • Tin Hei Street • Tin Shing Road • Castle Peak Road – Ping Shan • Tin Yiu Road • Tin Yau Court • Tin Shui Road • Tin Tan Street • Tin Chung Court bus terminus • Tin Wah Road • Tin Chak Estate • Tin Heng Estate • Tin Chak Shopping Centre • LRT Tin Yat Station • Ka Yan Street • Tin Wing Road
2. Yuen Long	• Long Tin Road • Ping Yee Road • Long Yip Street • Kam Tin Bypass • Pok Oi Interchange • Kam Tin Road • Tai Tong Road • Tung Tau Industrial Area	• Ping Yee Road • MTR Kam Sheung Road Station • MTR Yuen Long Station • Sun Yuen Long Centre • Tai Tong Road • LRT Fung Nin Road Station • Greenery Place Tower • Tung Wui Road • Tai Kiu Road • Wang Lok Street • Fung Yau Street North • Yau Tin East Road • Sai Yu Street • Kau Yuk Road • Shap Pat Heung Road

New Town	Improvements to cycle tracks[Note2]	Provision of additional bicycle parking spaces
3. Tuen Mun	• MTR Siu Hong Station • Hoi Wong Road • Castle Peak Road • Fu Hang Road • Tuen Kwai Road • Lam Tei Interchange • Tsing Tin Road • Ming Kum Road • LRT Affluence Station • LRT Choi Yee Bridge Station • LRT Ho Tin Station • Tin Hau Road • Tsing Wun Road • Adjacent to Tuen Mun Nullah • Hoi Wing Road • Adjacent to Lung Mun Oasis • The Jockey Club Tuen Mun Butterfly Beach Sports Centre • Wu Shan Road • Wu King Road • Wu Chui Road • Lung Mun Road • Tin King Estate • LRT Shek Pai Station • Butterfly Beach Park • LRT Lam Tei Station	• Glorious Garden • LRT Lam Tei Station • Fu Tai Estate PTI • LRT Siu Hong Station • Tsing Lun Road • Leung King Estate PTI • MTR Tuen Mun Station • Pui To Road • Yan Oi Market • Lung Mun Road • Lung Chak Road • Tuen Tsing Lane • Wong Chu Road • LRT Tuen Mun Hospital Station • Siu Hong Road • Tin King Road
4. Tsuen Wan		• MTR Tsuen Wan West Station
5. Tung Chung	• Tung Chung Road • Chek Lap Kok South Road • Chung Yan Road • Tat Tung Road • Tung Chung Waterfront Road • Tung Chung Development Pier • Yu Tung Road • Shun Tung Road • Cheung Tung Road • Yi Tung Road	• Yu Tung Road • Tat Tung Road • Tung Chung Development Pier Bus Stop • Shun Tung Road

New Town	Improvements to cycle tracks[Note2]	Provision of additional bicycle parking spaces
6. Tseung Kwan O	• Chiu Shun Road • Sheung Ning Road • Po Shun Road • Chi Shin Street • On Ning Garden • Chung Ming Court • Tong Ming Court • Choi Ming Court • Subway underneath Tseung Kwan O Tunnel Road • Po Hong Road • Shun Tak Fraternal Association Cheng Yu Tung Secondary School • Po Lam Road North • Yau Yue Wan Village Road • Po Ning Road • Ngan O Raod • Footbridge between Tseung Kwan O South and Oscar By The Sea • MTR Po Lam Station • Po Yap Road • Tseung Kwan O Waterfront Park • Po Fung Road • Wan Hang Road • Wan Lung Road • Subway between Sheung Ning Playground and Tseung Kwan O swimming pool • Tseung Kwan O Hospital • Tong Ming Street	• Po Yap Road • Tong Chun Street • Tseung Kwan O Hospital • King Ling Road • Chui Ling Road • Choi Ming Court • Park Central • Tong Ming Street • Tong Yin Street • Po Hong Road • Wan Po Road • Sheung Ning Road • Metro City Phase 2 • Mau Yip Road • Chiu Shun Road • Lohas Park Road • Po Lam Road North
7. Sha Tin / Ma On Shan	• Sha Tin Rural Committee Road • Sha Kok Street • Hong Kong Sports Institute • MTR Che Kung Temple Station • Sui Tai Road • Science Park Road • Hin Keng Street • Tin Sam Street • Hung Miu Kuk Road • Che Kung Miu Road Roundabout • Mei Tin Road • Tai Po Road - Tai Wai • Tai Po Road - Shatin	• Yiu On Estate • Sun Chui Estate • Holford Garden • Hang Hong Street • Hang Kam Street • MTR Fo Tan Station • Tai Po Road - Tai Wai • Mei Tin Road • Heung Fan Liu Street • Sha Tin Tau Road • Sha Tin Central Bus Terminus • Sha Tin Rural Committee Road • Sha Tin Wai Road

New Town	Improvements to cycle tracks[Note2]	Provision of additional bicycle parking spaces
	• Sha Tin Tau Road • Along Shing Mun River • Yuen Wo Road • Sha Tin Wai Road • Siu Lek Yuen Road • Tai Chung Kiu Road • Sui Cheung Street • Ning Tai Road • Hang Fai Street Roundabout • On Luk Street • Sai Sha Road • Lee On Estate • Near Ma On Shan Bypass • Near Ma On Shan Road • Chui Tin Street • Che Kung Miu Road • MTR University Station • Chik Fai Street • Sha Tin Road • MTR Heng On Station • MTR Ma On Shan Station • Shui Chong Street • Kam Tai Court • Pictorial Garden • Along Ma On Shan promenade • Siu Lek Yuen Road Playground • Mei Fai Street • Fo Tan Road • Kam Lung Court • Hang Hong Street	• MTR City One Station • MTR Heng On Station • Kam Fung Court • Kam Lung Court • Near Ma On Shan Road • Chui Tin Street • On Ming Street • Sha On Street • Chak Cheung Street • Chik Wan Street • Hang Fai Street Roundabout • Tin Sam Street • Fo Tan Road • Chik Chuen Street • Sha Kok Street • Hin Keng Street
8. Tai Po	• Nga Wan Road • Wan Tau Tong Estate • Nam Wan Road • Tai Po Road –Yuen Chau Tsai • Ting Kok Road • Tai Po Tai Wo Road • On Cheung Road • Kwong Fuk Road • Ting Tai Road • On Po Road • Tai Po Tau Drive • On Chee Road • Yuen Shin Road • Dai Fuk Street • Tai Po Waterfront Park	• On Cheung Road • On Po Road • Tai Wo Neighbourhood Community Centre • MTR Tai Po Market Station • Tat Wan Road • Nam Wan Road • Kwong Fuk Road • Po Nga Road

New Town	Improvements to cycle tracks[Note2]	Provision of additional bicycle parking spaces
9. Fanling / Sheung Shui	• Chi Wa Lane • Cheerful Park • Choi Yuen Estate • Yip Fung Street • MTR Sheung Shui Station • Pak Wo Road • Wo Hop Shek Interchange • Footbridge across Fanling Highway • Lok Ming Street • Fanling Station Road • Jockey Club Road • Fanling Town Centre • Cheung Wah Estate • Jockey Club Road Roundabout • MTR Fanling Station • North District Government Offices • San Wan Road • So Kwun Po Road • Ching Hiu Road • Po Wing Road Wai Wo Street • Po Kin Road • Fan Kam Road • Po Shek Wu Road • Lung Sum Avenue • Ma Sik Road • Fan Leng Lau Road • Fanling Centre • Lok Yip Road • Dawning Views • Yip Wo Street • Avon Park • Yip Fung Street • Sha Tau Kok Road – Lung Yeuk Tau • Luen Wo Road • Po Ping Road • Choi Yuen Road • Yuk Po Court • Yat Ming Road • Fanling Hong Lok Park • Ka Fuk Estate	• MTR Fanling Station • MTR Sheung Shui Station • Ching Ho Estate • Footbridge across Fanling Highway • Fanling Station Road • San Wan Road • Chi Fuk Circuit • Ka Fuk Estate • Kat Cheung Crescent • Jockey Club Road • Lung Sum Avenue • Pak Wo Road • Wo Muk Road • Yip Fung Street • Luen On Street • Kui Sik Street • Lok Tung Street • Ma Sik Road • North District Government Offices • Choi Fat Street • Choi Yuen Road • Po Shek Wu Road • Fan Leng Lau Road • Chi Cheong Road

Note 1: Locations listed in this Annex may include more than one site for the first and second batch of improvement works.

Note 2: For example, the provision of additional safety facilities at some sharp bends, steepramps and pedestrian crossings.

Annex 2

Cycle Tracks in the New Territories Undertaken by the CEDD

Districts	Projects involving provision of cycle tracks	Length of cycle tracks to be provided (kilometres)	Current Status
Islands	Infrastructure works for public housing development at Area 54, Tung Chung	0.5	Construction stage
	Tung Chung New Town Extension	12	Design stage
North	Advance works at Kwu Tung North and Fanling North New Development Areas	4	Design stage
	Cycle Track Network in the New Territories (from Pak Shek Au to Sheung Yue River)	2.6	Construction stage
Sai Kung	Cross Bay Link, Tseung Kwan O#	2	Construction stage
	Tseung Kwan O – Lam Tin Tunnel*	1.8	Construction stage
Yuen Long	Development of Lok Ma Chau Loop – Western Connection Road	2	Design stage
	Hung Shui Kiu New Development Area	20	Under study
	Yuen Long South development project	12.5	Under study
	Cycle Track Network in the New Territories (from Kam Tin River to Pak Shek Au)	7.4	Construction stage
Tai Po	Cycle Track Network in the New Territories (Branching off section from Ting Kok Road to Sam Mun Tsai)	1.0	Design stage
Tsuen Wan	Cycle Track Network in the New Territories (from Tsing Tsuen Bridge to Tai Lam Chung)	10.7	Construction stage
Tuen Mun	Cycle Track Network in the New Territories (from Tai Lam Chung to Tuen Hing Road near Chi Lok Fa Yuen)	11.3	Under review
	Total	87.8	

\# The Cross Bay Link project includes a cycle track across Junk Bay mainly on viaduct.

* Under the Tseung Kwan O – Lam Tin Tunnel project, a cycle track will be constructed connecting the existing at grade cycle track at Tseung Kwan O Town Centre South and the proposed cycle track along the proposed Cross Bay Link.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3801)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government takes forward different transport infrastructure such as Central Kowloon Route. Please advise the volume/capacity (v/c) ratios during peak hours and non-peak hours of the major sections of the strategic routes in Hong Kong in the past five years.

The Transport and Housing Bureau is responsible for monitoring the development of the transport system in Hong Kong. Please provide the following information using the table below:

Name of tunnel	Management, operation and maintenance (MOM) contract operator	Average daily peak hour traffic volume	Average daily peak hour traffic v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour traffic v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Aberdeen Tunnel									
Cross-Harbour Tunnel									
Eastern Harbour Crossing									
Western Harbour Crossing									
Kai Tak Tunnel									
Lion Rock Tunnel									
Tate's Cairn Tunnel									
Tseung Kwan O Tunnel									

Name of tunnel	Management, operation and maintenance (MOM) contract operator	Average daily peak hour traffic volume	Average daily peak hour traffic v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour traffic v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Eagle's Nest Tunnel and Sha Tin Heights Tunnel									
Shing Mun Tunnels									
Cheung Tsing Tunnel									
Tai Lam Tunnel									
Nam Wan Tunnel									
Discovery Bay Tunnel									

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 400)

Reply:

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at Tate's Cairn Tunnel, Lion Rock Tunnel, Tseung Kwan O Tunnel, Eastern Harbour Crossing and Cross-Harbour Tunnel exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the tables below present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. Furthermore, traffic congestion at the northbound portal of the Aberdeen Tunnel during peak hours occasionally necessitates intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and in turn lowering the v/c ratio of the Aberdeen Tunnel.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

With the above caveats, the peak hour and non-peak hour traffic volume of each of the tunnels in Hong Kong and their respective v/c ratio in the past five years are provided in the two tables below [Note 1]:

(I) Tolled tunnels [Note 2,3]							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	2018	1 500	0.6	1 100	0.4
			2017	1 500	0.6	1 100	0.4
			2016	1 600	0.6	1 100	0.4
			2015	1 600	0.6	1 100	0.4
			2014	1 600	0.6	1 100	0.4
		Southbound	2018	1 800	0.7	1 200	0.5
			2017	1 800	0.7	1 200	0.5
			2016	1 900	0.7	1 300	0.5
			2015	2 000	0.8	1 300	0.5
			2014	2 000	0.8	1 300	0.5
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 700	1.0	2 200	0.8
			2017	2 700	1.0	2 200	0.8
			2016	2 700	1.0	2 200	0.8
			2015	2 700	1.0	2 200	0.8
			2014	2 800	1.1	2 200	0.8
		Southbound	2018	2 800	1.1	2 200	0.8
			2017	2 800	1.1	2 200	0.8
			2016	2 800	1.1	2 200	0.8
			2015	2 900	1.1	2 300	0.9
			2014	2 900	1.1	2 200	0.8
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2018	2 700	1.0	1 500	0.6
			2017	2 700	1.0	1 400	0.5
			2016	2 600	1.0	1 400	0.5
			2015	2 700	1.0	1 400	0.5
			2014	2 600	1.0	1 300	0.5
		Southbound	2018	2 700	1.0	1 300	0.5
			2017	2 700	1.0	1 300	0.5
			2016	2 700	1.0	1 300	0.5
			2015	2 800	1.1	1 300	0.5
			2014	2 700	1.0	1 200	0.5

(I) Tolled tunnels [Note 2,3]							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2018	2 500	0.6	1 300	0.3
			2017	2 500	0.6	1 300	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 400	0.6	1 200	0.3
			2014	2 300	0.5	1 200	0.3
		Southbound	2018	2 700	0.6	1 200	0.3
			2017	2 600	0.6	1 200	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 500	0.6	1 100	0.3
			2014	2 400	0.6	1 100	0.3
Lion Rock Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 500	1.0	1 700	0.7
			2017	2 500	1.0	1 800	0.7
			2016	2 500	1.0	1 800	0.7
			2015	2 500	1.0	1 800	0.7
			2014	2 500	1.0	1 700	0.7
		Southbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 700	0.7
			2016	2 600	1.0	1 600	0.6
			2015	2 700	1.0	1 600	0.6
			2014	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Pacific Infrastructure Management Limited	Northbound	2018	2 300	0.9	1 100	0.4
			2017	2 200	0.8	1 100	0.4
			2016	2 200	0.8	1 100	0.4
			2015	2 200	0.8	1 000	0.4
			2014	2 100	0.8	1 000	0.4
		Southbound	2018	2 300	0.9	900	0.3
			2017	2 300	0.9	900	0.3
			2016	2 200	0.8	900	0.3
			2015	2 300	0.9	900	0.3
			2014	2 200	0.8	800	0.3

(I) Tolled tunnels [Note 2,3]							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Tseung Kwan O Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 600	0.6
			2016	2 700	1.0	1 600	0.6
			2015	2 700	1.0	1 800	0.7
			2014	2 700	1.0	1 500	0.6
		Eastbound	2018	2 800	1.1	1 800	0.7
			2017	2 800	1.1	1 700	0.7
			2016	2 700	1.0	1 700	0.7
			2015	2 700	1.0	1 800	0.7
			2014	2 600	1.0	1 600	0.6
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Northbound	2018	2 200	0.5	1 100	0.2
			2017	2 100	0.4	1 000	0.2
			2016	2 000	0.4	1 000	0.2
			2015	1 800	0.4	900	0.2
			2014	1 700	0.4	900	0.2
		Southbound	2018	2 400	0.5	1 000	0.2
			2017	2 300	0.5	900	0.2
			2016	2 200	0.5	800	0.2
			2015	2 000	0.4	800	0.2
			2014	1 900	0.4	700	0.1
Shing Mun Tunnels	Chun Wo Tunnel Management Limited	Westbound	2018	1 900	0.7	1 000	0.4
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 800	0.7	900	0.3
		Eastbound	2018	1 800	0.7	900	0.3
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 700	0.7	900	0.3

(I) Tolled tunnels [Note 2,3]							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	2018	1 800	0.4	1 100	0.2
			2017	1 800	0.4	1 100	0.2
			2016	1 800	0.4	1 100	0.2
			2015	1 800	0.4	1 100	0.2
			2014	1 800	0.4	1 200	0.3
		Southbound	2018	2 400	0.5	1 100	0.2
			2017	2 400	0.5	1 100	0.2
			2016	2 300	0.5	1 100	0.2
			2015	2 400	0.5	1 100	0.2
			2014	2 300	0.5	1 100	0.2

(II) Toll-free tunnels [Note 4]					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	1 200	0.5
			2017	1 200	0.5
			2016	1 200	0.5
			2015	1 200	0.5
			2014	1 200	0.5
		Eastbound	2018	1 000	0.4
			2017	1 000	0.4
			2016	1 000	0.4
			2015	1 000	0.4
			2014	1 100	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	2018	1 800	0.4
			2017	1 800	0.4
			2016	1 700	0.4
			2015	1 700	0.4
			2014	1 500	0.3
		Eastbound	2018	1 500	0.3
			2017	1 500	0.3
			2016	1 500	0.3
			2015	1 400	0.3
			2014	1 400	0.3

(II) Toll-free tunnels [Note 4]					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Nam Wan Tunnel	Serco Lam JV	Westbound	2018	1 100	0.2
			2017	1 000	0.2
			2016	900	0.2
			2015	900	0.2
			2014	900	0.2
		Eastbound	2018	1 200	0.3
			2017	1 100	0.2
			2016	1 100	0.2
			2015	1 100	0.2
			2014	1 100	0.2

Note 1: Most of the government tunnels were constructed a long time ago and the Transport Department (TD) does not have their estimated peak hour and non-peak hour traffic volumes and estimated v/c ratios during construction.

Note 2: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which are compiled by tunnel operators through the toll collection systems. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays. Non-peak hours refer to the remaining hours other than the six peak hours in the morning and evening during the 24 hours on weekdays.

Note 3: The TD does not have the data on Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 4: For toll-free tunnels including Kai Tak Tunnel, Cheung Tsing Tunnel and Nam Wan Tunnel, without the toll collection systems through which records can be obtained, the TD does not have breakdown of the traffic data for peak hours and non-peak hours. The figures on toll-free tunnels in the Table (II) above are the average hourly vehicular flows for both directions provided by tunnel operators and their respective average v/c ratio.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3802)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

- the operating expenditure and revenue of the Lantau Link in the past five years;
- whether the Lantau Link has achieved full cost recovery and a financially break-even position?
- what is the construction cost of the Lantau Link; and
- what is the total revenue for the Lantau Link since commissioning?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 401)

Reply:

The operating expenditure and revenue of the Lantau Link in the past five years are tabulated below:

	2013-14 ($ million)	2014-15 ($ million)	2015-16 ($ million)	2016-17 ($ million)	2017-18 ($ million)
Revenue	492.7	525.6	562.9	597.4	636.6
Expenditure	270.3	278.5	279.9	305.3	322.1

The initial capital expenditure of the Lantau Link is about $10.8 billion and the capital cost has yet to be fully recovered. From its opening on 22 May 1997 to 2017-18, the total revenue is about $8.0 billion. As for its operating accounts, the Lantau Link has been maintaining a financially break-even position since 2007.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3805)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the morning peak hour traffic volume, morning peak hour traffic volume/capacity (v/c) ratio, non-peak hour traffic volume, non-peak hour traffic v/c ratio, deign maximum capacity, estimated daily peak hour traffic volume during construction, and the estimated daily non-peak hour traffic volume during construction of the following major roads at present:

Major roads	Morning peak hour traffic volume	Morning peak hour traffic v/c ratio	Non-peak hour traffic volume	Non-peak hour traffic v/c ratio	Deign maximum capacity	Estimated daily peak hour traffic volume during construction	Estimated daily non-peak hour traffic volume during construction
Tuen Mun Road (Siu Lam Section) (eastbound)							
Tuen Mun Road (Sham Tseng Section) (eastbound) West of Tsing Lung Tau							
Tai Lam Tunnel (southbound)							
Ting Kau Bridge (southbound)							

Tuen Mun Road (Town Centre Section) (southbound)							
North Lantau Highway (eastbound)							
Lantau Link (eastbound)							
Yuen Long Highway near Lam Tei Interchange (northbound)							
Yuen Long Highway near Tan Kwai Tsuen (southbound)							
Stonecutters Bridge (eastbound)							
Cheung Tsing Tunnel (eastbound)							
Castle Peak Road Tsing Lung Tau Section (eastbound)							
Kong Sham Western Highway (southbound)							

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 404)

Reply:

The morning peak hour traffic volumes, morning peak hour traffic volume/capacity (v/c) ratios of the concerned major roads in 2017 and their design maximum capacities are at Annex.

Annex

Major roads	Morning peak hour traffic volume[1] in 2017 (vehicle/hour)	Morning peak hour traffic v/c ratio[2] in 2017	Design maximum capacity[3] (vehicle/hour)
Tuen Mun Road (Siu Lam Section) (eastbound)[4]	-	-	4 700
Tuen Mun Road (Sham Tseng Section) (eastbound) (between Sham Tseng and Tsing Long Highway – Ting Kau Bridge), including the slip road from Sham Tseng	5 830	0.9	6 300
Tai Lam Tunnel (southbound)	3 790	0.8	4 700
Ting Kau Bridge (southbound)	4 740	1.0	4 700
Tuen Mun Road (Town Centre Section) (southbound) (between Pui To Road and Tsing Chui Path)	4 530	1.0	4 700
North Lantau Highway (eastbound) (between Tung Chung Eastern Interchange and Chek Lap Kok)	1 070	0.2	4 700
Lantau Link (eastbound) (between Tsing Ma Bridge eastern end at Tsing Yi and Ngong Shuen Au)	2 290	0.5	4 700
Yuen Long Highway near Lam Tei Interchange (northbound) (between Tin Shui Wai West Interchange and Lam Tei Interchange)	3 790	0.8	4 700
Yuen Long Highway near Tan Kwai Tsuen (southbound) (between Tin Shui Wai West Interchange and Lam Tei Interchange)	3 720	0.6	6 300
Stonecutters Bridge (eastbound)	2 030	0.4	4 700
Cheung Tsing Tunnel (eastbound)	3 250	0.7	4 700
Castle Peak Road Tsing Lung Tau Section (eastbound)[4]	-	-	3 000
Kong Sham Western Highway (southbound) (between Yick Yuen Road and Shenzhen Bay Bridge)	600	0.2	3 000

Note:

1 The morning peak hour refers to the busiest one hour from 7:00 am to 10:00 am on weekdays (i.e. Mondays to Fridays, except public holidays). The traffic volume statistics in the Annual Traffic Census (ATC) are currently available up to 2017. For Kong Sham Western Highway, the morning peak hour v/c ratio was compiled based on an individual traffic survey.

2 The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of

mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

3 The design maximum capacities are calculated based on the number of traffic lanes and width of the road sections concerned.

4 The ATC does not have information on the traffic volumes for Tuen Mun Road (Siu Lam Section) (eastbound) and Castle Peak Road Tsing Lung Tau Section (eastbound).

Remarks: As the concerned major roads were constructed a long time ago, the Transport Department does not have information on their estimated daily peak hour and non-peak hour traffic volumes during construction. The ATC does not have information on non-peak hour traffic volumes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3810)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for managing parking spaces. In this connection, will the Government advise this Committee on:

1. the numbers of on-street parking spaces in the past five years, the numbers of on-street parking spaces for which local consultations have been conducted, and the numbers of additional on-street parking spaces which will be provided in each district in the coming year (in tabulated form);

2. the numbers of short-term tenancy (STT) car parks in the 18 districts in Hong Kong, and the numbers of parking spaces at each location (by vehicle type) (in tabulated form); and

3. the names of multi-storey car parks under the TD's management, the numbers of parking spaces therein (by vehicle type) and utilisation rates of such parking spaces.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 409)

Reply:

1. The numbers of on-street parking spaces as at end February each year in the past five years were as follows:

Year	2015	2016	2017	2018	2019
Number of on-street parking spaces	32 638	32 841	33 295	33 771	34 024

The number of on-street parking spaces for which local consultations have been conducted in the past five years was 3 232.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years.

2. As at February 2019, the numbers of STT public fee-paying car parks and the numbers of parking spaces by vehicle types in each of the 18 districts are in Annex.

3. The multi-storey car parks under the management of the TD, the numbers of parking spaces in these car parks and their average utilisation rates as at December 2018 were as follows:

(i) Private Cars/Van-type Light Goods Vehicles

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	380	51%	70%	16%
City Hall Car Park	170	43%	58%	15%
Rumsey Street Car Park	835	60%	68%	45%
Tin Hau Car Park	429	75%	81%	64%
Shau Kei Wan Car Park	386	83%	84%	81%
Aberdeen Car Park	293	81%	76%	89%
Yau Ma Tei Car Park	770	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	268	87%	86%	87%
Kwai Fong Car Park*	552	73%	74%	72%
Tsuen Wan Car Park	545	90%	91%	88%
Kennedy Town Car Park	195	81%	83%	75%
Total	**4 823**	**71%**	**76%**	**60%**

* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 477 parking spaces were available during the concerned period.

(ii) Motorcycles

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	37	57%	64%	46%
City Hall Car Park	27	78%	79%	73%

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Rumsey Street Car Park	148	68%	69%	66%
Tin Hau Car Park	75	84%	84%	85%
Shau Kei Wan Car Park	72	78%	75%	84%
Aberdeen Car Park	51	75%	73%	80%
Yau Ma Tei Car Park	76	79%	79%	79%
Sheung Fung Street Car Park, Wong Tai Sin	74	69%	65%	77%
Kwai Fong Car Park	93	74%	72%	76%
Tsuen Wan Car Park	34	76%	73%	81%
Kennedy Town Car Park	37	81%	78%	86%
Total	**724**	**74%**	**73%**	**76%**

Annex

Number of parking spaces in STT car parks

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central & Western	4	34	232	4	11
Wan Chai	0	0	0	0	0
Eastern	12	1 319	192	110	35
Southern	6	196	71	27	0
Yau Tsim Mong	6	454	78	0	2
Sham Shui Po	6	649	408	66	17
Kowloon City	8	1 267	299	497	4
Wong Tai Sin	4	330	18	78	28
Kwun Tong	9	1 067	120	40	3
Tsuen Wan	11	2 006	142	28	24
Tuen Mun	15	1 801	470	0	6
Yuen Long	12	1 056	87	0	22
North	19	2 325	410	0	22
Tai Po	8	1 129	148	0	16
Sai Kung	15	2 669	139	17	7
Sha Tin	16	2 572	254	36	14
Kwai Tsing	41	2 364	5 299	221	14
Islands	1	67	0	0	0
Total	**193**	**21 305**	**8 367**	**1 124**	**225**

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3811)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government provide the following information:

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

	Year					
	Number of parking spaces					
District	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for the exclusive use of individuals	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
e.g. Kwai Tsing	xxxx (-2%)					

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

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 410)

Reply:

The numbers of parking spaces in 18 districts in the past five years are tabulated at Annex 1.

The numbers of newly registered private cars and licensed private cars in Hong Kong in the past five calendar years are tabulated at Annex 2.

The numbers of parking spaces by district and vehicle type are tabulated at Annex 3.

Annex 1

Number of parking spaces by district (as at February 2019)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 273	604	7 990	331	28 173	320
	(0.5%)	(1.0%)	(-2.7%)	(-13.4%)	(2.4%)	(0.0%)
Wan Chai	1 761	30	9 617	72	28 047	424
	(0.1%)	(-6.3%)	(-0.4%)	(14.3%)	(0.5%)	(-0.2%)
Eastern	1 226	159	11 446	700	33 242	1 394
	(0.3%)	(0.6%)	(1.1%)	(9.9%)	(1.7%)	(0.6%)
Southern	1 382	204	6 794	731	31 098	616
	(0.7%)	(-1.4%)	(0.5%)	(14.8%)	(1.4%)	(-1.1%)
Yau Tsim Mong	2 337	546	13 405	1 767	17 745	358
	(-0.1%)	(5.4%)	(2.1%)	(-2.6%)	(0.5%)	(0.3%)
Sham Shui Po	2 337	1 097	8 175	1 494	18 645	1 092
	(1.6%)	(0.0%)	(1.8%)	(2.4%)	(1.8%)	(2.3%)
Kowloon City	2 467	232	7 742	1 356	39 408	588
	(0.9%)	(0.0%)	(-3.0%)	(-11.7%)	(1.7%)	(-0.2%)
Wong Tai Sin	1 076	161	5 278	240	14 480	1 025
	(0.2%)	(-0.6%)	(1.0%)	(3.4%)	(-0.5%)	(2.9%)
Kwun Tong	1 723	174	13 049	1 017	30 599	2 279
	(-3.8%)	(-3.9%)	(1.7%)	(-7.3%)	(1.0%)	(-14.2%)
Tsuen Wan	1 466	87	9 789	1 147	25 608	1 167
	(0.6%)	(0.0%)	(3.8%)	(-0.9%)	(2.9%)	(3.5%)
Tuen Mun	1 537	389	8 781	1 221	30 656	1 085
	(0.2%)	(2.6%)	(1.9%)	(-1.5%)	(0.5%)	(0.5%)
Yuen Long	1 608	553	8 849	467	30 798	1 452
	(-2.8%)	(-4.2%)	(4.3%)	(6.9%)	(0.3%)	(0.8%)
North	1 771	456	5 199	677	14 685	778
	(6.5%)	(-6.2%)	(2.6%)	(9.0%)	(0.9%)	(-1.5%)
Tai Po	1 840	415	5 509	329	21 167	587
	(4.2%)	(0.0%)	(0.2%)	(-0.9%)	(0.2%)	(0.0%)
Sai Kung	2 159	505	10 424	384	28 380	992
	(-0.7%)	(1.0%)	(-1.9%)	(-11.1%)	(5.1%)	(0.0%)
Sha Tin	2 208	338	16 336	1 136	54 341	1 467
	(-11.4%)	(-4.8%)	(1.2%)	(-1.5%)	(1.5%)	(1.4%)
Kwai Tsing	1 449	390	10 062	7 423	24 206	3 536
	(1.1%)	(6.8%)	(2.1%)	(-1.0%)	(0.1%)	(5.8%)
Islands	1 301	146	6 346	347	8 460	526
	(164.4%)	(10.6%)	(2.4%)	(0.0%)	(-4.7%)	(0.0%)
Total	31 921	6 486	164 791	20 839	479 738	19 686
	(2.2%)	(0.1%)	(1.1%)	(-1.1%)	(1.3%)	(-0.3%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2018)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 261	598	8 210	382	27 517	320
	(-19.9%)	(-3.2%)	(-0.2%)	(2.7%)	(-1.0%)	(0.0%)
Wan Chai	1 759	32	9 659	63	27 901	425
	(1.3%)	(0.0%)	(2.1%)	(0.0%)	(0.3%)	(0.0%)
Eastern	1 222	158	11 318	637	32 676	1 385
	(0.2%)	(-0.6%)	(2.8%)	(-18.6%)	(0.1%)	(-0.1%)
Southern	1 372	207	6 762	637	30 658	623
	(0.0%)	(-0.5%)	(0.1%)	(-3.8%)	(0.4%)	(1.8%)
Yau Tsim Mong	2 339	518	13 135	1 814	17 661	357
	(-0.0%)	(-1.7%)	(0.2%)	(-0.5%)	(0.7%)	(3.5%)
Sham Shui Po	2 301	1 097	8 028	1 459	18 312	1 067
	(3.1%)	(0.2%)	(-2.4%)	(-4.6%)	(1.4%)	(0.2%)
Kowloon City	2 445	232	7 984	1 535	38 742	589
	(0.5%)	(-0.4%)	(3.4%)	(-8.5%)	(2.1%)	(-0.5%)
Wong Tai Sin	1 074	162	5 227	232	14 558	996
	(0.0%)	(-4.1%)	(-6.3%)	(-18.0%)	(0.7%)	(2.2%)
Kwun Tong	1 791	181	12 828	1 097	30 307	2 655
	(5.0%)	(-1.1%)	(0.9%)	(3.0%)	(1.0%)	(-6.0%)
Tsuen Wan	1 457	87	9 434	1 158	24 896	1 128
	(-0.1%)	(-3.3%)	(0.1%)	(2.3%)	(3.3%)	(3.2%)
Tuen Mun	1 534	379	8 619	1 239	30 508	1 080
	(3.0%)	(8.3%)	(1.2%)	(-2.7%)	(2.3%)	(0.0%)
Yuen Long	1 655	577	8 482	437	30 720	1 440
	(11.6%)	(6.7%)	(1.4%)	(-2.2%)	(3.3%)	(7.6%)
North	1 663	486	5 068	621	14 559	790
	(0.1%)	(1.0%)	(-0.1%)	(-2.4%)	(-1.2%)	(-0.9%)
Tai Po	1 766	415	5 496	332	21 134	587
	(15.2%)	(-1.9%)	(-4.1%)	(-19.4%)	(1.1%)	(-6.1%)
Sai Kung	2 174	500	10 631	432	27 014	992
	(1.1%)	(-2.9%)	(0.8%)	(-0.7%)	(3.8%)	(0.2%)
Sha Tin	2 493	355	16 144	1 153	53 552	1 447
	(14.5%)	(2.3%)	(4.2%)	(0.8%)	(1.7%)	(-0.1%)
Kwai Tsing	1 433	365	9 854	7 499	24 186	3 342
	(-1.8%)	(5.2%)	(1.6%)	(3.7%)	(-0.4%)	(0.5%)
Islands	492	132	6 199	347	8 874	526
	(0.4%)	(1.5%)	(-12.9%)	(-13.0%)	(0.0%)	(0.0%)
Total	31 231	6 481	163 078	21 074	473 775	19 749
	(1.3%)	(0.5%)	(0.2%)	(-1.4%)	(1.2%)	(-0.1%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2017)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 821	618	8 226	372	27 790	320
	(1.7%)	(1.6%)	(2.6%)	(-3.4%)	(3.0%)	(-0.6%)
Wan Chai	1 736	32	9 458	63	27 827	425
	(-0.6%)	(0.0%)	(1.8%)	(0.0%)	(0.9%)	(1.2%)
Eastern	1 220	159	11 005	783	32 656	1 386
	(0.2%)	(8.9%)	(-0.3%)	(0.3%)	(2.5%)	(1.6%)
Southern	1 372	208	6 752	662	30 530	612
	(1.9%)	(-1.0%)	(2.5%)	(36.2%)	(2.8%)	(-6.4%)
Yau Tsim Mong	2 340	527	13 108	1 824	17 544	345
	(0.5%)	(-0.4%)	(3.9%)	(-2.6%)	(5.0%)	(4.9%)
Sham Shui Po	2 232	1 095	8 224	1 529	18 063	1 065
	(-1.1%)	(-3.4%)	(-2.3%)	(28.8%)	(0.8%)	(-6.3%)
Kowloon City	2 433	233	7 722	1 677	37 960	592
	(-8.6%)	(0.0%)	(6.3%)	(-11.0%)	(6.4%)	(11.1%)
Wong Tai Sin	1 074	169	5 577	283	14 451	975
	(-3.9%)	(-11.1%)	(5.1%)	(-12.1%)	(0.4%)	(2.5%)
Kwun Tong	1 705	183	12 713	1 065	30 021	2 824
	(4.5%)	(-18.3%)	(-2.5%)	(-25.5%)	(2.4%)	(3.9%)
Tsuen Wan	1 458	90	9 422	1 132	24 101	1 093
	(2.7%)	(1.1%)	(0.2%)	(-1.5%)	(1.4%)	(8.2%)
Tuen Mun	1 489	350	8 521	1 274	29 833	1 080
	(-0.1%)	(6.4%)	(3.4%)	(-1.4%)	(0.8%)	(2.5%)
Yuen Long	1 483	541	8 368	447	29 739	1 338
	(6.5%)	(16.3%)	(4.4%)	(3.5%)	(3.3%)	(2.3%)
North	1 662	481	5 075	636	14 731	797
	(-2.8%)	(0.4%)	(1.7%)	(8.3%)	(4.1%)	(7.0%)
Tai Po	1 533	423	5 732	412	20 911	625
	(-0.5%)	(-0.2%)	(3.2%)	(-2.4%)	(0.2%)	(-2.8%)
Sai Kung	2 151	515	10 549	435	26 020	990
	(2.3%)	(5.7%)	(12.5%)	(-22.5%)	(7.1%)	(15.4%)
Sha Tin	2 177	347	15 493	1 144	52 676	1 449
	(6.2%)	(-3.1%)	(-3.8%)	(-1.5%)	(1.5%)	(2.7%)
Kwai Tsing	1 460	347	9 697	7 234	24 295	3 325
	(-4.5%)	(-2.3%)	(0.0%)	(5.9%)	(4.8%)	(4.0%)
Islands	490	130	7 119	399	8 870	526
	(9.4%)	(11.1%)	(2.8%)	(50.6%)	(13.5%)	(-7.9%)
Total	30 836	6 448	162 761	21 371	468 018	19 767
	(0.2%)	(0.6%)	(1.8%)	(1.3%)	(3.0%)	(2.8%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2016)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 775	608	8 018	385	26 985	322
	(0.3%)	(1.5%)	(0.2%)	(5.2%)	(0.4%)	(0.0%)
Wan Chai	1 747	32	9 293	63	27 592	420
	(32.6%)	(0.0%)	(8.8%)	(0.0%)	(10.7%)	(171.0%)
Eastern	1 217	146	11 034	781	31 864	1 364
	(-25.7%)	(24.8%)	(-7.2%)	(6.0%)	(-6.9%)	(-17.1%)
Southern	1 347	210	6 588	486	29 698	654
	(-0.7%)	(0.0%)	(-1.1%)	(18.0%)	(0.2%)	(0.0%)
Yau Tsim Mong	2 329	529	12 622	1 872	16 714	329
	(-0.3%)	(-0.2%)	(-1.0%)	(-5.8%)	(4.2%)	(20.1%)
Sham Shui Po	2 257	1 134	8 416	1 187	17 912	1 137
	(-3.8%)	(-0.4%)	(-1.3%)	(-32.1%)	(1.5%)	(1.8%)
Kowloon City	2 663	233	7 267	1 885	35 683	533
	(-0.4%)	(0.0%)	(-6.1%)	(-10.0%)	(0.1%)	(0.0%)
Wong Tai Sin	1 118	190	5 308	322	14 396	951
	(2.3%)	(1.1%)	(-0.4%)	(-14.8%)	(0.4%)	(0.0%)
Kwun Tong	1 632	224	13 041	1 429	29 310	2 719
	(2.8%)	(0.0%)	(-6.3%)	(-14.8%)	(2.0%)	(0.4%)
Tsuen Wan	1 420	89	9 405	1 149	23 765	1 010
	(0.0%)	(0.0%)	(7.1%)	(2.3%)	(2.7%)	(0.2%)
Tuen Mun	1 491	329	8 243	1 292	29 594	1 054
	(0.5%)	(-2.4%)	(1.3%)	(2.5%)	(0.5%)	(0.0%)
Yuen Long	1392	465	8015	432	28799	1308
	(-2.3%)	(-11.3%)	(0.1%)	(-2.9%)	(0.1%)	(-0.5%)
North	1 710	479	4 991	587	14 145	745
	(0.0%)	(0.0%)	(2.5%)	(-5.6%)	(0.7%)	(0.0%)
Tai Po	1 540	424	5 556	422	20 873	643
	(0.0%)	(-1.4%)	(-0.8%)	(-25.0%)	(5.1%)	(0.8%)
Sai Kung	2 102	487	9 380	561	24 290	858
	(0.0%)	(-2.2%)	(4.4%)	(9.8%)	(1.7%)	(-14.5%)
Sha Tin	2 049	358	16 110	1 161	51 874	1 411
	(-0.2%)	(-5.3%)	(-1.0%)	(-7.5%)	(1.2%)	(0.0%)
Kwai Tsing	1 529	355	9 697	6 828	23 187	3 198
	(2.9%)	(-2.2%)	(-1.9%)	(-3.6%)	(0.4%)	(0.1%)
Islands	448	117	6 925	265	7 815	571
	(2.1%)	(5.4%)	(1.3%)	(-4.0%)	(0.4%)	(0.0%)
Total	30 766	6 409	159 909	21 107	454 496	19 227
	(-0.0%)	(-1.1%)	(-0.5%)	(-6.6%)	(1.1%)	(-0.4%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Number of parking spaces by district (as at February 2015)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 768	599	8 002	366	26 871	322
	(0.3%)	(0.0%)	(-0.7%)	(0.0%)	(0.3%)	(0.0%)
Wan Chai	1 317	32	8 541	63	24 935	155
	(-0.1%)	(0.0%)	(-1.6%)	(1.6%)	(0.2%)	(0.0%)
Eastern	1 639	117	11 894	737	34 230	1 646
	(-1.1%)	(0.0%)	(-0.9%)	(0.0%)	(0.2%)	(-0.4%)
Southern	1 357	210	6 658	412	29 648	654
	(-9.8%)	(2.9%)	(1.6%)	(1.0%)	(-0.9%)	(0.5%)
Yau Tsim Mong	2 337	530	12 752	1 987	16 042	274
	(-25.5%)	(-0.4%)	(1.5%)	(2.6%)	(-0.2%)	(0.0%)
Sham Shui Po	2 347	1 138	8 523	1 748	17 644	1 117
	(11.5%)	(1.7%)	(-1.7%)	(-0.6%)	(2.9%)	(-0.3%)
Kowloon City	2 673	233	7 735	2 094	35 634	533
	(11.9%)	(0.0%)	(3.3%)	(14.5%)	(0.6%)	(1.1%)
Wong Tai Sin	1 093	188	5 329	378	14 336	951
	(0.2%)	(0.0%)	(-6.0%)	(-7.4%)	(2.3%)	(0.0%)
Kwun Tong	1 588	224	13 915	1 678	28 722	2 709
	(0.0%)	(0.4%)	(-0.7%)	(9.7%)	(1.9%)	(0.3%)
Tsuen Wan	1 420	89	8 783	1 123	23 129	1 008
	(-3.7%)	(2.3%)	(-2.1%)	(-12.3%)	(0.5%)	(5.5%)
Tuen Mun	1 484	337	8 141	1 261	29 458	1 054
	(-0.6%)	(0.0%)	(0.3%)	(0.0%)	(0.8%)	(0.5%)
Yuen Long	1 425	524	8 006	445	28 767	1 314
	(0.1%)	(5.0%)	(1.5%)	(0.0%)	(0.5%)	(-0.1%)
North	1 710	479	4 869	622	14 043	745
	(1.5%)	(0.4%)	(0.5%)	(3.5%)	(-0.6%)	(0.0%)
Tai Po	1 540	430	5 601	563	19 856	638
	(-6.3%)	(1.4%)	(2.1%)	(0.0%)	(3.2%)	(0.0%)
Sai Kung	2 102	498	8 985	511	23 892	1 003
	(2.4%)	(-4.0%)	(-0.2%)	(0.0%)	(0.7%)	(0.0%)
Sha Tin	2 054	378	16 279	1 255	51 277	1 411
	(0.3%)	(0.0%)	(0.6%)	(-4.4%)	(0.7%)	(4.1%)
Kwai Tsing	1 486	363	9 886	7 082	23 097	3 195
	(0.7%)	(-0.3%)	(2.1%)	(2.2%)	(0.3%)	(0.7%)
Islands	439	111	6 839	276	7 785	571
	(3.5%)	(0.0%)	(-1.0%)	(-29.6%)	(8.3%)	(4.0%)
Total	30 779	6 480	160 738	22 601	449 366	19 300
	(-1.6%)	(0.6%)	(-0.0%)	(1.2%)	(0.8%)	(0.9%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

Annex 2

The numbers of newly registered private cars as at the end of each calendar year from 2015 up to February 2019 and the numbers of licensed private cars as at end February from 2015 to 2019 were as follows:

Year (as at year end)	Number of newly registered private cars
2015	50 322
2016	41 182
2017	43 642
2018	42 287
2019 (up to February)	6 007

Year (as at end February)	Number of licensed private cars
2015	500 449
2016	523 960
2017	539 446
2018	556 407
2019	567 486

The numbers of parking spaces by district and vehicle type as at February 2019 were as follows:

District	Private Cars #	Goods Vehicles	Buses	Motorcycles	Total*
Central and Western	38 436	1 171	84	1 412	41 103
Wan Chai	39 425	396	130	1 289	41 240
Eastern	45 914	1 885	368	2 381	50 548
Southern	39 274	1 197	354	1 830	42 655
Yau Tsim Mong	33 487	2 386	285	2 101	38 259
Sham Shui Po	29 157	3 248	435	1 978	34 818
Kowloon City	49 617	1 539	637	1 936	53 729
Wong Tai Sin	20 834	1 290	136	2 239	24 499
Kwun Tong	45 371	3 268	202	4 060	52 901
Tsuen Wan	36 863	1 976	425	1 426	40 690
Tuen Mun	40 974	2 524	171	1 681	45 350
Yuen Long	41 255	2 112	360	1 723	45 450
North	21 655	1 834	77	812	24 378
Tai Po	28 516	1 191	140	956	30 803
Sai Kung	40 963	1 542	339	2 922	45 766
Sha Tin	72 885	2 722	219	2 866	78 692
Kwai Tsing	35 717	11 053	296	2 682	49 748
Islands	16 107	793	226	574	17 700
Total	**676 450**	**42 127**	**4 884**	**34 868**	**758 329**

\# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3812)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of:

1. the numbers of bicycle parking spaces in the 18 districts in Hong Kong in the past five years (in tabulated form);
2. the locations and numbers of bicycle parking spaces at public transport interchanges (PTIs) and near railway stations; and
3. the numbers of additional bicycle parking spaces to be provided in various districts in the coming year.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 411)

Reply:

1. The numbers of bicycle parking spaces managed by the Transport Department (TD) by districts as at year end in the past five calendar years are as follows:

Districts	**Number of bicycle parking spaces**				
	2014	**2015**	**2016**	**2017**	**2018**
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	60	60	60
Kwun Tong	0	0	0	0	0
Kwai Tsing	0	0	0	0	0
Yau Tsim Mong	51	51	51	51	51
Wong Tai Sin	0	0	0	0	0
Islands	4 155	4 619	4 619	4 637	4 754

Districts	Number of bicycle parking spaces				
	2014	**2015**	**2016**	**2017**	**2018**
North	4 034	4 034	4 172	4 384	4 518
Sai Kung	4 986	4 986	4 986	5 112	5 112
Sha Tin	6 044	6 044	6 044	6 118	6 118
Tai Po	3 686	3 686	3 686	3 686	3 686
Tsuen Wan	74	74	74	74	80
Tuen Mun	4 261	4 339	4 431	4 668	5 404
Yuen Long	8 275	8 400	8 757	8 995	8 996
Total	**35 626**	**36 293**	**36 880**	**37 785**	**38 779**

2. The numbers of bicycle parking spaces managed by the TD at PTIs and in the vicinity of railway stations are at Annex 1 and Annex 2 respectively.

3. The estimated numbers of additional bicycle parking spaces to be provided in 2019 are as follows:

Districts	Number of additional bicycle parking spaces to be provided in 2019
Sai Kung	26
Sha Tin	18
Tuen Mun	95
Yuen Long	90
Total	**229**

Annex 1

Number of Bicycle Parking Spaces managed by the TD at PTIs

Districts	PTIs	Number of bicycle parking spaces
Sha Tin	Ma On Shan Town Centre	100
Tuen Mun	Lung Mun Oasis	38
	Tuen Mun Central	
Yuen Long	Yuen Long Station (North)	38
	Total	**176**

Annex 2

Number of Bicycle Parking Spaces managed by the TD in the vicinity of Railway Stations

Districts	Railway stations	Number of bicycle parking spaces
North District	Sheung Shui	2 665
	Fanling	
Tai Po	Tai Wo	855
	Tai Po Market	
Sha Tin	University	3 286
	Fo Tan	
	Sha Tin	
	Tai Wai	
	Che Kung Temple	
	Sha Tin Wai	
	City One	
	Shek Mun	
	Tai Shui Hang	
	Heng On	
	Ma On Shan	
	Wu Kai Sha	
Sai Kung	Po Lam	1 352
	Hang Hau	
	Tseung Kwan O	
	Tiu Keng Leng	
	LOHAS Park	
Islands	Tung Chung	456
Tsuen Wan	Tsuen Wan West	70
Yuen Long	Kam Sheung Road	2 942
	Yuen Long	
	Long Ping	
	Tin Shui Wai	
Tuen Mun	Siu Hong	1 450
	Tuen Mun	
	Total	**13 076**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3813)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee on:

1. the average vehicular flows of various tunnels in Hong Kong during peak hours and off-peak hours in the past five years (please provide the information in tabulated form); and

2. the management companies, contract management costs, revenues and contract periods of various tolled tunnels in Hong Kong in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 412)

Reply:

1. The average vehicular flows of the government tunnels in Hong Kong during peak and off-peak hours in the past five years are provided at Annex.

2. The management, operation and maintenance (MOM) contractors and contract periods of the government tolled tunnels in the past five years are:

Tunnel name	Name of MOM contractor	Contract period
Cross-Harbour Tunnel	Serco Group (HK) Limited	1 November 2010 – 31 October 2016
	Chun Wo Tunnel Management Limited	1 November 2016 – 31 October 2022
Eastern Harbour Crossing[1]	Pacific Infrastructure Limited	7 August 2016 – 6 August 2019
Tate's Cairn Tunnel[1]	Pacific Infrastructure Management Limited	11 July 2018 – 10 July 2021
Lion Rock Tunnel	Greater Lucky (HK) Company Limited	1 August 2012 – 31 July 2018
	Chun Wo Tunnel Management Limited	1 August 2018 – 31 July 2024

Tunnel name	Name of MOM contractor	Contract period
Shing Mun Tunnels	Greater Lucky (HK) Company Limited	1 June 2012 – 31 May 2018
	Chun Wo Tunnel Management Limited	1 June 2018 – 31 May 2024
Tseung Kwan O Tunnel	Greater Lucky (HK) Company Limited	1 June 2012 – 31 May 2018
	Chun Wo Tunnel Management Limited	1 June 2018 – 31 May 2024
Aberdeen Tunnel	Serco Group (HK) Limited	29 September 2008 – 28 September 2014
	Transport Infrastructure Management Limited	29 September 2014 – 28 September 2020
Eagle's Nest Tunnel & Shatin Heights Tunnel	Transport Infrastructure Management Limited	19 March 2008 – 18 September 2013
	Serco Lam JV	19 September 2013 – 18 September 2019

[1] The MOM contracts of Eastern Harbour Crossing and Tate's Cairn Tunnel commenced in August 2016 and July 2018 respectively when the Government took over these tunnels upon the expiry of the "Build-Operate-Transfer" franchises, and the MOM contract of Eastern Harbour Crossing was extended for a further year upon its original expiry on 6 August 2018.

The contract management fees to MOM contractors and revenue of the government tolled tunnels from 2013-14 to 2017-18 were:

Tunnel name	Contract management cost ($ million)					Revenue ($ million)				
	2017-18	2016-17	2015-16	2014-15	2013-14	2017-18	2016-17	2015-16	2014-15	2013-14
Cross-Harbour Tunnel[2]	79	70	63	63	63	726	734	742	731	729
Eastern Harbour Crossing[2,3]	103	67	N/A	N/A	N/A	855	555	N/A	N/A	N/A
Lion Rock Tunnel	35	35	34	34	33	269	273	271	267	265
Shing Mun Tunnels	34	34	33	33	32	100	100	98	95	93
Tseung Kwan O Tunnel	34	34	33	33	32	103	102	99	97	95
Aberdeen Tunnel	47	45	43	40	37	111	116	118	119	120
Eagle's Nest Tunnel & Shatin Heights Tunnel	104	102	101	101	116	183	163	150	140	128

[2] Cross-Harbour Tunnel and Eastern Harbour Crossing were "Build-Operate-Transfer" projects. The capital costs of these tunnels were not contributed by the Government.

[3] The ownership of Eastern Harbour Crossing was transferred to the Government on 7 August 2016.

Annex

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

(I) Tolled tunnels											
Tunnel	**Direction**	**Average vehicular flows during peak hours** Note 1					**Average vehicular flows during off-peak hours** Note 1				
		2018	**2017**	**2016**	**2015**	**2014**	**2018**	**2017**	**2016**	**2015**	**2014**
Aberdeen Tunnel	Northbound	1 500	1 500	1 600	1 600	1 600	1 100	1 100	1 100	1 100	1 100
	Southbound	1 800	1 800	1 900	2 000	2 000	1 200	1 200	1 300	1 300	1 300
Cross-Harbour Tunnel	Northbound	2 700	2 700	2 700	2 700	2 800	2 200	2 200	2 200	2 200	2 200
	Southbound	2 800	2 800	2 800	2 900	2 900	2 200	2 200	2 200	2 300	2 200
Eastern Harbour Crossing	Northbound	2 700	2 700	2 600	2 700	2 600	1 500	1 400	1 400	1 400	1 300
	Southbound	2 700	2 700	2 700	2 800	2 700	1 300	1 300	1 300	1 300	1 200
Western Harbour Crossing	Northbound	2 500	2 500	2 500	2 400	2 300	1 300	1 300	1 200	1 200	1 200
	Southbound	2 700	2 600	2 500	2 500	2 400	1 200	1 200	1 200	1 100	1 100
Lion Rock Tunnel	Northbound	2 500	2 500	2 500	2 500	2 500	1 700	1 800	1 800	1 800	1 700
	Southbound	2 700	2 700	2 600	2 700	2 600	1 600	1 700	1 600	1 600	1 600
Tate's Cairn Tunnel	Northbound	2 300	2 200	2 200	2 200	2 100	1 100	1 100	1 100	1 000	1 000
	Southbound	2 300	2 300	2 200	2 300	2 200	900	900	900	900	800
Tseung Kwan O Tunnel	Westbound	2 700	2 700	2 700	2 700	2 700	1 600	1 600	1 600	1 800	1 500
	Eastbound	2 800	2 800	2 700	2 700	2 600	1 800	1 700	1 700	1 800	1 600
Eagle's Nest Tunnel & Shatin Heights Tunnel	Northbound	2 200	2 100	2 000	1 800	1 700	1 100	1 000	1 000	900	900
	Southbound	2 400	2 300	2 200	2 000	1 900	1 000	900	800	800	700
Shing Mun Tunnels	Westbound	1 900	1 800	1 800	1 800	1 800	1 000	900	900	900	900
	Eastbound	1 800	1 800	1 800	1 800	1 700	900	900	900	900	900
Tai Lam Tunnel	Northbound	1 800	1 800	1 800	1 800	1 800	1 100	1 100	1 100	1 100	1 200
	Southbound	2 400	2 400	2 300	2 400	2 300	1 100	1 100	1 100	1 100	1 100

Note 1 The figures refer to the average hourly vehicular flows on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which are compiled by tunnel operators through the toll collection systems. Peak hours refer to 7:00 am to 10:00 am and 5:00 pm to 8:00 pm on weekdays. Off-peak hours refer to the remaining hours other than the six peak hours in the morning and evening during the 24 hours on weekdays.

(II) Toll-free tunnels Note 2						
Tunnel	**Direction**	**Average hourly vehicular flows**				
		2018	**2017**	**2016**	**2015**	**2014**
Kai Tak Tunnel	Westbound	1 200	1 200	1 200	1 200	1 200
	Eastbound	1 000	1 000	1 000	1 000	1 100
Cheung Tsing Tunnel	Westbound	1 800	1 800	1 700	1 700	1 500
	Eastbound	1 500	1 500	1 500	1 400	1 400
Nam Wan Tunnel	Westbound	1 100	1 000	900	900	900
	Eastbound	1 200	1 100	1 100	1 100	1 100
Tai Wai Tunnel	Westbound	1 000	900	900	800	700
	Eastbound	1 000	900	900	900	800

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4773)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

1. the operating expenditure and revenue of the Lantau Link in the past five years;
2. whether the Lantau Link has achieved full cost recovery and a financially break-even position?
3. what is the construction cost of the Lantau Link; and
4. what is the total revenue for the Lantau Link since commissioning?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 318)

Reply:

The operating expenditure and revenue of the Lantau Link in the past five years are tabulated below:

	2013-14 ($ million)	2014-15 ($ million)	2015-16 ($ million)	2016-17 ($ million)	2017-18 ($ million)
Revenue	492.7	525.6	562.9	597.4	636.6
Expenditure	270.3	278.5	279.9	305.3	322.1

The initial capital expenditure of the Lantau Link is about $10.8 billion and the capital cost has yet to be fully recovered. From its opening on 22 May 1997 to 2017-18, the total revenue is about $8.0 billion. As for its operating accounts, the Lantau Link has been maintaining a financially break-even position since 2007.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4778)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the coming year, the Government has planned to re-commission the "Central - Hung Hom" ferry route and launch a pilot "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central. Regarding this, please advise the Committee of the following:

1. the timetable and operation model of the concerned ferry services;

2. will the Government consider providing subsidy to these ferry services? If yes, what are the details? If no, what are the reasons?

3. In connection with the new residential development in Tsuen Wan West, will the Transport Department (TD) consider launching "Tsuen Wan West - Tsing Yi - Central" ferry service to cater for the need of residents in Tsuen Wan and Tsing Yi districts so as to relieve the burden on land transport? If yes, what are the details? If no, what are the reasons?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 326)

Reply:

It is the Government's established policy that public transport services should be operated by the private sector in accordance with commercial principles to ensure their cost-effectiveness and efficiency. The established policy is that, basically, in-harbour routes are not subsidised(Note) as there are a variety of land (and railway) transport alternatives available. That said, to help reduce the operating costs of ferry services, the Government has implemented various measures in recent years as and when needed, such as reimbursing pier rentals, exempting vessel licence fees for ferry service under the Elderly Concessionary Fares Scheme and allowing ferry operators to sub-let premises at piers for commercial purposes to generate non-fare box revenue for cross-subsidising the ferry operation. The above measures will be applicable to the "Central - Hung Hom" route and "water taxi" service being operated in the form of licensed ferry services.

During August and September 2018, the TD conducted an expression of interest exercise in respect of the proposed “Central – Hung Hom” route and the “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible.

Hong Kong has a well-developed public transport system which comprises different transport modes. The existing public transport services could generally meet the public transport demand. Regarding the proposed “Tsuen Wan West - Tsing Yi – Central” route suggested by the Member, there are existing public transport services, including rail services and franchised buses, serving these areas. Rail and road-based public transportation modes are in general more efficient and can carry more commuters than ferry services for these places. Notwithstanding the above, the Government welcomes operators to run new ferry services (including, for example, services which cover Tsuen Wan West, Tsing Yi and Central) should they consider such services financially and operationally viable. Operators who are interested in providing new licensed ferry services are welcome to submit applications any time. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, financial and operational viability, etc..

Note:
There is basically no subsidy for public transport services save for the six major outlying ferry routes. Special Helping Measures (SHM) are provided to these routes by the Government because for the islands in question there is basically no alternative to the ferry services as a means of public transport, and short of the SHM, the ferry services will not be commercially viable without periodic hefty fare increases. SHM is provided to keep fare increases moderate, while keeping the ferry services commercially viable.

The six major outlying islands ferry service include:
(1) "Central - Cheung Chau";
(2) "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau
(3)"Central - Mui Wo";
(4) "Central - Peng Chau";
(5) "Central - Yung Shue Wan"; and
(6) "Central - Sok Kwu Wan".

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4779)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) 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 this Committee:

1. of the current progress of the nine projects and the expenditure and staff establishment involved.
2. whether the Government will commence a feasibility study on the construction of round-island cycle tracks in Tsing Yi? If yes, what are the details? If no, how will the Government respond to the voices of local residents?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 327)

Reply:

1. Regarding improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

   The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 500 sites, will commence in the third quarter of 2019 for completion by 2022.

   As regards the 300 remaining sites for which more complicated construction works will be required, the TD is liaising with the relevant works department(s) to undertake the design and construction for the improvement works.

   The expenditure of the first batch of improvement works was about $4 million. The estimated cost of the second batch of improvement works is about $70 million. As regards the 300 remaining sites, the TD is liaising with the relevant works

department(s) to work out the estimated costs upon finalising the details of the works involved.

The improvement works are managed by the existing staff of the TD. There is no separate breakdown of manpower and expenditure involved.

2. Tsing Yi is a developed area where traffic in the district is busy. There are container terminals, industrial estates, oil depots and other industrial facilities locating in Tsing Yi, resulting in a high proportion of heavy vehicles making use of the road network in the area. The Government does not encourage cycling as a commuting mode in Tsing Yi in view of the traffic condition, limited road space and safety concern. The provision of a comprehensive cycle track network in the district will also have an impact on the existing road network due to competition of the limited road space. At present, the Government has no plan to construct the proposed "Round-Island Cycle Track" in Tsing Yi.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4780)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the planning and development of bus services, will the Government advise on the lost trip rates of each of the franchised bus companies in each of the past five years? What measures will the Transport Department (TD) take to urge franchised bus companies to reduce lost trips?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 328)

Reply:

The lost trip rates of each of the franchised bus companies in each of the past five years are set out below:

Franchised Bus Company[Note 1]	**2014**[Note 2]	**2015**	**2016**	**2017**	**2018**
KMB	2.6%	1.3%	1.5%	2.0%	3.3%
CTB(F1)	1.7%	1.7%	2.0%	1.9%	2.0%
CTB(F2)	0.8%	1.2%	1.7%	1.6%	1.0%
NWFB	2.3%	2.0%	2.4%	2.6%	2.9%
LW	1.7%	1.2%	0.7%	1.4%	1.0%
NLB	0.1%	0.0%	0.3%	0.4%	0.5%
Overall	**2.4%**	**1.4%**	**1.6%**	**2.0%**	**2.9%**

Note 1: KMB—The 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 Lantao Bus Company (1973) Limited

Note 2: The lost trip rates in 2014 took account of 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 regularity of franchised bus services involves service delays and lost trips. Service delays refer to situations whereby bus companies do operate bus departures that should be operated and yet buses do not depart or observe bus stops as scheduled. Lost trips refer to situations whereby bus companies fail to operate departures that should otherwise be operated. Regarding the regularity of bus services, some of the factors are within the control of bus companies, such as shortages of drivers and vehicles, vehicle breakdown, etc. However, some of the factors are external, such as public events, traffic congestion, traffic accidents or inclement weather, etc. The TD has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by the franchised bus companies, conducting surveys regularly and taking note of passengers' complaints or suggestions. Moreover, since 2015, the TD has adopted a new methodology for calculating lost trip rates to reflect more accurately the lost trip situations for specific periods for appropriate follow-up actions. The TD has also stepped up the arrangements for issuing warning letters to the franchised bus companies regarding lost trip situations in order to oblige them to adopt rectification measures and improve services more proactively.

The lost trip rate for the industry average has slightly risen in 2018, which may be partly due to driver shortage. In this regard, the TD has requested bus companies to take more proactive and effective actions in bus captain recruitment and review the journey time of the bus routes concerned having regard to the actual traffic condition. The TD will also continue to examine with franchised bus companies the causes of lost trips, direct them to tackle such causes within their control, and urge them to adopt suitable measures to address other external factors as far as possible.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4781)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has been actively promoting the policy of using "railways as backbone". In this connection, will the TD inform this Committee of:

1. the loading of each of the heavy rail lines during peak hours in the past five years; and

2. the loading of each of the light rail routes during peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 329)

Reply:

The loadings of the heavy rail lines and light rail routes from 2014 to 2018 are set out in Annex.

Annex

1. The loading per hour per direction during morning peak hours for critical links of each of the heavy rail lines in the past five years is as follows:

Line	Critical link	2014		2015		2016		2017		2018	
		6 ppsm Note 1	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
East Rail Line	Tai Wai to Kowloon Tong	71%	100%	66%	93%	66%	93%	67%	94%	64%	89%
West Rail Line	Kam Sheung Road to Tsuen Wan West	74%	104%	74%	104%	70%	99%	72%	101%	72%	101%
Ma On Shan Line	Che Kung Temple to Tai Wai	57%	80%	57%	80%	58%	81%	32%	44%	29%	41%
Tseung Kwan O Line	Yau Tong to Quarry Bay	72%	102%	69%	97%	69%	97%	70%	99%	71%	100%
Island Line	Tin Hau to Causeway Bay	67%	94%	69%	96%	69%	97%	72%	101%	72%	101%
South Island Line Note 2	Ocean Park to Admiralty	N.A.	N.A.	N.A.	N.A.	20%	28%	51%	71%	55%	77%
Kwun Tong Line	Shek Kip Mei to Prince Edward	67%	95%	66%	92%	67%	94%	73%	102%	72%	101%
Tsuen Wan Line	Yau Ma Tei to Jordan	70% Note 3	98% Note 3	73% Note 3	102% Note 3	73%	103%	81%	113%	80%	113%

Line		Critical link	2014		2015		2016		2017		2018	
			6 ppsm Note 1	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm	6 ppsm	4 ppsm
Disneyland Resort Line		Sunny Bay to Disneyland	19%	26%	23%	32%	21%	29%	26%	37%	27%	38%
Sharing tracks at some sections	**Tung Chung Line**	Olympic to Kowloon	61%	85%	61%	85%	61%	86%	75%	106%	67%	95%
	Airport Express Line	Tsing Yi to Airport	52%	61%	40%	47%	42%	49%	46% Note 4		48% Note 4	

Note 1: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 persons (standing) per square metre (ppsm), adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentage for Airport Express is 85%).

Note 2: The South Island Line was commissioned on 28 December 2016.

Note 3: The critical link of Tsuen Wan Line is "Tsim Sha Tsui to Admiralty" on or before 2015.

Note 4: The design of Airport Express Line is based on seat provision and the passenger density level in terms of the number of standees does not apply.

2. The loading in the busiest one hour of morning peak hours of each of the Light Rail routes in the past five years is as follows [Note 5] :

Light Rail route	Loading in the busiest 1 hour of morning peak hours (%)				
	2014	**2015**	**2016**	**2017**	**2018**
505	77%	94%	74%	78%	84%
507	81%	93%	83%	89%	79%
610	97%	88%	85%	69%	91%
614 [Note 6]	79%	80%	69%	67%	81%
614P [Note 6]					
615 [Note 6]	80%	85%	80%	87%	90%
615P [Note 6]					
705	67%	69%	87%	78%	73%
706	78%	75%	91%	78%	74%
751	74%	74%	96%	92%	81%
751P	83%	77%	78%	83%	68%
761P	84%	83%	81%	76%	81%

Note 5: According to the Mass Transit Railway Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of Light Rail Vehicles by on-site observation and surveys. The loading of Light Rail routes tabulated above reflects the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable to the Light Rail.

Note 6: The figures show the average loading of Route 614/614P and Route 615/615P. The MTRCL indicated that the alignments of Routes 614 and 614P and Routes 615 and 615P overlap completely in Tuen Mun District, but Routes 614P and 615P only operate between Tuen Mun Ferry Pier and Siu Hong Station, while Routes 614 and 615 provide cross-district services to Yuen Long after observing Siu Hong Station (yet, the busiest sections of these two routes are normally located along the sections overlapping with 614P and 615P in Tuen Mun District). For passengers travelling within Tuen Mun District, it makes no difference to take Route 614 or 614P or to take Route 615 or 615P, and they can choose any one of the two routes for access to their destinations. Therefore, using average loading of the above 4 Light Rail routes can more accurately reflect the actual situation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4782)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for conducting vehicle examinations. Will the TD provide the following information:

1. the numbers of public light buses inspected by the TD's vehicle examination centres (VECs) and the numbers of public light buses failing such inspections with the reasons in the past three years; the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and

2. the criteria for assessing whether a public light bus can pass the inspection.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 330)

Reply:

1. The numbers of public light buses inspected by government VECs and the numbers of public light buses failing such inspections between 2016 and 2018 are tabulated as follows:

	Number of vehicles inspected	Number of vehicles failing the inspections	Failing rate[1]
2016	4 552	231	5%
2017	4 336	162	4%
2018	4 579	175	4%

[1] Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system, fuel system and damage to bodywork.

There were 4 349 registered public light buses in Hong Kong as at end-February 2019, comprising five models, namely Toyota Coaster, Mitsubishi Rosa, Golden Dragon

XML6700 series, Dongfeng Gemini and Optare Solo. Since Optare Solo was newly introduced in early 2018, no annual inspection has been carried out by government VECs. Vehicle models of the public light buses failing the inspections included Toyota Coaster, Mitsubishi Rosa and Golden Dragon XML6700 series. The TD does not have breakdown of the reasons for failure cases by manufacturer and vehicle model.

2. A vehicle should be in compliance with the requirements stipulated in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) and the Road Traffic (Safety Equipment) Regulations (Cap. 374F) before it is allowed to be used on roads. When inspecting public light buses, vehicle examiners of government VECs carry out examinations according to the related requirements stipulated in a handbook formulated by the TD in accordance with the aforesaid legislation. Items including braking, steering, suspension, fuel, electrical wiring and lighting systems, tyres, chassis, bodywork, seatbelts, speed indicator, speed limiter, etc. are inspected to ensure that a vehicle is in compliance with the statutory requirements and is roadworthy.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4783)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned in the Chief Executive's 2017 Policy Address that the Government was discussing the implementation details of the low-floor wheelchair-accessible (LFWA) light bus trial scheme with the relevant light bus operators. Examination and approval of the specifications and installations of the new vehicle models were underway. The first low-floor light bus was formally put into operation in January last year instead of the fourth quarter of 2017 as scheduled. The progress is considered slow. Some associations for the disabled are worried that the growth rates of low-floor light buses and 19-seat light buses are different and cannot cope with the demand of wheelchair users. In this connection, will the Government inform this Committee:

(1) of the respective number of 16-seat and 19-seat public light buses (PLBs) which has passed the examination and registered in Hong Kong;
(2) of the timetable for implementing the trial scheme and reviewing the effectiveness of the trial scheme;
(3) of the criteria to be adopted by the Government for assessing the effectiveness of the trial scheme; and
(4) whether the Government will provide incentives to the trade to speed up the provision of low-floor light buses; if yes, what are the details; if no, what are the reasons.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 331)

Reply:

(1)
The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 3 401 16-seat PLBs (accounting for about 78.2% of the total registered fleet of 4 350 PLBs) and 949 19-seat PLBs (accounting for about 21.8% of the total registered fleet of 4 350 PLBs) have been registered.

(2) to (4)
The Government has been actively taking forward the "low-floor wheelchair-accessible light bus trial scheme". The trial scheme involves three low-floor wheelchair-accessible

PLBs. The first low-floor wheelchair-accessible PLB was put into service on Hong Kong Island green minibus (GMB) Route No. 54M (Kennedy Town Station – Queen Mary Hospital) on 26 January 2018. The second low-floor wheelchair-accessible PLB was put into service on New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) on 28 May 2018. The third low-floor wheelchair-accessible PLB is being modified to comply with licensing requirements, and will be put into service on Kowloon GMB Route No. 2 (Whampoa Garden – Festival Walk via St. Teresa's Hospital) in the second quarter of 2019.

At present, the operators participating in the trial scheme purchase and operate the low-floor wheelchair-accessible PLBs at their own costs without government subsidies. The Transport Department launched a review on the effectiveness of the trial scheme in the fourth quarter of 2018, in tandem with its regular survey on the market occupancy rate of light buses. The review will examine the operational effectiveness of the low-floor wheelchair-accessible light buses, including technical and operational feasibility, repair and maintenance, and passengers' feedback, etc. The review will be completed by end 2019. If the trial scheme is considered feasible and desirable, the Government will discuss with the PLB trade on how low-floor wheelchair-accessible PLBs can be further promoted.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4784)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government indicated that they would carry out a study and conduct trials on intelligent traffic signal systems with sensors to detect pedestrians and vehicles at signalised road junctions to help optimise the green times allocated to vehicles and pedestrians. Please advise this Committee:

1. the estimated expenditure and staffing provision for project implementation; and

2. the cost of each intelligent traffic light.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 332)

Reply:

1. The Transport Department (TD) will carry out a study in mid-2019 on intelligent traffic signal systems to help optimise the green times allocated to vehicles and pedestrians. The study will include conducting laboratory trials, and subsequent installation of the intelligent traffic signal systems at selected signalised road junctions over a two-year trial period starting from 2020. The estimated cost for the study, including the trial installations, is about $8.1 million. Supervision of the study is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of staff provision for this purpose.

2. The cost of each intelligent traffic signal system is not available at this stage as it will depend on the size, site conditions and complexity of the signalised junctions to be selected for the trial.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4785)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) sets up the Emergency Transport Co-ordination Centre (ETCC) to monitor traffic and public transport situation. As such, would the Government please advise this Committee on the following:

1. The dates, incidents details and the manpower involved which the ETCC escalated the operation in the past three years.

2. There were serious system faults of Kowloon Motor Bus (KMB) and MTR Corporation Limited (MTRCL) in the past year, please advise the role of the ETCC and the manpower involved.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 333)

Reply:

1.
The ETCC of the TD monitors and handles traffic and transport incidents on a 24-hour basis. It is responsible for liaising with other government departments, public transport operators and relevant organisations on the handling of traffic and transport incidents. ETCC also disseminates the latest traffic and transport arrangements associated with the incidents concerned to the public. ETCC is currently manned by a staff establishment of 54, consisting of Traffic Engineers, Transport Officers, Transport Controllers, Technical Officers, Clerical Officers and a Typist, who also undertake other related duties such as formulating and updating of traffic and transport contingency plans and action checklists, etc.

ETCC operates under a Three-Tier Response System depending on the scale and severity of the planned events or unplanned traffic and transport incidents. Under normal situation, ETCC operates at the level of Tier One Response (Normal ETCC Operation). When circumstances warrant, ETCC will be escalated to Tier Two Response, under which existing staff from other sections of the TD will be redeployed to assist in the operation of ETCC.

For Tier Three Response, representatives from relevant government departments and/or public transport operators will be invited to join ETCC to provide high -level steer and co-ordination.

The dates and details of incidents in the past three years, for which Normal ETCC Operation was escalated to Tier Two or Tier Three Operations are tabulated as follows:

Table 1: ETCC Tier Two Operations

Date	Incident details
9 February 2016	Public activities in Mong Kok
4 June 2016	Public event
1 August 2016	Typhoon Nida
1 September 2016	New school year
7 September 2016	Landslide incident on South Lantau Road
21 October 2016	Typhoon Haima
23 to 25 October 2016	Commissioning of Kwun Tong Line Extension
28 December 2016 and 3 January 2017	Commissioning of South Island Line (East)
12 to 13 June 2017	Typhoon Merbok
2 July 2017	"Heritage Vogue · Hollywood Road" street carnival
23 July 2017	Typhoon Roku
22 August 2017	Implementation of two-way toll collection arrangement at Lantau Link
23 to 24 August 2017	Typhoon Hato
26 to 27 August 2017	Typhoon Pakhar
17 September 2017	Opening of Austin Road underpass
15 October 2017	Typhoon Khanun
2 and 4 December 2017	Provision of "Stop-and-go" e-payment facilities at Cross Harbour Tunnel
17 December 2017	Tuen Mun Half Marathon
17 to 18 December 2017	Opening of Lin Cheung Road/ Austin Road West Underpass
11 January 2018	Signalling system failure on MTR East Rail Line
10 February 2018	Franchised bus accident on Tai Po Road
6 to 7 May 2018	Opening of underpass on Lin Cheung Road and Austin Road West
14 May 2018	Provision of "Stop-and-go" e-payment facilities at Tsing Sha Highway
31 May to 1 June 2018	Changeover of the operator of Shing Mun Tunnels and Tseung Kwan O Tunnel
19 June 2018	Knocking down of gantry at Lion Rock Tunnel
1 October 2018	Commissioning of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link
16 October 2018	Signalling system failure on MTR Island, Kwun Tong, Tsuen Wan and Tseung Kwan O Lines

Table 2: ETCC Tier Three Operations

Date	Incident details
17 January 2016	Hong Kong Marathon
17 to 19 May 2016	Visit of the Chairman of the Standing Committee of National People's Congress, Zhang Dejiang, to Hong Kong
1 July 2016	Public procession
18 July 2016	Closure of Wui Man Road
6 August 2016	Take-over of Eastern Harbour Crossing
21 to 22 August 2016	Emergency repairing of Lion Rock Tunnel
11 September 2016	Emergency repairing of Lion Rock Tunnel
11 to 12 September 2016	MTR Shatin-Central Link construction works
25 September 2016	Hong Kong Cyclothon
8 to 9 October 2016	FIA Formula E Hong Kong E-Prix
1 January 2017	Public procession
12 February 2017	Hong Kong Marathon
20 March 2017	Public petition
26 March 2017	2017 Chief Executive Election
29 June to 1 July 2017	20th Anniversary of the Establishment of the Hong Kong Special Administrative Region
1, 4 and 5 September 2017	New school year
1 October 2017	Public procession
8 October 2017	Hong Kong Cyclothon
12 November 2017	Shatin Cycle Racing
2 to 3 December 2017	FIA Formula E Hong Kong E-Prix
21 January 2018	Hong Kong Marathon
1 July 2018	Public procession
3 September 2018	New school year
15 to 22 September 2018	Super typhoon Mangkhut
23 to 24 September 2018	Commissioning of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link
28 to 30 September 2018	Trial run of Hong Kong-Zhuhai-Macao Bridge
14 October 2018	Hong Kong Cyclothon
24 to 29 October, 3, 4, 10 to 11, 17 and 18 November 2018	Commissioning of Hong Kong-Zhuhai-Macao Bridge
9 December 2018	Hong Kong Island 10-km running competition

2.
During the signalling system failure incidents on MTR East Rail Line on 11 January 2018 and MTR Island, Kwun Tong, Tsuen Wan and Tseung Kwan O Lines on 16 October 2018, as well as the disruption of bus services provided by Kowloon Motor Bus on 18 February 2019, ETCC activated Tier Two Operation. Apart from the normal staff on duty at ETCC, staff from other branches and divisions of the TD were redeployed to ETCC to closely monitor the traffic and transport situation, and liaise with other public transport operators for early service resumption. Besides, the TD's staff were deployed on site at major MTR stations to monitor the operation and passenger-queuing situations during the incidents.

ETCC also disseminated traffic advice to the public in a timely manner during such occasions.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4786)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department is responsible for implementing and monitoring the Public Transport Fare Subsidy Scheme (the Scheme). In this connection, please inform this Committee of:

1. the actual amounts of recurrent expenditure and non-recurrent expenditure incurred for taking forward the Scheme in 2018-19;
2. the estimated amounts of recurrent expenditure and non-recurrent expenditure to be incurred for taking forward the Scheme in 2019-20;
3. the amount of administrative fees payable by the Government for the operation of Subsidy Collection Points (at supermarkets and convenience stores, etc.) under the Scheme; and
4. the actual amount of administrative fees payable by the Government to the Octopus Cards Limited (OCL) under the Scheme.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 334)

Reply:

1. The Scheme has been implemented from 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are about $185.7 million and about $120.9 million respectively. Since the implementation of the Scheme on 1 January 2019, the estimated recurrent administrative cost (excluding the estimated subsidy amount) for January to March 2019 is $11.6 million. There is also a sum of $26 million under the recurrent expenditure in 2018-19 for pre-operation preparation, including staff cost and audit fee before the implementation of the Scheme.

   In 2018-19, the non-recurrent expenditure for implementing the Scheme, which includes costs for developing a new system to process subsidy, modifying relevant software and hardware, and installing dedicated Octopus readers for subsidy collection and registration of expenses on monthly/day passes, is about $71.0 million.

2. In 2019-20, the estimated subsidy amount is $2.3 billion while the estimated recurrent administrative cost (excluding the estimated subsidy amount) for implementing the Scheme is $68.8 million. The estimated non-recurrent expenditure for implementing the Scheme in 2019-20 is about $3.6 million.

3. Since the implementation of the Scheme on 1 January 2019, the amount of administrative fee paid to designated retailers for distributing the subsidy for January 2019 is about $0.52 million.

4. The total amount paid to the OCL and its contractors is about $7.52 million for the service provided in January and February 2019. This covers the calculation and collection of subsidies and the operation and maintenance of relevant hardware and software by the OCL, as well as other support services provided by third-party service providers entrusted by the OCL such as setting up and operating dedicated customer support hotline and other enquiry services. Of the above payment to the OCL and its contractors for the two months, about $3.28 million is a non-recurrent, one-off charge for arranging ambassadors to assist commuters to register their monthly/day passes and collect subsidy through dedicated Octopus readers, as well as for keeping a higher level of support and enquiry services during the launch of the Scheme and the early stage of implementation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5254)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government has been taking forward various transport infrastructure projects such as the Central Kowloon Route. Please inform this Committee of:

1. the volume/capacity (v/c) ratios of major sections of each of the strategic routes in Hong Kong during the peak hour in the past five years; and

2. the v/c ratios of major sections of each of the strategic routes in Hong Kong during non-peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 316)

Reply:

1. The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

   Between 2013 and 2017 [Note 1], the v/c ratios of major sections of each of the strategic routes [Note 2] in Hong Kong during the morning peak hour [Note 3] are listed at Annex.

2. As the Transport Department does not compile traffic volume data during non-peak hours, the related v/c ratios cannot be provided. In general, the v/c ratio of a section of a strategic route during non-peak hours will be lower than that during peak hours.

Note

[1] The traffic statistics for 2018 are still being compiled.

[2] The v/c ratio for Route 6 is not available. Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. The Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel are under construction whereas Trunk Road T2 is under planning. Since no peak-hour traffic flow data for

Kong Sham Western Highway are available in the Annual Traffic Census from 2013 to 2016, the corresponding v/c ratio cannot be compiled. The v/c ratio for Kong Sham Western Highway in 2017 was compiled based on an individual traffic survey.

[3] "Morning peak hour" refers to the busiest one hour from 7:00 am to 10:00 am on weekdays (i.e. Mondays to Fridays, except public holidays).

Annex

Road Section	Strategic Route	Direction	V/C Ratio				
			2013	2014	2015	2016	2017
Hong Kong							
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	0.7	0.5	0.6	0.7	0.6
Kowloon							
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	0.6	0.6	0.6	0.6	0.7
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.7	0.8	0.8	0.9	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	0.9	0.9	0.9	0.9	0.9
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	0.9	0.9	0.9	0.8	0.9

Road Section	Strategic Route	Direction	V/C Ratio				
			2013	2014	2015	2016	2017
New Territories East							
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	0.9	0.9	0.9	0.9	1.0
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.5	0.4	0.4	0.5	0.5
New Territories West							
Ting Kau Bridge	3	Southbound	0.8	1.0	1.1	1.0	1.0
Nam Wan Tunnel	8	Eastbound	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	0.9	0.9	1.0	0.9	0.9
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	10	Northbound	-	-	-	-	0.2

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5255)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau is responsible for monitoring the development of transport system in Hong Kong. Please provide the following information using the table below:

Name of tunnel	Management, operation and maintenance (MOM) contract operator	Average daily peak hour traffic volume	Average daily peak hour traffic volume/ capacity (v/c) ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour traffic v/c ratio	Estimated daily peak hour traffic volume during construction	Estimated daily peak hour v/c ratio during construction	Estimated daily non-peak hour traffic volume during construction	Estimated daily non-peak hour v/c ratio during construction
Aberdeen Tunnel									
Cross-Harbour Tunnel									
Eastern Harbour Crossing									
Western Harbour Crossing									
Kai Tak Tunnel									
Lion Rock Tunnel									
Tate's Cairn Tunnel									
Tseung Kwan O Tunnel									
Eagle's Nest Tunnel and Sha Tin Heights Tunnel									
Shing Mun Tunnels									
Cheung Tsing Tunnel									
Tai Lam Tunnel									
Nam Wan Tunnel									
Discovery Bay Tunnel									

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 317)

Reply:

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

Since the morning and evening peak traffic demand at Tate's Cairn Tunnel, Lion Rock Tunnel, Tseung Kwan O Tunnel, Eastern Harbour Crossing and Cross-Harbour Tunnel exceeded their respective design capacities, traffic queues were formed at their slip roads before entering the tunnels. The v/c ratios in the tables below present the ratios of actual traffic volume to design capacities of the tunnels, which do not include the queuing vehicles before entering the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. Furthermore, traffic congestion at the northbound portal of the Aberdeen Tunnel during peak hours occasionally necessitates intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and in turn lowering the v/c ratio of the Aberdeen Tunnel.

Also, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned (if the proportion of heavy vehicles using a road section is high, the actual capacity of that road section will be comparatively lowered), geometry of the road section (e.g. the gradients and curvatures), etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions at the tunnels.

With the above caveats, the peak hour and non-peak hour traffic volumes of each of the tunnels in Hong Kong and their respective v/c ratios in the past five years are provided in the two tables below [Note 1]:

(I) Tolled tunnels [Note 2,3]

Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	2018	1 500	0.6	1 100	0.4
			2017	1 500	0.6	1 100	0.4
			2016	1 600	0.6	1 100	0.4
			2015	1 600	0.6	1 100	0.4
			2014	1 600	0.6	1 100	0.4
		Southbound	2018	1 800	0.7	1 200	0.5
			2017	1 800	0.7	1 200	0.5
			2016	1 900	0.7	1 300	0.5
			2015	2 000	0.8	1 300	0.5
			2014	2 000	0.8	1 300	0.5

(I) Tolled tunnels [Note 2,3]							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Cross-Harbour Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 700	1.0	2 200	0.8
			2017	2 700	1.0	2 200	0.8
			2016	2 700	1.0	2 200	0.8
			2015	2 700	1.0	2 200	0.8
			2014	2 800	1.1	2 200	0.8
		Southbound	2018	2 800	1.1	2 200	0.8
			2017	2 800	1.1	2 200	0.8
			2016	2 800	1.1	2 200	0.8
			2015	2 900	1.1	2 300	0.9
			2014	2 900	1.1	2 200	0.8
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2018	2 700	1.0	1 500	0.6
			2017	2 700	1.0	1 400	0.5
			2016	2 600	1.0	1 400	0.5
			2015	2 700	1.0	1 400	0.5
			2014	2 600	1.0	1 300	0.5
		Southbound	2018	2 700	1.0	1 300	0.5
			2017	2 700	1.0	1 300	0.5
			2016	2 700	1.0	1 300	0.5
			2015	2 800	1.1	1 300	0.5
			2014	2 700	1.0	1 200	0.5
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2018	2 500	0.6	1 300	0.3
			2017	2 500	0.6	1 300	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 400	0.6	1 200	0.3
			2014	2 300	0.5	1 200	0.3
		Southbound	2018	2 700	0.6	1 200	0.3
			2017	2 600	0.6	1 200	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 500	0.6	1 100	0.3
			2014	2 400	0.6	1 100	0.3

(I) Tolled tunnels [Note 2,3]							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Lion Rock Tunnel	Chun Wo Tunnel Management Limited	Northbound	2018	2 500	1.0	1 700	0.7
			2017	2 500	1.0	1 800	0.7
			2016	2 500	1.0	1 800	0.7
			2015	2 500	1.0	1 800	0.7
			2014	2 500	1.0	1 700	0.7
		Southbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 700	0.7
			2016	2 600	1.0	1 600	0.6
			2015	2 700	1.0	1 600	0.6
			2014	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Pacific Infrastructure Management Limited	Northbound	2018	2 300	0.9	1 100	0.4
			2017	2 200	0.8	1 100	0.4
			2016	2 200	0.8	1 100	0.4
			2015	2 200	0.8	1 000	0.4
			2014	2 100	0.8	1 000	0.4
		Southbound	2018	2 300	0.9	900	0.3
			2017	2 300	0.9	900	0.3
			2016	2 200	0.8	900	0.3
			2015	2 300	0.9	900	0.3
			2014	2 200	0.8	800	0.3
Tseung Kwan O Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 600	0.6
			2016	2 700	1.0	1 600	0.6
			2015	2 700	1.0	1 800	0.7
			2014	2 700	1.0	1 500	0.6
		Eastbound	2018	2 800	1.1	1 800	0.7
			2017	2 800	1.1	1 700	0.7
			2016	2 700	1.0	1 700	0.7
			2015	2 700	1.0	1 800	0.7
			2014	2 600	1.0	1 600	0.6

(I) Tolled tunnels [Note 2,3]							
Name of tunnel	MOM operator	Direction	Year	Average daily peak hour traffic volume	Average daily peak hour v/c ratio	Average daily non-peak hour traffic volume	Average daily non-peak hour v/c ratio
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Serco Lam JV	Northbound	2018	2 200	0.5	1 100	0.2
			2017	2 100	0.4	1 000	0.2
			2016	2 000	0.4	1 000	0.2
			2015	1 800	0.4	900	0.2
			2014	1 700	0.4	900	0.2
		Southbound	2018	2 400	0.5	1 000	0.2
			2017	2 300	0.5	900	0.2
			2016	2 200	0.5	800	0.2
			2015	2 000	0.4	800	0.2
			2014	1 900	0.4	700	0.1
Shing Mun Tunnels	Chun Wo Tunnel Management Limited	Westbound	2018	1 900	0.7	1 000	0.4
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 800	0.7	900	0.3
		Eastbound	2018	1 800	0.7	900	0.3
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
			2014	1 700	0.7	900	0.3
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	2018	1 800	0.4	1 100	0.2
			2017	1 800	0.4	1 100	0.2
			2016	1 800	0.4	1 100	0.2
			2015	1 800	0.4	1 100	0.2
			2014	1 800	0.4	1 200	0.3
		Southbound	2018	2 400	0.5	1 100	0.2
			2017	2 400	0.5	1 100	0.2
			2016	2 300	0.5	1 100	0.2
			2015	2 400	0.5	1 100	0.2
			2014	2 300	0.5	1 100	0.2

(II) Toll-free tunnels [Note 4]					
Name of tunnel	MOM operator	Direction	Year	Average daily traffic volume	Average daily v/c ratio
Kai Tak Tunnel	Chun Wo Tunnel Management Limited	Westbound	2018	1 200	0.5
			2017	1 200	0.5
			2016	1 200	0.5
			2015	1 200	0.5
			2014	1 200	0.5
		Eastbound	2018	1 000	0.4
			2017	1 000	0.4
			2016	1 000	0.4
			2015	1 000	0.4
			2014	1 100	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	2018	1 800	0.4
			2017	1 800	0.4
			2016	1 700	0.4
			2015	1 700	0.4
			2014	1 500	0.3
		Eastbound	2018	1 500	0.3
			2017	1 500	0.3
			2016	1 500	0.3
			2015	1 400	0.3
			2014	1 400	0.3
Nam Wan Tunnel	Serco Lam JV	Westbound	2018	1 100	0.2
			2017	1 000	0.2
			2016	900	0.2
			2015	900	0.2
			2014	900	0.2
		Eastbound	2018	1 200	0.3
			2017	1 100	0.2
			2016	1 100	0.2
			2015	1 100	0.2
			2014	1 100	0.2

Note 1: Most of the government tunnels were constructed a long time ago and the Transport Department (TD) does not have their estimated peak hour and non-peak hour traffic volumes and estimated v/c ratios during construction.

Note 2: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions,

which are compiled by tunnel operators through the toll collection systems. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays. Non-peak hours refer to the remaining hours other than the six peak hours in the morning and evening during the 24 hours on weekdays.

Note 3: The TD does not have the data on Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 4: For toll-free tunnels including Kai Tak Tunnel, Cheung Tsing Tunnel and Nam Wan Tunnel, without the toll collection systems through which records can be obtained, the TD does not have breakdown of the traffic data for peak hours and non-peak hours. The figures on toll-free tunnels in the Table (II) above are the average hourly vehicular flows for both directions provided by tunnel operators and their respective average v/c ratio.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5629)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the pilot scheme for the Automated Parking System (APS), please advise this Committee of the following:

1. The progress and time table of the study;
2. The expenditure of the study; and
3. The locations of the six pilot sites.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 166)

Reply:

1. and 3. The Transport Department (TD) commenced a pilot study on APS through consultancy services in early 2018 and is identifying suitable sites to carry out pilot projects to evaluate the feasibility and applicability of APS in Hong Kong. The TD targets to invite tender for the first pilot project in Tsuen Wan in end 2019.

2. The expenditure of the study in 2019-20 is estimated to be $1.5 million. Management of the consultants is undertaken by the TD's existing staff and there is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5630)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee in tabulated form on:

1. the monthly rents of each of the government car parks in the 18 districts in Hong Kong and their year-on-year rates of increase (with a breakdown by type of parking space) in each of the past five years;

2. the hourly rents of each of the government car parks in the 18 districts in Hong Kong and their year-on-year rates of increase (with a breakdown by type of parking space) in each of the past five years;

3. the numbers of parking spaces provided by each of the government car parks in the 18 districts in Hong Kong and their respective proportion among the total number of parking spaces in the district (with a breakdown by type of parking space) in each of the past five years; and

4. the management costs incurred by each of the government car parks in the 18 districts in Hong Kong in each of the past five years, with a breakdown by staff number, wage expenses, maintenance and repair expenses of the car park, etc.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 167)

Reply:

1. The monthly rents of government car parks managed by the Transport Department (TD) and their year-on-year rates of increase in the past five years are tabulated in Annex 1.

2. The hourly rents (for private cars/vans) and day/night park fees (for motorcycles) of the government car parks managed by the TD and their year-on-year rates of increase in the past five years are tabulated in Annex 2.

3. The numbers of public parking spaces provided by government car parks managed by the TD and their respective proportion among the total number of parking spaces in the 18 districts in the past five years are tabulated in Annex 3.

4. The TD has outsourced the day-to-day management of the government car parks to contractors. The management fees paid to the contractors, numbers of staff deployed by the contractors for each car park and wage expenses incurred by the contractors in each of the past five years are set out in Annex 4. Regarding maintenance and repair expenses, the TD does not have breakdown of such expenses for individual government car parks. The overall maintenance and repair expenses of all government car parks managed by the TD in the past five financial years are as follows:

Maintenance and repair expenses ($)	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**
Total	1,835,987	1,886,909	1,902,304	1,943,200	2,012,862

Annex 1

Monthly Rents of Government Car Parks Managed by the TD in the Past Five Years

I. Monthly rents of parking spaces for private cars/ vans

Car Park	Monthly rents as at year end ($) (year-on-year rates of increase)				
	2014	2015	2016	2017	2018
Murray Road Car Park*	4,100/ 4,700 (reserved parking space)	4,100(+0%)/ 4,700(+0%) (reserved parking space)	4,100(+0%)/ 4,700(+0%) (reserved parking space)	-	-
Star Ferry Car Park	4,100/ 5,900 (reserved parking space)	4,100(+0%)/ 5,900(+0%) (reserved parking space)	4,100(+0%)/ 5,900(+0%) (reserved parking space)	4,200(+2.4%)/ 5,900(+0%) (reserved parking space)	4,300(+2.4%)/ 5,900(+0%) (reserved parking space)
City Hall Car Park	4,100	4,100(+0%)	4,100(+0%)	4,200(+2.4%)	4,300(+2.4%)
Rumsey Street Car Park	3,750	3,750(+0%)	3,750(+0%)	3,850(+2.7%)	3,950(+2.6%)
Tin Hau Car Park	2,600	2,600(+0%)	2,600(+0%)	2,700(+3.8%)	2,800(+3.7%)
Shau Kei Wan Car Park	1,800	1,800(+0%)	1,800(+0%)	1,900(+5.6%)	2,000(+5.3%)
Aberdeen Car Park	1,600	1,600(+0%)	1,600(+0%)	1,700(+6.3%)	1,800(+5.9%)
Yau Ma Tei Car Park	2,600	2,600(+0%)	2,600(+0%)	2,700(+3.8%)	2,800(+3.7%)
Sheung Fung Street Car Park, Wong Tai Sin	1,700	1,700(+0%)	1,700(+0%)	1,800(+5.9%)	5,700 (quarterly) (+5.6% on average)
Kwai Fong Car Park	1,800	1,800(+0%)	1,800(+0%)	1,900(+5.6%)	2,000(+5.3%)
Tsuen Wan Car Park	1,800	1,800(+0%)	1,800(+0%)	1,900(+5.6%)	2,000(+5.3%)
Kennedy Town Car Park	6,000 (quarterly)	6,000(+0%) (quarterly)	6,000(+0%) (quarterly)	6,300(+5%) (quarterly)	6,600(+4.8%) (quarterly)
Sheung Shui Park-and-ride Car Park**	1,200	1,200(+0%)	1,200(+0%)	1,300(+8.3%)	-

* Murray Road Car Park was permanently closed on 1 May 2017.
** Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

II. Monthly rents of parking spaces for motorcycles

<table>
<tr><th rowspan="2">Car Park</th><th colspan="5">Monthly rents as at year end ($) (year-on-year rates of increase)</th></tr>
<tr><th>2014</th><th>2015</th><th>2016</th><th>2017</th><th>2018</th></tr>
<tr><td>Murray Road Car Park*</td><td rowspan="12">280</td><td rowspan="12">280(+0%)</td><td rowspan="12">280(+0%)</td><td>-</td><td>-</td></tr>
<tr><td>Star Ferry Car Park</td><td rowspan="11">300(+7.1%)</td><td rowspan="8">320(+6.7%)</td></tr>
<tr><td>City Hall Car Park</td></tr>
<tr><td>Rumsey Street Car Park</td></tr>
<tr><td>Tin Hau Car Park</td></tr>
<tr><td>Shau Kei Wan Car Park</td></tr>
<tr><td>Aberdeen Car Park</td></tr>
<tr><td>Yau Ma Tei Car Park</td></tr>
<tr><td>Sheung Fung Street Car Park, Wong Tai Sin</td><td>960(quarterly) (+6.7% on average)</td></tr>
<tr><td>Kwai Fong Car Park</td><td rowspan="2">320(+6.7%)</td></tr>
<tr><td>Tsuen Wan Car Park</td></tr>
<tr><td>Kennedy Town Car Park</td><td>840 (quarterly)</td><td>840 (quarterly) (+0%)</td><td>840 (quarterly) (+0%)</td><td>900 (quarterly) (+7.1%)</td><td>960 (quarterly) (+6.7%)</td></tr>
<tr><td>Sheung Shui Park-and-ride Car Park**</td><td>N/A</td><td>N/A</td><td>N/A</td><td>N/A</td><td>-</td></tr>
</table>

* Murray Road Car Park was permanently closed on 1 May 2017.

** No parking space for motorcycles was provided in Sheung Shui Park-and-Ride Car Park.The Car Park was permanently closed on 1 August 2018.

Annex 2

Hourly Rates and Day/night Park Fees of Government Car Parks Managed by the TD in the Past Five Years

I. Hourly rates of parking spaces for private cars/ vans

Car Park	Hourly rates as at year end ($) (year-on-year rates of increase)									
	2014		2015		2016		2017		2018	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Murray Road Car Park*	22	13	22 (+0%)	13 (+0%)	22 (+0%)	13 (+0%)	-	-	-	-
Star Ferry Car Park	20	14	20 (+0%)	14 (+0%)	20 (+0%)	14 (+0%)	21 (+5%)	15 (+7.1%)	22 (+4.8%)	16 (+6.7%)
City Hall Car Park	20	14	20 (+0%)	14 (+0%)	20 (+0%)	14 (+0%)	21 (+5%)	15 (+7.1%)	22 (+4.8%)	16 (+6.7%)
Rumsey Street Car Park	20	14	20 (+0%)	14 (+0%)	20 (+0%)	14 (+0%)	21 (+5%)	15 (+7.1%)	22 (+4.8%)	16 (+6.7%)
Tin Hau Car Park	18	13	18 (+0%)	13 (+0%)	18 (+0%)	13 (+0%)	19 (+5.6%)	14 (+7.7%)	20 (+5.3%)	15 (+7.1%)
Shau Kei Wan Car Park	10	8	10 (+0%)	8 (+0%)	10 (+0%)	8 (+0%)	11 (+10%)	9 (+12.5%)	12 (+9.1%)	10 (+11.1%)
Aberdeen Car Park	14	12	14 (+0%)	12 (+0%)	14 (+0%)	12 (+0%)	15 (+7.1%)	13 (+8.3%)	16 (+6.7%)	14 (+7.7%)
Yau Ma Tei Car Park	16	12	16 (+0%)	12 (+0%)	16 (+0%)	12 (+0%)	17 (+6.3%)	13 (+8.3%)	18 (+5.9%)	14 (+7.7%)
Sheung Fung Street Car Park, Wong Tai Sin	10	8	10 (+0%)	8 (+0%)	10 (+0%)	8 (+0%)	11 (+10%)	9 (+12.5%)	12 (+9.1%)	10 (+11.1%)
Kwai Fong Car Park	12	9	12 (+0%)	9 (+0%)	12 (+0%)	9 (+0%)	13 (+8.3%)	10 (+11.1%)	14 (+7.7%)	11 (+10%)
Tsuen Wan Car Park	15	11	15 (+0%)	11 (+0%)	15 (+0%)	11 (+0%)	16 (+6.7%)	12 (+9.1%)	17 (+6.3%)	13 (+8.3%)
Kennedy Town Car Park	10	10	10 (+0%)	10 (+0%)	10 (+0%)	10 (+0%)	11 (+10%)	11 (+10%)	12 (+9.1%)	12 (+9.1%)
Sheung Shui Park-and-ride Car Park**	12	8	12 (+0%)	8 (+0%)	12 (+0%)	8 (+0%)	13 (+8.3%)	9 (+12.5%)	-	-

* Murray Road Car Park was permanently closed on 1 May 2017.

** Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

II. Day/night park fees of parking spaces for motorcycles

Fees for parking spaces for motorcycles were not charged on hourly basis, but in form of day park and night park fees. The details are as follows:

Car Park	Day/night park fees as at year end ($) (year-on-year rates of increase)									
	2014		2015		2016		2017		2018	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Murray Road Car Park*	20	8	20 (+0%)	8 (+0%)	20 (+0%)	8 (+0%)	-	-	-	-
Star Ferry Car Park							22 (+10%)	9 (+12.5%)	24 (+9.1%)	10 (+11.1%)
City Hall Car Park										
Rumsey Street Car Park										
Tin Hau Car Park										
Shau Kei Wan Car Park										
Aberdeen Car Park										
Yau Ma Tei Car Park										
Sheung Fung Street Car Park, Wong Tai Sin										
Kwai Fong Car Park										
Tsuen Wan Car Park										
Kennedy Town Car Park										
Sheung Shui Park-and-ride Car Park**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	-

* Murray Road Car Park was permanently closed on 1 May 2017.

** No parking space for motorcycles was provided in Sheung Shui Park-and-Ride Car Park. The Car Park was permanently closed on 1 August 2018.

Annex 3

Numbers of public parking spaces provided in government car parks managed by the TD and their respective proportion among the total number of parking spaces in respective districts

I. Parking spaces for private cars/vans

District	Number of public parking spaces and respective proportion (as at February each year)				
	2015	2016	2017	2018	2019
Central and Western*	1 953	1 953	1 968	1 580	1 580
	(5.19%)	(5.17%)	(5.07%)	(4.16%)	(4.11%)
Wan Chai	429	429	429	429	429
	(1.23%)	(1.11%)	(1.10%)	(1.09%)	(1.09%)
Eastern	386	386	386	386	386
	(0.81%)	(0.87%)	(0.86%)	(0.85%)	(0.84%)
Southern	293	293	293	293	293
	(0.78%)	(0.78%)	(0.76%)	(0.76%)	(0.75%)
Yau Tsim Mong	771	770	770	770	770
	(2.48%)	(2.43%)	(2.33%)	(2.32%)	(2.30%)
Sham Shui Po#	-	-	-	-	-
	-	-	-	-	-
Kowloon City#	-	-	-	-	-
	-	-	-	-	-
Wong Tai Sin	268	268	268	268	268
	(1.29%)	(1.28%)	(1.27%)	(1.29%)	(1.29%)
Kwun Tong#	-	-	-	-	-
	-	-	-	-	-
Tsuen Wan	547	545	545	545	545
	(1.64%)	(1.58%)	(1.56%)	(1.52%)	(1.48%)
Tuen Mun#	-	-	-	-	-
	-	-	-	-	-
Yuen Long#	-	-	-	-	-
	-	-	-	-	-
North**	91	91	91	91	-
	(0.44%)	(0.44%)	(0.42%)	(0.43%)	-
Tai Po#	-	-	-	-	-
	-	-	-	-	-
Sai Kung#	-	-	-	-	-
	-	-	-	-	-
Sha Tin#	-	-	-	-	-
	-	-	-	-	-

District	Number of public parking spaces and respective proportion (as at February each year)				
	2015	**2016**	**2017**	**2018**	**2019**
Kwai Tsing	552	552	552	552	552
	(1.60%)	(1.60%)	(1.56%)	(1.56%)	(1.55%)
Islands#	-	-	-	-	-
	-	-	-	-	-
Total	5 290	5 287	5 302	4 914	4 823
	(0.83%)	(0.82%)	(0.80%)	(0.74%)	(0.71%)

* Murray Road Car Park was permanently closed on 1 May 2017.
** Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.
# Districts with no government car parks managed by the TD.

II. Parking spaces for motorcycles

District	Number of public parking spaces and respective proportion (as at February each year)				
	2015	2016	2017	2018	2019
Central and Western*	301	303	304	249	249
	(23.55%)	(23.29%)	(22.32%)	(18.47%)	(17.63%)
Wan Chai	75	75	75	75	75
	(7.46%)	(5.91%)	(5.91%)	(5.80%)	(5.82%)
Eastern	72	72	72	72	72
	(2.99%)	(3.33%)	(3.20%)	(3.18%)	(3.02%)
Southern	51	51	51	51	51
	(2.94%)	(2.93%)	(2.85%)	(2.82%)	(2.79%)
Yau Tsim Mong	76	76	76	76	76
	(4.07%)	(3.91%)	(3.79%)	(3.75%)	(3.62%)
Sham Shui Po#	-	-	-	-	-
	-	-	-	-	-
Kowloon City#	-	-	-	-	-
	-	-	-	-	-
Wong Tai Sin	74	74	74	74	74
	(3.60%)	(3.48%)	(3.35%)	(3.28%)	(3.31%)
Kwun Tong#	-	-	-	-	-
	-	-	-	-	-
Tsuen Wan	34	34	34	34	34
	(3.07%)	(2.95%)	(2.76%)	(2.65%)	(2.38%)
Tuen Mun#	-	-	-	-	-
	-	-	-	-	-
Yuen Long#	-	-	-	-	-
	-	-	-	-	-
North**	-	-	-	-	-
	-	-	-	-	-
Tai Po#	-	-	-	-	-
	-	-	-	-	-
Sai Kung#	-	-	-	-	-
	-	-	-	-	-
Sha Tin#	-	-	-	-	-
	-	-	-	-	-
Kwai Tsing	93	93	93	93	93
	(3.79%)	(3.73%)	(3.56%)	(3.54%)	(3.47%)
Islands#	-	-	-	-	-
	-	-	-	-	-
Total	776	778	779	724	724
	(2.54%)	(2.49%)	(2.37%)	(2.15%)	(2.08%)

* Murray Road Car Park was permanently closed on 1 May 2017.

** No parking space for motorcycles was provided in Sheung Shui Park-and-Ride Car Park. The Car Park was permanently closed on 1 August 2018.

Districts with no government car parks managed by the TD.

Annex 4

Management Fees, Numbers of Staff Deployed for Each Car Park and Wage Expenses Incurred by the Contractors in respect of Government Car Parks Managed by the TD in the Past Five Years

I. Management fees paid to contractors

Car Park	Annual Management Fees ($)#				
	2014	2015	2016	2017	2018
Middle Road Car Park*	2,916,654	-	-	-	-
Murray Road Car Park**	2,517,924	2,720,316	2,905,409	755,573	-
Star Ferry Car Park	3,009,392	2,552,211	2,887,836	3,013,112	3,232,128
City Hall Car Park	522,839	978,157	850,658	953,635	1,207,678
Rumsey Street Car Park	6,655,868	6,169,036	6,166,724	7,603,159	8,545,292
Tin Hau Car Park	2,457,222	2,643,858	2,709,946	2,214,313	2,131,485
Shau Kei Wan Car Park	1,564,829	1,681,155	1,763,041	1,735,547	1,891,588
Aberdeen Car Park	714,318	705,647	725,460	877,330	1,057,681
Yau Ma Tei Car Park	4,661,187	5,073,000	5,223,505	4,351,030	4,286,885
Sheung Fung Street Car Park, Wong Tai Sin	854,809	872,490	918,790	1,158,786	1,489,604
Kwai Fong Car Park	1,456,630	1,446,644	1,645,164	1,692,622	1,875,641
Tsuen Wan Car Park	2,659,007	2,872,701	2,961,797	2,445,180	2,428,393
Kennedy Town Car Park	972,262	1,084,401	1,122,024	1,187,887	1,311,237
Sheung Shui Park-and-ride Car Park***	765,378	707,427	705,418	666,621	377,807
Total	**31,728,319**	**29,507,041**	**30,585,770**	**28,654,796**	**29,835,422**

* Middle Road Car Park was permanently closed on 1 July 2014.
** Murray Road Car Park was permanently closed on 1 May 2017.
*** Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.
# All values are rounded to the nearest integer.

II. Number of staff deployed by the contractors for each car park

Car Park	Number of car park staff deployed by the contractors (as at year end)				
	2014	2015	2016	2017	2018
Murray Road Car Park*	8	8	8	-	-
Star Ferry Car Park	8	8	8	8	8
City Hall Car Park	6	6	6	6	6
Rumsey Street Car Park	9	9	9	9	9
Tin Hau Car Park	8	8	8	8	8
Shau Kei Wan Car Park	8	8	8	8	8
Aberdeen Car Park	8	8	8	8	8
Yau Ma Tei Car Park	9	9	9	9	9
Sheung Fung Street Car Park, Wong Tai Sin	8	8	8	8	8
Kwai Fong Car Park	8	8	8	8	8
Tsuen Wan Car Park	8	8	8	8	8
Kennedy Town Car Park	8	8	8	8	8
Sheung Shui Park-and-ride Car Park**	4	4	4	4	-

* Murray Road Car Park was permanently closed on 1 May 2017.
** Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

III. Wage expenses incurred by the contractors

Car Park	Wage Expenses($)				
	2014	2015	2016	2017	2018
Middle Road Car Park*	423,960	-	-	-	-
Murray Road Car Park**	732,120	757,920	757,920	252,640	-
Star Ferry Car Park	732,120	757,920	757,920	873,600	931,440
City Hall Car Park	558,720	577,920	577,920	665,600	709,440
Rumsey Street Car Park	818,820	847,920	847,920	977,600	1,042,440
Tin Hau Car Park	732,120	757,920	757,920	873,600	931,440
Shau Kei Wan Car Park	732,120	757,920	757,920	873,600	931,440
Aberdeen Car Park	732,120	757,920	757,920	873,600	931,440
Yau Ma Tei Car Park	818,820	847,920	847,920	977,600	1,042,440
Sheung Fung Street Car Park, Wong Tai Sin	732,120	757,920	757,920	873,600	931,440
Kwai Fong Car Park	732,120	757,920	757,920	873,600	931,440
Tsuen Wan Car Park	732,120	757,920	757,920	873,600	931,440
Kennedy Town Car Park	732,120	757,920	757,920	873,600	931,440
Sheung Shui Park-and-ride Car Park***	385,320	397,920	397,920	457,600	141,320

* Middle Road Car Park was permanently closed on 1 July 2014.
** Murray Road Car Park was permanently closed on 1 May 2017.
*** Sheung Shui Park-and-Ride Car Park was permanently closed on 1 August 2018.

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CONTROLLING OFFICER'S REPLY

(Question Serial No. 5869)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for managing light bus parking spaces. In this connection, will the Government advise this Committee on:

1. the numbers of on-street light bus parking spaces in the past five years, the numbers of on-street light bus parking spaces for which local consultations have been conducted, and the number of additional on-street light bus parking spaces which will be provided in each district in the coming year (in tabulated form);
2. the numbers of light bus parking spaces in the 18 districts in Hong Kong, and the numbers of parking spaces at each location (in tabulated form); and
3. the monthly rents of light bus parking spaces in the 18 districts in Hong Kong and their year-on-year growth rates (in tabulated form).

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 187)

Reply:

1. The numbers of on-street parking spaces on public roads that can be used by light buses as at end February each year in the past five years were as follows:

Year	2015	2016	2017	2018	2019
Number of on-street parking spaces	17 904	17 908	18 008	18 156	18 130

The number of on-street parking spaces that can be used by light buses and for which local consultations have been conducted in the past five years was 506.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming year.

2. The numbers of parking spaces that can be used by light buses in 18 districts are tabulated in the Annex.

3. In general, the car park operators will determine the monthly parking fees for light buses based on market situation. The TD does not monitor the fees charged by the car park operators.

Annex

Number of parking spaces that can be used by light buses by district

District	Number of parking spaces			Total
	At public light bus stands	On-street parking	Others*	
Central & Western	34	443	-	477
Wan Chai	-	954	-	954
Eastern	23	383	94	500
Southern	13	606	9	628
Yau Tsim Mong	4	1 478	-	1 482
Sham Shui Po	30	1 175	-	1 205
Kowloon City	2	2 203	121	2 326
Wong Tai Sin	6	279	9	294
Kwun Tong	42	375	46	463
Tsuen Wan	14	748	3	765
Tuen Mun	1	1 255	4	1 260
Yuen Long	59	1 176	2	1 237
North	1	1 306	2	1 309
Tai Po	-	1 456	2	1 458
Sai Kung	11	1 933	91	2 035
Sha Tin	5	1 519	64	1 588
Kwai Tsing	3	385	20	408
Islands	3	456	-	459
TOTAL	**251**	**18 130**	**467**	**18 848**

*This figure includes parking spaces at school premises and short-term tenancy public fee-paying car parks that can be used by light buses.

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CONTROLLING OFFICER'S REPLY

(Question Serial No. 5897)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for managing parking spaces. In this connection, will the Government advise this Committee on:

1. the numbers of on-street parking spaces in the past five years, the numbers of on-street parking spaces for which local consultations have been conducted, and the numbers of additional on-street parking spaces which will be provided in each district in the coming year (in tabulated form);

2. the numbers of short-term tenancy (STT) car parks in the 18 districts in Hong Kong, and the numbers of parking spaces at each location (by vehicle type) (in tabulated form);

3. the monthly rents of STT car parks in the 18 districts in Hong Kong and their year-on-year growth rates (by type of parking space) (in tabulated form); and

4. the names of multi-storey car parks under the TD's management, the numbers of parking spaces therein (by vehicle type) and the utilisation rates of such parking spaces.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 165)

Reply:

1. The numbers of on-street parking spaces as at end February each year in the past five years were as follows:

Year	2015	2016	2017	2018	2019
Number of on-street parking spaces	32 638	32 841	33 295	33 771	34 024

The number of on-street parking spaces for which local consultations have been conducted in the past five years is 3 232.

Since the designation of new on-street parking spaces is subject to the views of the local community, the TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years..

2. As at February 2019, the numbers of STT public fee-paying car parks and the numbers of parking spaces by vehicle types in each of the 18 districts are in Annex.

3. In general, the car park operators of STT car parks will determine the parking fees based on market situation. The TD does not monitor the fees charged by the car park operators.

4. The multi-storey car parks under the management of the TD, the numbers of parking spaces in these car parks and their average utilisation rates as at December 2018 are as follows:

(i) Private Cars/ Van-type Light Goods Vehicles

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	380	51%	70%	16%
City Hall Car Park	170	43%	58%	15%
Rumsey Street Car Park	835	60%	68%	45%
Tin Hau Car Park	429	75%	81%	64%
Shau Kei Wan Car Park	386	83%	84%	81%
Aberdeen Car Park	293	81%	76%	89%
Yau Ma Tei Car Park	770	63%	73%	44%
Sheung Fung Street Car Park, Wong Tai Sin	268	87%	86%	87%
Kwai Fong Car Park*	552	73%	74%	72%
Tsuen Wan Car Park	545	90%	91%	88%
Kennedy Town Car Park	195	81%	83%	75%
Total	**4 823**	**71%**	**76%**	**60%**

* The rooftop of the Kwai Fong Car Park was closed temporarily for floor repairing works in 2018. It involved 75 parking spaces for private cars and van-type light goods vehicles. Therefore, 477 parking spaces were available during the concerned period.

(ii) Motorcycles

Car Park	No. of Parking Spaces	Average utilisation rate		
		Daily	Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	37	57%	64%	46%
City Hall Car Park	27	78%	79%	73%
Rumsey Street Car Park	148	68%	69%	66%
Tin Hau Car Park	75	84%	84%	85%
Shau Kei Wan Car Park	72	78%	75%	84%
Aberdeen Car Park	51	75%	73%	80%
Yau Ma Tei Car Park	76	79%	79%	79%
Sheung Fung Street Car Park, Wong Tai Sin	74	69%	65%	77%
Kwai Fong Car Park	93	74%	72%	76%
Tsuen Wan Car Park	34	76%	73%	81%
Kennedy Town Car Park	37	81%	78%	86%
Total	**724**	**74%**	**73%**	**76%**

Annex

Number of parking spaces in STT car parks

District	No. of STT public fee-paying car parks	Number of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central & Western	4	34	232	4	11
Wan Chai	0	0	0	0	0
Eastern	12	1 319	192	110	35
Southern	6	196	71	27	0
Yau Tsim Mong	6	454	78	0	2
Sham Shui Po	6	649	408	66	17
Kowloon City	8	1 267	299	497	4
Wong Tai Sin	4	330	18	78	28
Kwun Tong	9	1 067	120	40	3
Tsuen Wan	11	2 006	142	28	24
Tuen Mun	15	1 801	470	0	6
Yuen Long	12	1 056	87	0	22
North	19	2 325	410	0	22
Tai Po	8	1 129	148	0	16
Sai Kung	15	2 669	139	17	7
Sha Tin	16	2 572	254	36	14
Kwai Tsing	41	2 364	5 299	221	14
Islands	1	67	0	0	0
Total	**193**	**21 305**	**8 367**	**1 124**	**225**

Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6469)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

a. Please list out the number of complaints from the public received by the Transport Department (TD) concerning the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited (LWB), Citybus Limited (CTB), New World First Bus Services Limited (NWFB), New Lantao Bus Company (1973) Limited (NLB), taxis, public light buses (PLBs) and railway in the past three years.

KMB	
LWB	
CTB	
NWFB	
NLB	
Taxis	
PLBs	
Railway	

b. What was the number of complaints received by the TD concerning LWB bus routes in different time periods and the reasons for complaint in the past year?

Route	Number of complaints in different time periods	Reasons in gist
E31	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E32	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E32A	Morning peak hours	
	Morning non-peak hours	

Route	Number of complaints in different time periods	Reasons in gist
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E33	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E33P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34A	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34B	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34X	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E41	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E42	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E42P	Morning peak hours	
	Morning non-peak hours	

Route	Number of complaints in different time periods	Reasons in gist
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S1	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64C	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64X	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
N31	Night-time non-peak hours	

c. What was the number of complaints received by the TD concerning NLB bus routes in different time periods and the reasons for complaint in the past year?

Route	Number of complaints in different time periods	Reasons in gist
3M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
11	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	

34	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37H	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
38	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
39M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
N37	Night-time non-peak hours	
N38	Night-time non-peak hours	

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 448)

Reply:

a. The number of complaints from the public received by the TD concerning KMB, LWB, CTB (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1)), CTB (Franchise for Airport and North Lantau Bus Network) (CTB(F2)), NWFB, NLB, taxis, PLBs and railway in the past three years is set out in the table below:

	Number of Complaints Received by the TD(Note 1)		
	2016	2017	2018
Franchised Bus			
KMB	5 521	5 118	6 977
LWB	352	468	512
CTB(F1)	979	961	965

	Number of Complaints Received by the TD(Note 1)		
	2016	2017	2018
CTB(F2)	459	511	559
NWFB	1 108	1 268	1 390
NLB	180	211	283
Others (Note 2)	2 388	2 612	2 643
Taxis	844	1 047	1 211
PLBs	10 267	10 862	11 139
Railway	541	638	562

Note 1: The sources of complaints include those directly received by the TD through letters or emails, as well as those referred to the TD by the Transport Complaint Unit and 1823 call centre.

Note 2: Complaints involved more than one franchisee / jointly operated routes / franchisee could not be identified.

b. The number and nature of complaints received by the TD on the LWB bus routes concerned in 2018 are given in the following table:

Routes	Number of Complaints (by time periods)(Note 3)			
	Period(Note 4)	Non-adherence of schedule	Inadequacy of services	Others(Note 5)
E31	Morning peak	5	1	0
	Inter-peak	2	1	0
	Evening peak	4	1	0
	After evening peak	2	0	0
	Not specified	1	1	23
E32	Morning peak	3	3	0
	Inter-peak	0	0	0
	Evening peak	10	1	0
	After evening peak	2	0	0
	Not specified	0	1	16
E32A	Morning peak	2	1	0
	Inter-peak	1	0	0
	Evening peak	2	0	0
	After evening peak	1	0	0
	Not specified	0	7	1
E33	Morning peak	2	4	0
	Inter-peak	0	4	0
	Evening peak	1	0	0
	After evening peak	1	0	0
	Not specified	1	0	14
E33P	Morning peak	6	5	0
	Inter-peak	2	1	0
	Evening peak	2	0	0
	After evening peak	0	0	0
	Not specified	1	0	4

Routes	Number of Complaints (by time periods)(Note 3)			
	Period(Note 4)	Non-adherence of schedule	Inadequacy of services	Others(Note 5)
E34A	Morning peak	10	4	0
	Inter-peak	2	0	0
	Evening peak	5	0	0
	After evening peak	2	0	0
	Not specified	0	0	19
E34B	Morning peak	2	0	0
	Inter-peak	5	0	0
	Evening peak	2	0	0
	After evening peak	1	0	0
	Not specified	5	0	6
E34P	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
E34X	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
E41	Morning peak	4	2	0
	Inter-peak	0	0	0
	Evening peak	1	1	0
	After evening peak	2	1	0
	Not specified	1	1	14
E42	Morning peak	8	7	0
	Inter-peak	2	0	0
	Evening peak	6	0	0
	After evening peak	5	0	0
	Not specified	2	5	11
E42P	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
S1	Morning peak	0	0	0
	Inter-peak	1	0	0
	Evening peak	0	1	0
	After evening peak	0	0	0
	Not specified	0	0	5

Routes	Number of Complaints (by time periods)(Note 3)			
	Period(Note 4)	Non-adherence of schedule	Inadequacy of services	Others(Note 5)
S64	Morning peak	2	1	0
	Inter-peak	0	0	0
	Evening peak	2	1	0
	After evening peak	1	0	0
	Not specified	0	1	6
S64C	Morning peak	0	0	0
	Inter-peak	1	0	0
	Evening peak	1	0	0
	After evening peak	0	0	0
	Not specified	0	0	2
S64X	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
S64P	Morning peak	0	1	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
N31(Note 6)	After evening peak	1	0	0
	Not specified	0	0	6

Note 3: The sources of complaints include those directly received by the TD through letters or email, as well as those referred to the TD by the Transport Complaints Unit and 1823 call centre.

Note 4: The different time periods are defined as follows:

(i) Morning peak period: from the first departure to 9:59 am;
(ii) Inter-peak period: from 10:00 am to 3:59 pm;
(iii) Evening peak period: from 4:00 pm to 7:59 pm; and
(iv) After evening peak period: from 8:00 pm to the last departure.

Note 5: Others refer to complaints concerning improper driving behaviours, conduct and performance of staffs (including bus captains), conditions of vehicles, etc.

Note 6: Overnight service.

c. The number and nature of complaints received by the TD on NLB bus routes concerned in 2018 are given in the following table:

Routes	Number of complaints (by time periods) (Note 7)			
	Period(Note 8)	Non-adherence of schedule	Inadequacy of services	Others(Note 9)
3M	Morning peak	0	3	0
	Inter-peak	1	7	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	1	2	9
11	Morning peak	3	3	0
	Inter-peak	1	11	0
	Evening peak	1	4	0
	After evening peak	0	0	0
	Not specified	2	4	42
34	Morning peak	1	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
37	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	1	2	0
	After evening peak	0	0	0
	Not specified	1	3	10
37H	Morning peak	3	0	0
	Inter-peak	1	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	7
37M	Morning peak	3	3	0
	Inter-peak	0	2	0
	Evening peak	1	0	0
	After evening peak	1	1	0
	Not specified	1	2	14
38	Morning peak	1	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	15
39M	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	2	1
N37 (Note 10)	After evening peak	0	0	0
	Not specified	0	0	0
N38 (Note 10)	After evening peak	0	0	0
	Not specified	0	0	0

Note 7: The sources of complaints include those directly received by the TD through letters or email, as well as those referred to the TD by the Transport Complaints Unit and 1823 call centre.

Note 8: The different time periods are defined as follows:

(i) Morning peak period: from the first departure to 9:59 am;
(ii) Inter-peak period: from 10:00 am to 3:59 pm;
(iii) Evening peak period: from 4:00 pm to 7:59 pm; and
(iv) After evening peak period: from 8:00 pm to the last departure.

Note 9: Others refer to complaints concerning improper driving behaviour, conduct and performance of staffs (including bus captains), conditions of vehicles, etc.

Note 10: Overnight service.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6508)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Lantau Closed Road Permit (LCRP):

(1) What were the numbers of LCRPs issued in the past three years? Please list the information with breakdown by individual, company, "Driving on Lantau Island" Scheme and temporary permits, etc.

(2) What were the traffic flows on the closed roads in South Lantau in the past three years?

(3) Has the Transport Department (TD) taken any action against unlawful use of LCRPs for purposes such as "pak pai" operation? If yes, what were the unlawful acts, actions taken and the results? If no, what were the reasons?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 490)

Reply:

(1)
The numbers of different types of LCRP, namely long-term LCRP, temporary LCRP and permits issued under the "Driving on Lantau Island" Scheme, issued in the past three years are provided below. There is no breakdown of the numbers of permits issued to individuals and organisations.

Type of Permits	Calendar Year		
	2016	2017	2018
Long-term LCRP (Note 1)	4 700	5 100	4 600
Temporary LCRP (Note 2) (excluding "Driving on Lantau Island" Scheme)	10 600	11 600	11 900
"Driving on Lantau Island" Scheme (Note 3)	4 800	5 700	5 700
Total	20 100	22 400	22 200

Note 1 : Long-term LCRPs are generally issued to residents/ people doing business on South Lantau. The maximum validity period of a long-term LCRP is 12 months and the LCRP can be renewed upon expiry.

Note 2 : Temporary LCRPs are generally issued to people with temporary needs to enter South Lantau, such as moving of furniture and carrying out construction works.

Note 3 : Under "Driving on Lantau Island" Scheme implemented since February 2016, a maximum of 25 private cars are issued with LCRPs for access to South Lantau on weekdays as visitors.

(2)

The average daily traffic flows of major closed road sections on South Lantau in the three years from 2015 to 2017 are provided below.

Road Sections	**Calendar Year** (Note)		
	2015 (vehicles/day)	**2016 (vehicles/day)**	**2017 (vehicles/day)**
Tung Chung Road (south of Shek Mun Kap Road)	4 820	4 880	4 850
South Lantau Road	2 910	3 340	3 020
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 610	2 620	2 700
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 080	1 150	1 140

Note: The traffic data for 2018 are being compiled and therefore are not available.

(3)

Upon receipt of complaints on suspected unlawful use of LCRPs, the TD will refer the cases to the Hong Kong Police Force (the Police) for investigation and enforcement actions. The Police will conduct patrol, intercept vehicles for checking, or arrange decoy operation if necessary, to combat against unlawful use of LCRPs. According to the TD's record, no such complaint case was received in 2018.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6509)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for planning and developing franchised bus, non-franchised bus (NFB), tram, taxi, ferry and public light bus services; formulating regulatory measures for the services, and planning their related facilities. In this connection, will the Government inform this Committee:

(1) of the "schedules of service" (including but not limited to the routeing, frequency and fare, etc.,) of all NFB services using the green minibus (GMB) stop outside Tsing Yi Swimming Pool (i.e. the existing stop of GMB Route No. 409) for picking up/setting down passengers, according to information of the TD;

(2) whether the TD has conducted site visit to understand and monitor the picking up/ setting down situation of NFBs; if yes, what are the details;

(3) of the criteria for approving the pick-up/set-down points for NFBs by the TD; and

(4) whether the TD will liaise with the relevant NFB operators and request them to relocate the pick-up/set-down point of these NFB services to the covered public transport interchange of Tsing Yi Station (i.e. Exit C of Tsing Yi Station) or outside the eastern ground level of Airport Express Tsing Yi Station (i.e. the designated pick-up/set-down areas for shuttle buses and GMBs), so as to minimise the impact on residents; if yes, what are the details; if no, what are the reasons.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 491)

Reply:

(1) According to the TD's record, there is one NFB service approved with a stop at Tsing King Road near Maritime Square for picking up/setting down passengers. The said stop is about 14 metres south of the existing stop for GMB Route No. 409 at Tsing King Road (outside Tsing Yi Swimming Pool). The operating details stipulated in the Schedule of Service of this NFB service are summarised below:

Type of Service:	Employees' Service
Route:	Tsing King Road - China Merchant Logistics Centre
Frequency:	8 – 15 minutes (peak hours) 15 – 30 minutes (off-peak hours)
Fare :	Free of charge to eligible employees

(2), (3) and (4)

The picking up and setting down points of the scheduled NFB services are proposed by the operators to the TD for approval. When assessing the applications, the TD will take into account factors such as convenience to passengers, impact on other public transport services, road safety and traffic conditions, and consult relevant government departments where appropriate.

The TD has conducted site inspections to monitor the operations of NFB and GMB services at Tsing King Road from time to time. The most recent one was conducted in mid-March 2019. It has been observed that the operation of the GMB and NFB services at the stops on Tsing King Road was generally in order, but there were occasions during the peak hours when the NFBs stopped too close to the GMB stop and the long passenger queue of the NFB service caused inconvenience to the pedestrians. With a view to improving the situation, upon the TD's request, the operator of the NFB service has deployed staff on site to monitor the passenger queue and the operation of NFBs to avoid affecting the operation of GMB Route No. 409 and the pedestrians. The TD will also arrange to relocate the NFB stop a few metres further away from the GMB stop to facilitate the operation of both services. The TD will monitor and review the situation after the implementation of these improvement measures, and will consider other possible measures if deemed necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6510)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the functions of the Transport Department (TD) is planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus (PLB) services, formulating regulatory measures for the services, and planning their related facilities. In this connection, please inform this Committee of the following:

1. Regarding the new PLB routes put out to tender in the past five years, what were their routeings, consultation time required, and the lead time from consultation to tendering? (Please provide the information in tabulated form.)

2. It is noted that the Government conducted a consultation on the introduction of two PLB routes serving Tsing Yi (i.e. Tsing Yi to Princess Margaret Hospital/Mong Kok East to Tsing Yi overnight route) last year. What is the progress of the proposed routes? What is the anticipated time for conducting tender exercise?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 492)

Reply:

1. The TD has been introducing new route packages suitable for green minibus (GMB) operation, having regard to the demand for public transport services, geographical locations and operational viability of routes, etc. Before inviting operators to apply for operating these GMB routes through open invitation, the TD will consult the relevant District Councils and/or the local communities through District Offices, as well as the public transport trades. In general, the consultation process will take about three to six months to complete. In some cases, consultation may take longer time if different views are received. The TD endeavours to conduct the Green Minibus Operators Selection Exercise (GMBOSE) on an annual basis.

   The GMB routes put out to tender in the past five years (i.e. 2014 - 2018) were as follows:

Year	No.	Origin - Destination
2014	(1)	Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)
	(2)	Hilltop Garden / King Lai Court – Diamond Hill Station(Note)
	(3)	Hilltop Garden – Wong Tai Sin Station(Note)
	(4)	Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)
	(5)	Shui Chuen O, Sha Tin – Shek Mun Station
	(6)	Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)
	(7)	Allway Gardens, Tsuen Wan – Tsuen Wan Chung On Street
	(8)	The Beaumount, Tseung Kwan O – Hang Hau (Circular)
2015	(1)	Hung Shui Kiu (Hung Yuen Road) – MTR Tin Shui Wai Station (Circular)
	(2)	Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular)
	(3)	Anderson Road Development Area – Kowloon Bay (Sheung Yee Road)
2016	(1)	San Po Kong (The Latitude) – Festival Walk Public Transport Terminus
	(2)	Park YOHO – Kam Sheung Road Station Public Transport Interchange
	(3)	Lai Ping Road – Sha Tin (Pak Hok Ting Street) (Circular)
	(4)	Wong Nai Tau – Fo Tan Station (including a supplementary service plying between Wong Lai Tau and Sha Tin Central) (Note)
	(5)	Wong Nai Tau – Mong Kok Station (Note)
	(6)	Kau To – Sha Tin Station (Note)
	(7)	A Kung Kok – Sha Tin Station (including a supplementary service plying between Shek Mun Estate and Sha Tin Station) (Note)
2017	(1)	Park YOHO Transport Terminus – Kam Sheung Road Station Public Transport Interchange
	(2)	Tseung Kwan O Station – Ocean Wings (Circular)
	(3)	Tiu Keng Leng Station – Alto Residences (Circular)
	(4)	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port Hong Kong Public Transport Interchange – Tung Chung North (Circular)
2018	(1)	Sheung Wan (Hollywood Road) – Caine Road (Circular)
	(2)	Ap Lei Chau (Ping Lan Street) – Lei Tung Estate/Ap Lei Chau Estate (Circular) (Note)
	(3)	Ap Lei Chau (Ping Lan Street) – Causeway Bay (Lee Garden Road) (Circular) (Note)
	(4)	Yau Tong (Yau Lai Estate) – Hong Kong Children's Hospital
	(5)	Sau Mau Ping – Hong Kong Children's Hospital

Note : These were cancelled routes for re-tendering in the respective GMBOSE.

2. The TD has been conducting local consultation on the two proposed new GMB routes serving Tsing Yi since late 2018, including (i) a new route plying between Tsing Yi and Princess Margaret Hospital; and (ii) an overnight route plying between Tsing Yi and Mong Kok East via Tsuen Wan. For the proposed route plying between Tsing Yi and Princess Margaret Hospital, no adverse comment has been received from the locals. Subject to the results of the on-going consultation with the public transport trades, the TD plans to include the route in the 2019 GMBOSE which will be launched in the second quarter of 2019. Regarding the proposed overnight route plying between Tsing Yi and Mong Kok East via Tsuen Wan, the TD is considering the

different views received concerning the proposed routeing, and is re-visiting the overall provision of public transport services for Tsing Yi and Tsuen Wan with a view to coming up with alternative proposal(s) for further consultation as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4391)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing the implementation of the Hong Kong-Zhuhai-Macao Bridge (HZMB), will the Government inform this Committee:

a. of the average monthly passenger and vehicular flows as well as the maximum vehicular flow of the HZMB since the commissioning of the Hong Kong section of the HZMB, with breakdown by inbound and outbound passenger and vehicle type;

b. whether the Government has assessed the changes in passenger and vehicular flows in the vicinity of the HZMB since the commissioning of the Hong Kong section of the HZMB; if yes, what are the details;

c. of the number of parking spaces, utilisation rates and arrangements of the park-and-ride facilities at the Hong Kong Port (HKP) of the HZMB; and

d. of the government department(s), staff establishment and expenditure involved each year in overseeing the operation of the Hong Kong section of the HZMB.

Asked by: Hon Luk Chung-hung (LegCo internal reference no.: 22)

Reply:

Item (a) and (b)

According to the HZMB Authority, the average monthly cross-boundary vehicular flow of the HZMB by inward and outward traffic flow, as well as vehicle types is as follows:

		Private Car		Coach		Goods Vehicle		Total Vehicles		
Year / Month		Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
2018/	11	15 804	16 793	34 255	34 204	1 401	1 970	51 460	52 967	104 427
	12	22 263	22 810	34 325	34 302	2 493	2 809	59 081	59 921	119 002
2019/	01	22 172	22 691	26 911	26 873	3 240	3 780	52 323	53 344	105 667
	02	27 307	27 810	28 108	28 090	1 655	1 774	57 070	57 674	114 744

Note:

(1) While the HZMB was commissioned on 24 October 2018, the figure for October 2018 (i.e. covering eight days only) is not taken into account.

(2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.

(3) Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross boundary shuttle buses plying between HKP and Zhuhai Port/Macao Port of the HZMB.

The maximum monthly vehicular flow of the HZMB was recorded in December 2018 as shown in the above table.

According to the Immigration Department, the number of average monthly cross-boundary passengers via the HKP of the HZMB is as follows:

Year / Month	Number of Passengers	
	Arrival	Departure
2018/11	1 209 104	1 390 685
2018/12	963 075	1 254 771
2019/01	740 179	905 554
2019/02	976 191	1 101 892

Note:

(1) While the HZMB was commissioned on 24 October 2018, the figure for October 2018 (i.e. covering eight days only) is not taken into account.

The Government has been closely monitoring the vehicular and passenger flows of the HZMB. The traffic at and in the vicinity of the HZMB HKP, the airport and Tung Chung area has generally been smooth. The HKP has also been in order so far. The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the HKP of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

Item (c)

The domestic public car parks at the HZMB HKP provide a total of 733 parking spaces, including 661 for private cars, 12 for the disabled, 25 for motorcycles, 14 for light goods vehicles and 21 for out-of-service taxis. The utilisation rate of the domestic public car parks at the HZMB HKP is tabulated below:

Year / Month	Utilisation Rate of the Domestic Car Parks			
	Private car parking spaces	Motorcycle parking spaces	Light goods vehicles parking spaces	Out-of-service taxi parking spaces
2018/10	4.7%	8.4%	6.3%	3.3%
2018/11	6.6%	5.6%	11.2%	1.6%
2018/12	8.7%	4.4%	19.2%	1.9%
2019/01	7.2%	4.8%	12.7%	2.6%
2019/02	10.8%	6.7%	22.0%	4.7%

Source: Highways Department

There is no inbound car park at the HKP according to the project design of the HZMB. Different types of cross-boundary transport services are currently provided for passengers travelling among the three places.

The Government has invited the Airport Authority of Hong Kong (AAHK) to submit a proposal for the topside development at the HZMB Hong Kong Boundary Crossing Facilities Island (including the feasibility of providing an inbound car park at the topside development). After completion of the study and submission of the proposal by the AAHK, the Government will carefully consider the relevant recommendations.

Item (d)

The monitoring of the traffic condition of the Hong Kong section of HZMB and the nearby areas is part of the normal duties of the TD and will be absorbed by existing resources of the Department. There is no separate breakdown of expenditure for these tasks.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3519)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it would continue to collaborate with the Highways Department (HyD) to provide traffic and transport inputs for the detailed design of the proposed pedestrian footbridge system in Mong Kok. Please inform this Committee:

a. the manpower and expenditure involved in the work of the TD in providing traffic and transport inputs for the proposed pedestrian footbridge system in Mong Kok over the past three years;

b. when the traffic impact assessment report of the proposed pedestrian footbridge system in Mong Kok will be approved by the TD;

c. what traffic and transport inputs will be provided by the TD for the detailed design of the proposed pedestrian footbridge system in Mong Kok; and

d. the current daily pedestrian and traffic flows at the proposed pedestrian footbridge system in Mong Kok. Please reply in the following table:

Location	Daily pedestrian flow in 2018	Peak pedestrian flow per hour in 2018	Afternoon peak pedestrian flow in 2018	Estimated daily pedestrian flow upon project completion	Estimated peak pedestrian flow per hour upon project completion	Estimated afternoon peak pedestrian flow upon the project completion
The section of Argyle Street between Sai Yee Street and Fa Yuen Street						
The section of Argyle Street between Fa Yuen Street and Tung Choi Street						

Location	Daily pedestrian flow in 2018	Peak pedestrian flow per hour in 2018	Afternoon peak pedestrian flow in 2018	Estimated daily pedestrian flow upon project completion	Estimated peak pedestrian flow per hour upon project completion	Estimated afternoon peak pedestrian flow upon the project completion
The section of Argyle Street between Tung Choi Street and Sai Yeung Choi Street South						
The section of Argyle Street between Sai Yeung Choi Street South and Nathan Road						
The section of Argyle Street between Nathan Road and Portland Street						
The section of Argyle Street between Portland Street and Shanghai Street						
The section of Argyle Street between Shanghai Street and Reclamation Street						
The section of Argyle Street between Reclamation Street and Canton Road						
The section of Argyle Street between Canton Road and Tong Mi Road						

Location	Daily traffic flow in 2018	Peak traffic flow per hour in 2018	Afternoon peak traffic flow in 2018	Estimated daily traffic flow (southbound and northbound) upon project completion	Estimated peak traffic flow per hour (southbound and northbound) upon project completion	Estimated afternoon peak traffic flow (southbound and northbound) upon project completion
The section of Argyle Street between Sai Yee Street and Fa Yuen Street						

Location	Daily traffic flow in 2018	Peak traffic flow per hour in 2018	Afternoon peak traffic flow in 2018	Estimated daily traffic flow (southbound and northbound) upon project completion	Estimated peak traffic flow per hour (southbound and northbound) upon project completion	Estimated afternoon peak traffic flow (southbound and northbound) upon project completion
The section of Argyle Street between Fa Yuen Street and Tung Choi Street						
The section of Argyle Street between Tung Choi Street and Sai Yeung Choi Street South						
The section of Argyle Street between Sai Yeung Choi Street South and Nathan Road						
The section of Argyle Street between Nathan Road and Portland Street						
The section of Argyle Street between Portland Street and Shanghai Street						
The section of Argyle Street between Shanghai Street and Reclamation Street						
The section of Argyle Street between Reclamation Street and Canton Road						
The section of Argyle Street between Canton Road and Tong Mi Road						

Asked by: Hon MO Claudia (LegCo internal reference no.: 59)

Reply:

The HyD conducted a public consultation exercise for the preliminary scheme of the proposed pedestrian footbridge system in 2017-18. The HyD is reviewing the preliminary scheme and making necessary refinement taking into account the public views received.

The TD has been providing traffic and transport inputs to the HyD during the process to facilitate the assessment of the traffic impact. Upon completion of the review, we will engage with relevant stakeholders including the Yau Tsim Mong District Council and make available the relevant traffic and transport information to the public.

The TD has been deploying existing staff to provide traffic and transport inputs to the HyD. There is no breakdown of the manpower and expenditure involved for such work.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3521)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018, the Transport Department (TD) handled the issue of vehicle and driving licences and closed road permits (CRPs) for quota-holders of cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao, as well as applications for the Macao Port Park-and-Ride Scheme in connection with the commissioning of the Hong Kong-Zhuhai-Macao Bridge. Please advise this Committee:

the details of issue of vehicle and driving licences and CRPs for quota-holders of cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao in the following table:

	Vehicle Licence			Driving Licence			CRP		
	No. of permits issued	No. of rejected cases	Accumulated no.	No. of permits issued	No. of rejected cases	Accumulated no.	No. of permits issued	No. of rejected cases	Accumulated no.
Mainland cross-boundary vehicle quota									
Hong Kong cross-boundary vehicle quota									
Macao cross-boundary vehicle quota									

Asked by: Hon MO Claudia (LegCo internal reference no.: 61)

Reply:

The holding of appropriate classes of vehicle and driving licences is one of the pre-requisites for applying for cross boundary quotas which are jointly administered by the governments of Hong Kong and Guangdong/Macao as appropriate. Once a cross boundary quota is approved, the quota holder's vehicle will be issued with a CRP by the TD which permits travelling across the boundary control point via the closed roads. The numbers of cross-boundary vehicles issued with CRPs as at end-2018 are as follows:-

Types of Vehicles		**No. of vehicles issued with CRPs at end 2018**
Locally Registered Vehicles		54 689
Non-locally Registered Vehicles (Note 1)	From the Mainland	4 359
	From Macao	458

Note 1: Non-locally registered cross-boundary vehicles refer to non-commercial Mainland/Macao vehicles which were issued with International Circulation Permits, in addition to the CRPs, for use in Hong Kong. As the commercial vehicles concerned are required to register in Hong Kong, the relevant number has been included under the "locally registered vehicles".

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3522)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it will provide more public car parking spaces under the "Single Site, Multiple Uses" principle under a new policy initiative. In this connection, please inform this Committee of:

a. the manpower distribution and expenditure involved in handling the work on provision of more public car parking spaces in the past three years; and

b. the locations for the provision of more public car parking spaces under the "Single Site, Multiple Uses" principle, the numbers of car parking spaces so provided, and details of the progress.

Asked by: Hon MO Claudia (LegCo internal reference no.: 62)

Reply:

a. Increasing the provision of parking is an on-going task of the TD and is undertaken by the TD's existing staff. There is no separate breakdown of manpower and expenditure involved.

b. The Government follows the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space (POS) projects. Subject to detailed technical assessments, there should be scope for provision of at least 1 500 public car parking spaces in suitable government facilities and POS projects over the next five years. The TD is working closely with relevant bureaux and departments on this initiative.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3523)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) under this Programme includes enhancing road safety, with one of the performance indicators being "injury accidents involving motor vehicles per million vehicle-km". However, a number of traffic accidents involving multiple casualties have occurred in recent years, and quite a number of them involved public transport vehicles. In this connection, please inform this Committee of the following:

(1) Will the TD consider using the number of casualties in lieu of the number of accidents, so as to better reflect the effectiveness of the TD's work on enhancing road safety?

(2) Will the TD or relevant bureau(x) make reference to overseas practice in setting up a permanent independent accident investigation agency to be tasked with independent investigation of serious traffic accidents, so as to prevent recurrence of similar accidents?

(3) How much resource will the TD allocate in 2019-20 for enhancing road safety? What are the TD's plans for organising activities or formulating policies to enhance road safety?

(4) What were the numbers of traffic accidents involving casualties in the past three years? Please reply by completing the following table:

Year	Total no. of traffic accidents	No. of injuries in traffic accidents	No. of traffic accidents involving injuries only	No. of fatalities in traffic accidents	No. of fatal traffic accidents	No. of traffic accidents involving more than or equal to ten casualties

(5) What are the locations of traffic accident black spots? What were the number of traffic accidents occurring at each black spot and the number of casualties caused by the accidents in the past three years?

Asked by: Hon MO Claudia (LegCo internal reference no.: 63)

Reply:

(1) The TD takes into account both the number of traffic accidents and the number of casualties involved in analysing traffic accidents.

(2) To prevent recurrence of similar traffic accidents, the TD conducts investigation at 100 locations with clusters of injury accidents (including junctions, bends and other road sections) every year. Detailed investigations are carried out to examine if there are any distinct accident patterns and to identify common factors contributing to these accidents. Road safety enhancement measures will be proposed where necessary. The Hong Kong Police Force (HKPF) will also investigate the cause of each traffic accident.

(3) In 2019-20, the TD will continue to examine and implement measures to enhance road safety through road safety audit, legislation, publicity and use of technology.

Specifically, the TD will set up a new dedicated team for carrying out road safety audit to enhance road safety. The dedicated team comprises one Senior Engineer, one Engineer and one Technical Officer (Traffic). In addition, the TD has been closely monitoring traffic accident trends, paying close attention to and analysing relevant traffic accident-related figures, so as to formulate and implement appropriate measures to mitigate road safety risks.

On legislation, the TD will consider from time to time the case for legislative amendments so as to enhance road safety. For example, in order to discourage inappropriate driving behaviour, the TD is considering raising the penalty levels of certain serious traffic offences such as careless driving, dangerous driving, drink driving and drug driving, etc. under the Road Traffic Ordinance (Cap. 374) and the fixed penalty levels of the scheduled traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), such as speeding, etc. The Government plans to consult the Legislative Council Panel on Transport in the latter half of 2019 once the proposals are ready. The work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

On publicity, the TD will continue to collaborate closely with the Road Safety Council (RSC) and the HKPF in launching publicity and educational activities such as publicity video clips, leaflets and carnivals to enhance safety awareness of road users. The TD also conducts the Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers to disseminate safe driving and health messages, and provides free health checks. The estimated expenditure of the RSC in 2019-20 is about $5.4 million and the estimated expenditure of the Campaign is about $1.3 million.

Regarding the use of technology, the Government will keep close track of technological developments, make reference to overseas experience and conduct timely reviews of the features of the technologies concerned and their suitability for use in Hong Kong. For example, the TD is planning to carry out a technical trial scheme of an average speed camera system so as to ascertain the technical feasibility of such camera system and their suitability for use in Hong Kong. The work involved is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

(4) The traffic accident statistics involving casualties in the past three years are provided below:

Year	Total no. of traffic accidents	No. of injuries in traffic accidents	No. of traffic accidents involving injuries only	No. of fatalities in traffic accidents	No. of fatal traffic accidents	No. of traffic accidents involving more than or equal to ten casualties
2016	16 099	20 000	15 970	132	129	24
2017	15 725	19 780	15 621	108	104	31
2018	15 935	19 502	15 828	135	107	19

(5) The locations of traffic accident black spots, the numbers of traffic accidents occurring at each black spot and the numbers of casualties caused by the accidents in the past three years are at Annex.

Annex

The locations of traffic accident black spots, the numbers of traffic accidents occurring at each black spot and the numbers of casualties caused by the accidents in the past three years

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			**Number of accident**	Number of casualty			**Number of accident**	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
HONG KONG												
CENTRAL & WESTERN												
Connaught Road West, Eastern Street North, Eastern Street	**5**	0	1	4	**11**	0	2	11	**12**	0	1	14
Des Voeux Road West, Wilmer Street	**4**	1	1	2	**1**	0	1	0	**3**	0	1	2
EASTERN												
Aldrich Bay Road, Oi Shun Road	**2**	2	0	0	**1**	0	0	1	**2**	0	1	2
KOWLOON												
KOWLOON CITY												
Argyle Street, Kadoorie Avenue	**2**	0	1	1	**1**	1	0	0	**1**	0	0	1
Ma Hang Chung Road, Ma Tau Wai Road, Tin Kwong Road	**8**	0	0	11	**9**	0	1	9	**9**	0	1	9
Ma Tau Chung Road, Sung Wong Toi Road, Fu Ning Street	**10**	0	0	12	**11**	0	1	12	**15**	0	0	16
Ma Tau Wai Road, Fat Kwong Street, Man Yue Street	**4**	1	0	3	**5**	1	0	4	**6**	0	1	10
Princess Margaret Road, Sheung Hing Street	**4**	0	0	4	**6**	0	0	11	**9**	0	0	12
Waterloo Road, Argyle Street, Princess Margaret Road	**23**	0	1	30	**23**	0	3	34	**20**	0	1	26
Waterloo Road, Rutland Quadrant, Durham Road	**7**	0	0	8	**10**	0	0	13	**12**	0	0	18

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			**Number of accident**	Number of casualty			**Number of accident**	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
KWUN TONG												
Hong Ning Road, Ming Chi Street	**1**	1	0	0	**0**	0	0	0	**0**	0	0	0
Kai Cheung Road, Wang Chiu Road	**4**	0	1	4	**5**	0	1	4	**11**	0	1	15
Kwun Tong Road, Hong Ning Road	**17**	0	1	27	**9**	0	0	18	**12**	0	0	15
Kwun Tong Road, Lai Yip Street, Elegance Road	**4**	0	1	3	**9**	0	1	10	**13**	0	0	15
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	**5**	0	0	5	**4**	0	1	4	**12**	0	4	14
Ngau Tau Kok Road, Horse Shoe Lane	**3**	0	0	3	**2**	1	0	1	**2**	0	0	2
SHAM SHUI PO												
Castle Peak Road, Kwong Cheung Street	**3**	0	0	3	**2**	1	0	1	**3**	0	0	3
Cheung Sha Wan Road, Hing Wah Street	**8**	0	2	8	**6**	0	0	7	**12**	0	2	10
Cheung Sha Wan Road, Mei Lai Road	**5**	0	1	4	**2**	0	0	2	**6**	0	0	9
Cheung Sha Wan Road, Tonkin Street	**14**	1	2	13	**17**	0	3	17	**17**	0	1	17
Cheung Sha Wan Road, Yen Chow Street	**10**	0	3	8	**12**	3	14	29	**16**	0	1	18
Cheung Wah Street, Fuk Wing Street	**2**	0	2	0	**2**	0	1	1	**3**	1	0	2
Ki Lung Street, Pei Ho Street	**6**	0	1	5	**5**	0	2	3	**5**	0	1	4
Lai Chi Kok Road, Fat Tseung Street	**1**	0	0	2	**0**	0	0	0	**2**	1	0	1
Lai Chi Kok Road, Nam Cheong Street	**4**	0	1	3	**7**	1	0	9	**4**	0	1	4

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			**Number of accident**	Number of casualty			**Number of accident**	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
Nathan Road, Cheung Sha Wan Road, Boundary Street	**9**	0	1	11	**10**	0	2	9	**8**	0	1	9
Tai Po Road, Caldecott Road	**4**	0	0	6	**8**	0	1	10	**10**	0	1	12
WONG TAI SIN												
Choi Hung Road, Choi Yee Lane	**1**	0	0	1	**0**	0	0	0	**0**	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	**3**	0	0	3	**3**	0	0	5	**6**	0	2	8
New Clear Water Bay Road, Fung Shing Street	**4**	1	0	3	**3**	1	2	14	**2**	0	0	5
Tseuk Luk Street, Hong Keung Street	**2**	0	1	1	**4**	0	0	4	**11**	0	3	8
YAU TSIM MONG												
Argyle Street, Reclamation Street	**6**	0	1	6	**5**	1	2	4	**7**	0	0	9
Argyle Street, Sai Yee Street	**7**	0	0	8	**9**	0	0	11	**16**	0	1	17
Argyle Street, Tong Mi Road, Cherry Street	**13**	0	2	19	**5**	0	0	5	**10**	0	2	15
Austin Road, Cox's Road	**8**	0	0	14	**4**	0	0	6	**7**	0	0	8
Canton Road, Bute Street	**5**	1	0	9	**3**	0	2	2	**0**	0	0	0
Canton Road, Public Square Street	**1**	1	0	0	**0**	0	0	0	**3**	1	1	2
Chatham Road South, Austin Road, Cheong Wan Road	**22**	0	3	33	**19**	0	0	28	**18**	0	0	26
Jordan Road, Lin Cheung Road	**7**	0	0	10	**9**	0	1	10	**7**	0	0	10
Jordan Road, Shanghai Street	**9**	0	1	9	**13**	0	3	12	**8**	0	1	8
Lin Cheung Road (N/B), Cherry Street	**8**	0	1	9	**6**	0	0	13	**19**	0	1	24
Mong Kok Road, Tong Mi Road, Anchor Street, Fuk Tsun Street	**5**	1	0	4	**8**	0	0	12	**8**	0	1	7
Nathan Road, Argyle Street	**12**	0	3	9	**14**	0	1	14	**17**	0	1	19
Nathan Road, Austin Road	**5**	0	1	4	**11**	0	2	10	**6**	0	0	6

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			**Number of accident**	Number of casualty			**Number of accident**	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
Nathan Road, Haiphong Road, Humphreys Avenue	**10**	1	0	9	**6**	1	0	8	**5**	0	0	7
Nathan Road, Mong Kok Road	**14**	0	2	16	**17**	0	3	20	**13**	0	1	14
Nathan Road, Waterloo Road	**11**	0	1	10	**12**	0	3	17	**16**	0	0	21
Portland Street, Hamilton Street	**9**	1	0	11	**5**	0	0	6	**9**	0	1	10
Prince Edward Road West, Fa Yuen Street	**3**	1	1	2	**2**	0	0	2	**2**	0	0	3
Sycamore Street, Maple Street	**1**	0	0	1	**0**	0	0	0	**9**	0	2	8
Waterloo Road, Ferry Street, Lai Cheung Road	**7**	0	0	7	**8**	0	0	9	**7**	1	0	10
NEW TERRITORIES												
SHA TIN												
Che Kung Miu Road, Mei Tin Road, Hung Mui Kuk Road Roundabout (Mei Tin Road)	**5**	0	0	5	**11**	0	1	16	**12**	0	2	11
Yuen Wo Road, Fo Tan Road	**1**	0	0	1	**7**	0	0	7	**11**	0	0	15
TAI PO												
Tai Po Tai Wo Road, On Cheung Road, Po Heung Street	**8**	0	2	9	**8**	0	0	17	**4**	0	0	4
Ting Kok Road, Yuen Shin Road, Dai Fuk Street	**4**	0	0	6	**10**	0	1	11	**7**	0	1	12
TSUEN WAN												
Tsuen Kam Interchange, Texaco Road North	**19**	0	0	21	**15**	0	2	14	**22**	0	1	24
Tsuen Kam Interchange, Wai Tsuen Road	**3**	0	0	3	**6**	0	1	8	**9**	0	0	10
Tsuen Tsing Interchange, Tsuen Wan Road	**19**	0	1	24	**14**	0	1	16	**22**	0	1	24

LOCATION	2016				2017				2018			
	Number of accident	Number of casualty			**Number of accident**	Number of casualty			**Number of accident**	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
YUEN LONG												
Castle Peak Road - Yuen Long, Long Yat Road	**4**	1	0	4	**9**	0	2	8	**11**	0	0	14
Tung Lok Street, Fook Tak Street	**4**	0	1	3	**2**	0	0	2	**2**	0	0	2

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3528)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the plan to re-commission the "Central - Hung Hom" ferry route and launch a pilot "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central; and inject commercial elements into the Hung Hom (South) Ferry Pier by the Transport Department (TD), please advise this Committee the following:

1. the current progress of re-commissioning the "Central - Hung Hom" ferry route and launching a pilot "water taxi" service plying between Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central and the requirement of manpower establishment under the plan; and
2. detailed information and expenditure about "injection of commercial elements into the Hung Hom (South) Ferry Pier".

Asked by: Hon MO Claudia (LegCo internal reference no.: 68)

Reply:

During August and September 2018, the TD conducted an expression of interest exercise in respect of the proposed "Central – Hung Hom" route and the "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and two submissions were received. The TD is now formulating the details having regard to the submissions, and will further consult relevant stakeholders including relevant District Councils and Harbourfront Commission. Subject to the outcome of the consultation, the TD will finalise the tender requirements, including the basic service level, as well as vessel and passenger facilities, for conducting the tender exercise as soon as possible. The prospective tenderers will be required to submit service proposals of the two ferry services, together with their proposals for enhancing the Hung Hom (South) Pier while the expenditure to be incurred is subject to the confirmed pier enhancement details.

The work to prepare for the tenders and monitor the operation of the "Central – Hung Hom" ferry route and "water taxi" service is undertaken by the existing staff of the TD as part of

their normal duties. There is no additional manpower involved nor separate breakdown of expenditure for such duty. On the other hand, the Transport and Housing Bureau proposed to create five permanent posts (including one Administrative Officer Staff Grade C and four non-directorate posts) in the Transport Branch in the 2019-20 financial year to assist in preparing and continuously overseeing the implementation of the various new initiatives for enhancing public transport services. These include, among other duties, overseeing the implementation of the "Central – Hung Hom" ferry route and "water taxi" service. The proposal will be submitted to the Establishment Subcommittee for consideration, and the manpower expenditure involved is $5,280,660. There is no further breakdown of the resources involved in relation to the ferry route and "water taxi" service, as these tasks form part of the many duties undertaken by the additional staff mentioned above.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3529)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department will provide subsidy to and monitor the franchised bus operators on the installation of appropriate safety devices on existing buses. Please advise this Committee of the following:

(a) Please provide the details of the expenditure for subsidy on the installation of appropriate safety devices in the table below:

Year	Name of bus company	Installation of appropriate safety devices	Number of bus installed	Estimated expense

(b) How will the Department monitor the installation of appropriate safety devices and what are the estimated expenditure and staff establishment involved?

Asked by: Hon MO Claudia (LegCo internal reference no.: 69)
Reply:
With a view to further enhancing the safety and reliability of franchised bus services, all franchised bus operators have undertaken that all new double-deck buses procured from July 2018 will be equipped with seat belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

Regarding the existing franchised buses, the Government proposes to set aside $500 million to subsidise the franchised bus operators 80% of the relevant costs for retrofitting ESC and speed limiting retarder for all bus models which are suitable for retrofitting; as well as seat belts on all seats in the upper deck of buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops. The remaining costs and maintenance in future will be borne by the franchised bus operators.

Based on the prevailing cost of retrofitting the three safety devices, it is estimated that each double-deck bus will receive a subsidy of around $20,000 for installing ESC, around $10,000 for installing the speed limiting retarder and around $192,000 for installing seat belts on all seats in the upper deck. Among the around 6 000 existing franchised buses, about 4 000 buses are suitable for retrofitting ESC and speed limiting retarder. About $120 million has been earmarked for the installation of these two devices. Separately, about 2 000 buses are now operating on long-haul routes via expressways with relatively fewer bus stops, and may be identified for retrofitting seat belts on all seats in the upper deck. About $380 million has been earmarked for such installation.

In the light of the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, the TD is conducting a cost-benefit analysis on the retrofitting of seat belts, ESC and speed limiting retarder on existing buses before making a decision on implementing the proposal. The analysis is expected to be completed in mid-2019.

The TD is working with the bus manufacturers and franchised bus operators on the technical requirements of the safety devices/installation. It will also work with the franchised bus operators on the implementation programmes to ensure the retrofitting works will not affect normal bus operations. The subsidy scheme will be governed by a subsidy agreement between the Government and the franchised bus companies which would set out the procedures and criteria for the disbursement of subsidy. The TD will also conduct technical inspections, including the statutory type approval process and the compliance checking on the technical requirements, for the retrofitting works.

To cope with the tasks in relation to the above work, the TD will create five civil service posts on a time-limited basis for six years, including one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, one Motor Vehicle Examiner I, one Motor Vehicle Examiner II, one Transport Officer I and one Transport Officer II. The total expenditure involved in terms of notional annual mid-point salary of the five posts is $3,630,870.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3532)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated that it will conduct a study on the provision of territory-wide real-time arrival information of green minibuses (GMBs). In this connection, please inform this Committee of the following:

a. Will the study be conducted in-house or outsourced? What are the expenditure and manpower involved?

b. What are the direction, timetable and objectives of the study?

Asked by: Hon MO Claudia (LegCo internal reference no.: 71)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the TD's website and the "e-Mobility" mobile application. The relevant data will also be released in machine-readable format via DATA.GOV.HK for public use. GMB operators can make use of the data for fleet management with a view to enhancing the operational efficiency, while the Government can apply the data for the purpose of traffic management or transport planning.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system.

The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about $31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative, which will incur an additional annual recurrent expenditure of about $3.39 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3536)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

a. when the current transport model was first used, the set-up fee and the annual operating cost;

b. when the data used for setting up the current transport model were collected;

c. when the enhanced transport model was put into use; and

d. whether the transport model will be made available for use by members of the public and private companies, and whether there is any mechanism for releasing the data contained in the transport model to private companies.

Asked by: Hon MO Claudia (LegCo internal reference no.: 75)

Reply:

The Transport Department (TD) has been updating and enhancing the Comprehensive Transport Study (CTS) Model continuously to enhance its performance and capability; to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data; and to ensure the provision of robust and reliable traffic forecasts for planning purposes.

The CTS Model was set up by the TD in 1999. The TD completed the comprehensive updating and enhancement of the CTS Model in 2015 through a consultancy service at a fee of $6.87 million. The operation of the CTS Model requires specific computer software as a platform and the annual licence fee involved is about $90,000.

The CTS Model was set up by the TD for use by professional staff within the Government as a tool for transport planning, which is not intended to be open for public use.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3542)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

(a) the numbers of traffic accidents involving roadside skips and related casualties in the past three years;

(b) the numbers of applications for placement of roadside skips received by the TD and the numbers of approved cases in the past three years. Please tabulate the figures by District Councils;

(c) the numbers of complaints received related to roadside skips received by the TD in the past three years. Please tabulate the figures by District Councils; and

(d) the numbers of prosecutions instituted against operators of roadside skips, the numbers of convicted cases and the relevant penalties in the past three years.

Asked by: Hon MO Claudia (LegCo internal reference no.: 82)

Reply:

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

Year	Number of traffic accidents with personal injury and involving roadside skips	Number of casualties
2016	4	6
2017	3	5
2018	1	1

(b) A skip owner may apply for a licence from the Lands Department (LandsD) for temporary occupation of unleased government land, including roads, under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). The TD does not have information on the number of applications received or approved in the past three years.

(c) Complaints received by 1823 against roadside skips will be referred to the LandsD for enforcement and copied to the TD. The numbers of complaints copied to the TD in the past three years are shown below. The TD will examine the cases, and if the skips concerned are found to be causing obstruction or imposing risk of traffic accidents, the TD will refer such cases to the Police for enforcement actions.

District	**Year**		
	2016	**2017**	**2018**
North	7	1	0
Wan Chai	20	30	1
Eastern	14	37	0
Southern	4	9	0
Kowloon City	2	4	0
Sham Shui Po	9	4	2
Kwun Tong	9	4	0
Central and Western	15	20	0
Yau Tsim Mong	10	6	0
Wong Tai Sin	0	0	0
Islands	2	2	0
Kwai Tsing	8	24	0
Sai Kung	24	6	0
Sha Tin	14	6	2
Tai Po	10	9	0
Tsuen Wan	7	15	0
Tuen Mun	2	4	0
Yuen Long	5	4	0

(d) According to the Hong Kong Police Force, they instituted 27 prosecutions against skip operators in the past three years, of which all were convicted and the maximum fine was $3,500. The prosecution figures are given below:

Year	**2016**	**2017**	**2018**
No. of summons	1	20	6
No. of cases convicted	1	20	6

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3543)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

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

(a) the details of the locations, directions and operation hours of existing bus-only lanes and bus gates in Hong Kong and the applicable vehicle types; and

(b) whether the Department has any plan to introduce more bus-only lanes and bus gates in Hong Kong, and if yes, please advise the relevant details.

Asked by: Hon MO Claudia (LegCo internal reference no.: 83)

Reply:

(a) Details of the existing bus-only lanes and bus gates in Hong Kong are set out in Annex 1 and Annex 2 respectively.

(b) According priority use of roads to public transport services is an established transport policy in Hong Kong. In considering bus priority measures, we should pay due regard to the actual road situation and traffic conditions. Since the implementation of these measures would reduce the number of lanes for use by other vehicles on the relevant road section, the usage and travelling speed of other vehicles may be affected. Therefore, when planning for bus priority measures in any particular road section, the TD must carefully assess the feasibility to strike a proper balance.

The TD will implement a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel in end 2019. The TD is also studying the feasibility of extending the operating hours of the existing bus-only lanes at Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road, as well as setting up new

bus-only lanes at a road section of Connaught Road Central eastbound (outside Jardine House).

Annex 1

Bus only lanes
(As at March 2019)

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

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

Locations	Operation hours	Applicable vehicle type
Kowloon		
Nathan Road southbound (between Playing Field Road and Bute Street)	Daily 07:00 – 19:00	Franchised and non-franchised buses
Nathan Road southbound (between Fife Street and Nelson Street)	Daily 07:00 – 20:00	Franchised and non-franchised buses
Nathan Road northbound (between Dundas Street and Nelson Street)	Daily 07:00 – 20:00	Franchised and non-franchised buses
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	Weekdays 07:00 – 10:00; 17:00 – 19:00 Except public holidays	Franchised buses
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	Daily 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Shek Tong Street and Chi Kiang Street)	Daily 08:00 – 10:00; 17:00 – 19:00	Franchised and non-franchised buses
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	Daily 08:00 – 10:00; 17:00 – 20:00	Franchised and non-franchised buses
New Clear Water Bay Road northbound (outside United Christian College)	Daily 24 hours	Franchised and non-franchised buses
Nam Cheong Street southbound (between Ap Liu Street and Yu Chau Street)	Daily 24 hours	Franchised buses
Yen Chow Street northbound (between Yee Kuk Street and Lai Chi Kok Road)	Daily 24 hours	Franchised buses
Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden)	Daily 07:00 – 24:00	Franchised buses
Lung Cheung Road southbound (near Choi Hung Estate Kam Wan House)	Daily 07:00 – 24:00	Franchised buses
Choi Hung Road eastbound (between Prince Edward Road East & 65 metres south of Lok Sin Road)	Daily 07:00 – 24:00	Franchised and non-franchised buses
Prince Edward Road East westbound (near Rhythm Garden)	Daily 24 hours	Franchised buses
Lung Cheung Road eastbound (near Wong Tai Sin MTR Station)	Daily 07:00 – 24:00	Franchised buses

Locations	Operation hours	Applicable vehicle type
Hong Chong Road southbound (outside Cross Harbour Tunnel Administration Building)	Daily 24 hours	Franchised buses
Hong Chong Road northbound (near Cross Harbour Tunnel Toll Plaza)	Daily 24 hours	Franchised buses
Junction Road southbound (from Carpenter Road to Prince Edward Road West)	Daily 07:00 – 10:00; 16:00 – 19:00	Franchised and non-franchised buses
Nam Cheong Street southbound (from Woh Chai Street to Berwick Street)	Daily 07:00 – 24:00	Franchised and non-franchised buses
West Kowloon Corridor eastbound (from Pei Ho Street to Tai Kok Tsui Road)	Weekdays 07:30 – 09:00 Except public holidays	Franchised and non-franchised buses
Lai Chi Kok Road westbound (between Mei Lai Road and Kwai Chung Road)	Daily 07:00 – 24:00	Franchised buses
Cheung Sha Wan Road eastbound (between Kwai Chung Road and Mei Lai Road)	Daily 07:00 – 24:00	Franchised buses
Nathan Road southbound (from near Shantung Street to near Hamilton Street)	Daily 07:00 – 20:00	Franchised and non-franchised buses
Shing Tak Street (between Ma Tau Chung Road and Fu Ning Street)	Daily 24 hours	Franchised and non-franchised buses
Cherry Street eastbound (from Palm Street to Tong Mi Road)	Daily 24 hours	Franchised and non-franchised buses
Lai Chi Kok Road eastbound (from Arran Street to Nathan Road)	Daily 07:00 – 19:00	Franchised and non-franchised buses
New Territories		
Che Kung Miu Road westbound	Weekdays 07:00 – 10:00; 16:00 – 19:00 Except public holidays	Franchised and non-franchised buses
Hung Mui Kuk Road southbound	Weekdays 07:00 – 10:00; 16:00 – 19:00 Except public holidays	Franchised and non-franchised buses
Lion Rock Tunnel Road westbound	Weekdays 07:00 – 10:00; 16:00 – 19:00 Except public holidays	Franchised and non-franchised buses

Locations	Operation hours	Applicable vehicle type
Siu Lek Yuen Road eastbound	Weekdays 07:00 – 10:00 Except public holidays	Franchised and non-franchised buses
Tate's Cairn Highway southbound	Weekdays 07:00 – 10:00 Except public holidays	Franchised and non-franchised buses
Tate's Cairn Highway slip road southbound (to Siu Lek Yuen Road)	Weekdays 08:00 – 10:00 Except public holidays	Franchised and non-franchised buses
Tai Po Road - Yuen Chau Tsai eastbound	Weekdays 07:00 – 10:00 Except public holidays	Franchised buses
On Po Road near On Tai Road	Daily 24 hours	Franchised buses
Tuen Mun Road eastbound (from near Harrow International School to Sham Tseng Interchange)	Weekdays 07:30 – 09:00 Except public holidays	Franchised and non-franchised buses
Tuen Mun Road southbound near Lam Tei	Daily 24 hours	Franchised buses
Tuen Mun Road northbound near Lam Tei	Daily 24 hours	Franchised buses
Sam Shing Street westbound	Daily 24 hours	Franchised buses
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	Daily 24 hours	Franchised buses
Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	Daily 24 hours	Franchised buses and non-franchised buses
Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier Public Transport Interchange)	Daily 24 hours	Franchised buses
Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road)	Daily 24 hours	Franchised buses
Castle Peak Road westbound (between Yuen Long Hong Lok Road and Kik Yeung Road)	Daily 24 hours	Franchised buses
Ma Miu Road southbound outside Yuen Long District Office Building	Daily 24 hours	Franchised buses
Cheung Pei Shan Road eastbound (next to Shing Mun Tunnel Bus-to-bus Interchange)	Daily 24 hours	Franchised buses
Kai King Road westbound (entry road to Po Lam Public Transport Interchange)	Daily 24 hours	Franchised buses

Locations	Operation hours	Applicable vehicle type
Po Shun Road northbound (near the slip road leading to Tseung Kwan O Tunnel Road)	Daily 24 hours	Franchised and non-franchised buses
Tai Ho Road southbound (near Tsuen Wan West MTR Station)	Daily 24 hours	Franchised buses

Annex 2

Bus gates
(As at March 2019)

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3372)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In "Matters Requiring Special Attention in 2018-19", the Government states that it will commence stakeholder consultation on public transport service re-organisation proposals in connection with the commissioning of the Shatin to Central Link (SCL). In the light of the potential delay for the commissioning of SCL, what kind of measures will the Government adopt so as to ensure sufficient transport means available for citizens living in New Territories East region? Does the Government estimate the pressure that will be created on road traffic due to the delayed commissioning of SCL? How will the Government adjust and re-organise public transport service to cater such scenario?

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 75)

Reply:

The "Tai Wai to Hung Hom Section" of the SCL will connect the West Rail Line and Ma On Shan Line (MOL) to form Tuen Ma Line, with four new stations, namely Hin Keng, Kai Tak, Sung Wong Toi and To Kwa Wan Stations, while "Hung Hom to Admiralty Section" will extend the existing East Rail Line (ERL) from Hung Hom across the harbour to Hong Kong Island with one new station at Exhibition Centre. Due to the concerns about the quality of works of Hung Hom Station Extension and the associated investigations, the target commissioning date of "Tai Wai to Hung Hom Section" will need to be further reviewed, whereas the target commissioning date of "Hung Hom to Admiralty Section" remains to be 2021 for the time being.

Before the commissioning of the SCL, the transport demand in New Territories East is mainly served by ERL and MOL and the patronages of the two rail lines per hour per direction during the morning peak hours for the critical links were 54 800 (ERL) and 15 800 (MOL), and the loadings were 89% (ERL) and 41% (MOL) on the basis of a density of four persons (standing) per square metre in 2018. The existing train services of ERL and MOL are currently able to meet the passenger demand. Moreover, there is a comprehensive network of franchised bus routes serving New Territories East, including local routes, inter-district routes and cross-harbour routes. The existing train services of ERL and MOL as well as the franchised bus services are able to meet the passenger demand

in New Territories East. According to the Transport Department (TD)'s assessment, the road traffic will not be adversely affected by any possible delay of the commissioning of the SCL.

The TD regularly reviews the service level and patronage of franchised bus service, as well as the transportation needs arising from infrastructure and housing development in different districts. The TD works with the franchised bus companies to examine proposals for improving the franchised bus service in the districts concerned under the annual Route Planning Programme. The TD and franchised bus companies will take into account possible commissioning dates of SCL in the service adjustment planning of franchised buses.

- End -

Reply Serial No.

THB(T)381

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5413)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the closed road permits (CRPs) for cross-boundary vehicles, please advise this Committee:

1) please set out in table form the (i) numbers of new applications received, (ii) numbers of new applications approved, (iii) numbers of new CRPs issued; and (iv) cumulative numbers of CRPs for cross-boundary vehicles in the past five years:

	2014	2015	2016	2017	2018
(i) No. of new applications received					
(ii) No. of new applications approved					
(iii) No. of new CRPs issued					
(iv) Cumulative no. of CRPs issued					

2) please set out in table form the numbers of new CRPs issued and the accumulated numbers of CRPs for cross-boundary vehicles in the past five years, with breakdown by individual and company applicant:

(Year)

	Individual	Company
No. of new CRPs issued		
Cumulative no. of CRPs issued		

3) please set out in table form the numbers of new CRPs issued and the cumulative numbers of CRPs for cross-boundary vehicles in the past five years, with breakdown by type of vehicle:

(Year)

	Private cars	Buses	Hire car
No. of new CRPs issued			
Cumulative no. of CRPs issued			

4) please set out in table form the numbers of new CRP issued and the accumulated numbers of CRPs for cross-boundary vehicles in the past five years, with breakdown by control points:

(Year)

	Lok Ma Chau	Man Kam To	Sha Tau Kok	Shenzhen Bay Port	Hong Kong-Zhuhai-Macao Bridge (HZMB)
No. of new CRPs issued					
Cumulative no. of CRPs issued					

Asked by: Hon SHIU Ka-chun (LegCo internal reference no.: 158)

Reply:

In the past five years (calendar years), the numbers of CRP applications (including renewal) received for all cross-boundary vehicles and the numbers of CRP issued to cross-boundary vehicles for the year are set out in the following table. The Transport Department does not maintain breakdown of figures on the new CRPs issued to individual and company applicants.

Year	Total Number of CRP applications (including renewal) received	Total Number of CRPs issued to cross-boundary vehicles
2014	52 139	53 472

Year	Total Number of CRP applications (including renewal) received	Total Number of CRPs issued to cross-boundary vehicles
2015	51 774	54 025
2016	52 601	54 676
2017	55 274	57 326
2018	70 336	72 110

Note 1: The number of CRP issued is greater than the number of CRP applications received because cross-boundary vehicles may apply for more than one CRPs if they need to make use of more than one control points.

Note 2: Depending on the application submission date and timely submission of the required information, the approval of applications may not be granted in the same calendar year as the submission of application.

The numbers of CRPs issued to different types of cross-boundary vehicles in the past five years are as follows:-

Year	Private cars[Note 1]	Coaches[Note 2]	Hire cars
2014	36 445	1 952	364
2015	37 776	1 611	396
2016	39 066	1 289	426
2017	41 739	1 182	417
2018	56 202	1 483	528

Note 1: Private cars refer to non-commercial cross-boundary private cars with regular quota for using the land boundary control points.

Note 2: Coaches include cross-boundary coaches, cross-boundary shuttle buses plying between Lok Ma Chau Boundary Control Point and Huanggang Port, and cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/ Macao Port of the HZMB.

The numbers of CRPs issued to cross-boundary vehicles for individual control points in the past five years are as follows:-

Year	Lok Ma Chau	Man Kam To	Sha Tau Kok	Shenzhen Bay Port	HZMB (Note)
2014	15 125	1 719	3 399	19 249	N/A
2015	14 974	1 564	3 235	20 127	N/A
2016	14 822	1 479	3 348	20 928	N/A
2017	14 661	1 516	3 524	23 064	N/A
2018	14 492	1 469	3 587	24 133	13 910

Note: The HZMB was commissioned on 24 October 2018.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4512)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the numbers of vehicles in respect of which vehicle licences were cancelled for failure to meet requirements in the past three years with breakdown by vehicle class and reason.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 300)

Reply:

The numbers of vehicles in respect of which the Transport Department refused to issue vehicle licences or cancelled vehicle licences pursuant to section 25(1) of the Road Traffic Ordinance (Cap. 374) in the past three calendar years with breakdown by vehicle class and reasons are tabulated below:

Vehicle class	**2018**	**2017**	**2016**
(a) Non-compliance with vehicle examination notice, examination order or vehicle repair order			
Motorcycle/motor tricycle	10	19	7
Private car	181	256	141
Taxi	19	10	5
Non-franchised public bus	32	19	13
Private bus	0	1	1
Public light bus	1	1	5
Private light bus	0	0	0
Light goods vehicle	31	33	23
Medium goods vehicle	15	8	5
Heavy goods vehicle	4	2	2
Special purpose vehicle	0	0	0
(b) Failure of having the vehicle tested at a vehicle emission testing centre when required to do so or non-compliance with vehicle emission standards			
Private car	154	51	71
Taxi	10	3	5

Vehicle class	2018	2017	2016
Non-franchised public bus	2	2	6
Public light bus	0	0	2
Private light bus	0	1	0
Light goods vehicle	14	11	10
Medium goods vehicle	4	9	10
Heavy goods vehicle	0	0	1
Special purpose vehicle	2	4	0
(c) Non-compliance with regulations in relation to the prohibition or control of the emission of air pollutants from motor vehicles			
Private car	0	1	0

Note: There were some cases in which the vehicles failed to comply with more than one requirement, resulting in the vehicle licences not issued or be cancelled.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5116)

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 (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the number of buses owned by franchised bus companies with breakdown by emission standard and the corresponding retirement schedule.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 301)

Reply:

The number of buses of each franchised bus company with breakdown by emission standards as at end of December 2018 is set out below:

Franchised bus company	Euro II		Euro III		Euro IV	Euro V	Euro VI*	Electric buses*	**Total**
	With SCR**	Without SCR	With SCR**	Without SCR					
KMB	48	65	615	424	93	2 827	5	17	**4 094**
CTB	0	0	8	1	24	900	39	6	**978**
NWFB	7	3	34	0	38	512	64	4	**662**
LW	0	0	7	10	32	208	0	4	**261**
NLB	0	0	0	17	23	113	0	2	**155**

* Four out of the 108 buses of Euro VI emission standard are hybrid buses. These four buses and the 33 electric buses were fully subsidised by the Environmental Protection Department for trial operation by the franchised bus companies in Hong Kong.

** The Government fully subsidised the franchised bus companies to retrofit their Euro II and III buses with selective catalytic reduction (SCR) devices to upgrade their emission performance to that of Euro IV or above level. A total of 1 030 eligible buses (some bus models are not technically feasible for SCR retrofit) were retrofitted upon completion of the programme in December 2017. 311 of these buses have been retired or put out of service.

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantao Bus Company (1973) Limited

Franchised bus companies are required to provide their services with buses under the age of 18. Newly purchased buses are also required to comply with the prevailing statutory emission standards. As such, we expect that all in-service buses of Euro II, Euro III, Euro IV and Euro V emission standards will be retired by end 2019, 2026, 2029 and 2036 respectively.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5117)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by taxis on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 302)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the ten counting stations with the highest traffic volume recorded amongst survey cordons in the 2017 Annual Traffic Census are presented in this reply. The average occupancy of taxis and the percentage of taxis among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

Annex

Time/Road		Taxi
1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)		
0700 - 0800	Proportion Note 1 (%)	20.8
	Occupancy Note 2	2.0
0800 - 0900	Proportion (%)	18.2
	Occupancy	2.0
0900 - 1000	Proportion (%)	16.5
	Occupancy	1.9
1600 - 1700	Proportion (%)	17.2
	Occupancy	1.8
1700 - 1800	Proportion (%)	16.4
	Occupancy	1.9
1800 - 1900	Proportion (%)	14.1
	Occupancy	2.2
2. Victoria Park Road (Gloucester Road to Island East Corridor)		
0700 - 0800	Proportion (%)	33.3
	Occupancy	2.0
0800 - 0900	Proportion (%)	26.5
	Occupancy	2.0
0900 - 1000	Proportion (%)	26.9
	Occupancy	2.0
1600 - 1700	Proportion (%)	25.3
	Occupancy	1.9
1700 - 1800	Proportion (%)	24.5
	Occupancy	2.0
1800 - 1900	Proportion (%)	22.2
	Occupancy	2.2
3. Harcourt Road (Tamar Street to Arsenal Street)		
0700 - 0800	Proportion (%)	35.8
	Occupancy	2.1
0800 - 0900	Proportion (%)	33.2
	Occupancy	2.0
0900 - 1000	Proportion (%)	33.3
	Occupancy	2.1
1600 - 1700	Proportion (%)	30.3
	Occupancy	2.2
1700 - 1800	Proportion (%)	28.8
	Occupancy	2.2
1800 - 1900	Proportion (%)	27.5
	Occupancy	2.2

Time/Road		Taxi
4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)		
0700 - 0800	Proportion (%)	7.6
	Occupancy	1.9
0800 - 0900	Proportion (%)	5.8
	Occupancy	2.0
0900 - 1000	Proportion (%)	6.2
	Occupancy	1.8
1600 - 1700	Proportion (%)	5.1
	Occupancy	2.2
1700 - 1800	Proportion (%)	5.4
	Occupancy	2.0
1800 - 1900	Proportion (%)	3.9
	Occupancy	2.0
5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)		
0700 - 0800	Proportion (%)	7.9
	Occupancy	2.1
0800 - 0900	Proportion (%)	7.3
	Occupancy	2.0
0900 - 1000	Proportion (%)	8.1
	Occupancy	1.9
1600 - 1700	Proportion (%)	6.9
	Occupancy	1.7
1700 - 1800	Proportion (%)	6.2
	Occupancy	1.9
1800 - 1900	Proportion (%)	6.0
	Occupancy	1.8
6. Cross Harbour Tunnel (Toll Plaza to South Portal)		
0700 - 0800	Proportion (%)	11.1
	Occupancy	2.2
0800 - 0900	Proportion (%)	5.8
	Occupancy	2.3
0900 - 1000	Proportion (%)	6.9
	Occupancy	2.2
1600 - 1700	Proportion (%)	11.1
	Occupancy	1.8
1700 - 1800	Proportion (%)	7.1
	Occupancy	2.2
1800 - 1900	Proportion (%)	7.3
	Occupancy	2.2

Time/Road		Taxi
7. Chatham Road North (Wuhu Street to Hong Chong Road)		
0700 - 0800	Proportion (%)	21.1
	Occupancy	2.1
0800 - 0900	Proportion (%)	18.3
	Occupancy	2.0
0900 - 1000	Proportion (%)	19.5
	Occupancy	2.0
1600 - 1700	Proportion (%)	22.2
	Occupancy	1.9
1700 - 1800	Proportion (%)	21.7
	Occupancy	2.1
1800 - 1900	Proportion (%)	20.2
	Occupancy	2.2
8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)		
0700 - 0800	Proportion (%)	14.5
	Occupancy	2.1
0800 - 0900	Proportion (%)	14.9
	Occupancy	2.0
0900 - 1000	Proportion (%)	15.1
	Occupancy	2.0
1600 - 1700	Proportion (%)	11.2
	Occupancy	1.9
1700 - 1800	Proportion (%)	10.5
	Occupancy	2.1
1800 - 1900	Proportion (%)	10.7
	Occupancy	2.2
9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)		
0700 - 0800	Proportion (%)	9.5
	Occupancy	2.2
0800 - 0900	Proportion (%)	7.5
	Occupancy	2.2
0900 - 1000	Proportion (%)	7.4
	Occupancy	2.2
1600 - 1700	Proportion (%)	8.6
	Occupancy	2.1
1700 - 1800	Proportion (%)	6.7
	Occupancy	1.9
1800 - 1900	Proportion (%)	6.6
	Occupancy	2.1

Time/Road		**Taxi**
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)		
0700 - 0800	Proportion (%)	17.6
	Occupancy	2.1
0800 - 0900	Proportion (%)	6.2
	Occupancy	2.0
0900 - 1000	Proportion (%)	14.2
	Occupancy	2.0
1600 - 1700	Proportion (%)	16.5
	Occupancy	1.6
1700 - 1800	Proportion (%)	12.2
	Occupancy	1.9
1800 - 1900	Proportion (%)	9.7
	Occupancy	2.0

Note 1: The proportion refers to the percentage of taxis among the total number of vehicles.

Note 2: The average occupancy of taxis (in terms of number of persons) includes both driver and passengers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5118)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by buses on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 303)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the ten counting stations with the highest traffic volume recorded amongst survey cordons in the 2017 Annual Traffic Census are presented in this reply. The average occupancy of buses and the percentage of buses among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

Annex

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus Note 1	
			S.D.	D.D.
1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)				
0700 - 0800	Proportion Note 2	3.0	0.1	6.0
	Occupancy Note 3	18.1	7.0	52.7
0800 - 0900	Proportion (%)	2.0	0.1	5.6
	Occupancy	22.6	19.0	61.7
0900 - 1000	Proportion (%)	1.2	0.1	5.8
	Occupancy	5.8	9.0	37.2
1600 - 1700	Proportion (%)	2.5	0.1	5.3
	Occupancy	9.3	15.0	36.1
1700 - 1800	Proportion (%)	1.7	0.1	5.8
	Occupancy	8.8	27.0	49.3
1800 - 1900	Proportion (%)	1.5	0.1	6.5
	Occupancy	32.4	32.7	63.0
2. Victoria Park Road (Gloucester Road to Island East Corridor)				
0700 - 0800	Proportion (%)	5.1	0	3.6
	Occupancy	16.5	0	48.5
0800 - 0900	Proportion (%)	2.5	0	3.8
	Occupancy	13.7	0	66.1
0900 - 1000	Proportion (%)	2.0	0.1	3.6
	Occupancy	12.2	1.0	36.3
1600 - 1700	Proportion (%)	2.7	0	2.8
	Occupancy	14.4	0	23.8
1700 - 1800	Proportion (%)	3.2	0	3.5
	Occupancy	13.8	0	31.3
1800 - 1900	Proportion (%)	3.2	0	3.4
	Occupancy	16.5	0	46
3. Harcourt Road (Tamar Street to Arsenal Street)				
0700 - 0800	Proportion (%)	4.9	0	4.0
	Occupancy	11.2	0	25.1
0800 - 0900	Proportion (%)	3.8	0.1	4.0
	Occupancy	14.8	34.3	36.4
0900 - 1000	Proportion (%)	2.0	0.1	3.6
	Occupancy	16.4	8.8	17.1
1600 - 1700	Proportion (%)	2.3	0	2.3
	Occupancy	10.6	0	13.8
1700 - 1800	Proportion (%)	2.3	0.1	2.9
	Occupancy	15.7	1.0	14.8
1800 - 1900	Proportion (%)	3.5	0	2.8
	Occupancy	24.6	0	25.5

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus Note 1	
			S.D.	D.D.
4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)				
0700 - 0800	Proportion (%)	5.0	0	4.8
	Occupancy	24.9	0	62.3
0800 - 0900	Proportion (%)	4.0	0	5.0
	Occupancy	31.2	0	67.4
0900 - 1000	Proportion (%)	3.8	0	5.3
	Occupancy	18.6	0	27.5
1600 - 1700	Proportion (%)	3.1	0	4.4
	Occupancy	16.8	0	42.2
1700 - 1800	Proportion (%)	3.2	0	5.3
	Occupancy	21.1	0	53.0
1800 - 1900	Proportion (%)	4.7	0	4.6
	Occupancy	26.2	0	67.9
5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)				
0700 - 0800	Proportion (%)	3.2	0	2.0
	Occupancy	15.9	0	69.1
0800 - 0900	Proportion (%)	2.8	0	1.7
	Occupancy	9.6	0	63.6
0900 - 1000	Proportion (%)	3.0	0.1	2.0
	Occupancy	7.9	1.0	33.0
1600 - 1700	Proportion (%)	2.1	0.1	1.9
	Occupancy	8.4	1.0	36.3
1700 - 1800	Proportion (%)	2.3	0	2.2
	Occupancy	6.4	0	46.3
1800 - 1900	Proportion (%)	3.4	0	2.0
	Occupancy	23.4	0	70.2
6. Cross Harbour Tunnel (Toll Plaza to South Portal)				
0700 - 0800	Proportion (%)	2.6	0	4.8
	Occupancy	10.1	0	57.7
0800 - 0900	Proportion (%)	3.9	0	7.1
	Occupancy	6.3	0	65.8
0900 - 1000	Proportion (%)	3.1	0	7.2
	Occupancy	5.3	0	39.7
1600 - 1700	Proportion (%)	3.6	0	5.3
	Occupancy	3.4	0	47.0
1700 - 1800	Proportion (%)	5.5	0.1	5.5
	Occupancy	21.6	1.0	61.9
1800 - 1900	Proportion (%)	2.7	0	5.9
	Occupancy	7.1	0	81.7

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus Note 1	
			S.D.	D.D.
7. Chatham Road North (Wuhu Street to Hong Chong Road)				
0700 - 0800	Proportion (%)	5.7	0.1	6.0
	Occupancy	19.7	21.5	43.9
0800 - 0900	Proportion (%)	3.0	0.1	5.8
	Occupancy	17.7	50	53.7
0900 - 1000	Proportion (%)	3.0	0.1	6.1
	Occupancy	11.7	12.0	31.1
1600 - 1700	Proportion (%)	4.4	0.1	5.2
	Occupancy	15.9	22.0	35.9
1700 - 1800	Proportion (%)	5.4	0.1	5.3
	Occupancy	16.3	23.0	43.5
1800 - 1900	Proportion (%)	5.4	0.1	5.6
	Occupancy	21.2	56.0	62.1
8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)				
0700 - 0800	Proportion (%)	4.5	0.1	3.7
	Occupancy	19.4	1.0	55.9
0800 - 0900	Proportion (%)	2.5	0	3.0
	Occupancy	22.1	0	64.7
0900 - 1000	Proportion (%)	1.8	0	3.5
	Occupancy	7.8	0	31.6
1600 - 1700	Proportion (%)	2.0	0	3.6
	Occupancy	9.5	0	40.0
1700 - 1800	Proportion (%)	2.6	0	3.6
	Occupancy	11.0	0	53.5
1800 - 1900	Proportion (%)	2.0	0.1	3.2
	Occupancy	24.4	1.0	67.8
9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)				
0700 - 0800	Proportion (%)	5.4	0.1	1.2
	Occupancy	12.0	30.0	20.5
0800 - 0900	Proportion (%)	4.1	0.1	0.7
	Occupancy	14.0	41.9	31.7
0900 - 1000	Proportion (%)	3.0	0.1	1.3
	Occupancy	16.4	26.3	14.4
1600 - 1700	Proportion (%)	3.4	0.1	1.4
	Occupancy	11.1	24.8	22.7
1700 - 1800	Proportion (%)	3.6	0.2	1.1
	Occupancy	12.1	33.7	29.5
1800 - 1900	Proportion (%)	2.5	0.1	0.7
	Occupancy	9.6	32.1	31.8

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus Note 1	
			S.D.	D.D.
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)				
0700 - 0800	Proportion (%)	3.2	0.1	2.8
	Occupancy	15.5	1.0	80.4
0800 - 0900	Proportion (%)	2.7	0	3.3
	Occupancy	25.8	0	76.6
0900 - 1000	Proportion (%)	1.4	0	3.0
	Occupancy	9.5	0	41.8
1600 - 1700	Proportion (%)	2.7	0	2.4
	Occupancy	6.6	0	45.6
1700 - 1800	Proportion (%)	1.5	0	3.4
	Occupancy	13.4	0	61.0
1800 - 1900	Proportion (%)	1.6	0.1	3.0
	Occupancy	16.7	41.0	86.6

Note 1: S.D. - single-decked; D.D. - double-decked.

Note 2: The proportion refers to the percentage of buses among the total number of vehicles.

Note 3: The average occupancy of buses (in terms of number of persons) includes both driver and passengers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5119)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by private cars on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 304)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, the ten counting stations with the highest traffic volume recorded amongst survey cordons in the 2017 Annual Traffic Census are presented in this reply. The average occupancy of private cars and the percentage of private cars among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

Annex

Time/Road		Private Car
1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)		
0700 - 0800	Proportion Note 1 (%)	32.7
	Occupancy Note 2	1.3
0800 - 0900	Proportion (%)	42.3
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.1
	Occupancy	1.3
1600 - 1700	Proportion (%)	34.1
	Occupancy	1.3
1700 - 1800	Proportion (%)	42.4
	Occupancy	1.4
1800 - 1900	Proportion (%)	49.0
	Occupancy	1.4
2. Victoria Park Road (Gloucester Road to Island East Corridor)		
0700 - 0800	Proportion (%)	35.7
	Occupancy	1.3
0800 - 0900	Proportion (%)	48.4
	Occupancy	1.4
0900 - 1000	Proportion (%)	42.2
	Occupancy	1.3
1600 - 1700	Proportion (%)	41.3
	Occupancy	1.5
1700 - 1800	Proportion (%)	48.8
	Occupancy	1.4
1800 - 1900	Proportion (%)	56.4
	Occupancy	1.4
3. Harcourt Road (Tamar Street to Arsenal Street)		
0700 - 0800	Proportion (%)	33.8
	Occupancy	1.3
0800 - 0900	Proportion (%)	45.5
	Occupancy	1.4
0900 - 1000	Proportion (%)	38.9
	Occupancy	1.3
1600 - 1700	Proportion (%)	49.3
	Occupancy	1.5
1700 - 1800	Proportion (%)	54.2
	Occupancy	1.5
1800 - 1900	Proportion (%)	55.6
	Occupancy	1.4

Time/Road		Private Car
4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)		
0700 - 0800	Proportion (%)	51.4
	Occupancy	1.3
0800 - 0900	Proportion (%)	45.4
	Occupancy	1.3
0900 - 1000	Proportion (%)	45.7
	Occupancy	1.3
1600 - 1700	Proportion (%)	38.5
	Occupancy	1.4
1700 - 1800	Proportion (%)	40.2
	Occupancy	1.5
1800 - 1900	Proportion (%)	58.8
	Occupancy	1.3
5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)		
0700 - 0800	Proportion (%)	58.4
	Occupancy	1.3
0800 - 0900	Proportion (%)	58.2
	Occupancy	1.3
0900 - 1000	Proportion (%)	46.3
	Occupancy	1.4
1600 - 1700	Proportion (%)	49.4
	Occupancy	1.4
1700 - 1800	Proportion (%)	53.1
	Occupancy	1.2
1800 - 1900	Proportion (%)	64.2
	Occupancy	1.3
6. Cross Harbour Tunnel (Toll Plaza to South Portal)		
0700 - 0800	Proportion (%)	52.0
	Occupancy	1.4
0800 - 0900	Proportion (%)	51.2
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.0
	Occupancy	1.3
1600 - 1700	Proportion (%)	49.6
	Occupancy	1.4
1700 - 1800	Proportion (%)	51.7
	Occupancy	1.3
1800 - 1900	Proportion (%)	59.1
	Occupancy	1.3

Time/Road		Private Car
7. Chatham Road North (Wuhu Street to Hong Chong Road)		
0700 - 0800	Proportion (%)	33.9
	Occupancy	1.3
0800 - 0900	Proportion (%)	44.7
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.5
	Occupancy	1.3
1600 - 1700	Proportion (%)	36.6
	Occupancy	1.4
1700 - 1800	Proportion (%)	40.9
	Occupancy	1.5
1800 - 1900	Proportion (%)	43.4
	Occupancy	1.4
8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)		
0700 - 0800	Proportion (%)	33.7
	Occupancy	1.2
0800 - 0900	Proportion (%)	36.0
	Occupancy	1.2
0900 - 1000	Proportion (%)	31.5
	Occupancy	1.3
1600 - 1700	Proportion (%)	31.6
	Occupancy	1.4
1700 - 1800	Proportion (%)	40.8
	Occupancy	1.2
1800 - 1900	Proportion (%)	49.1
	Occupancy	1.2
9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)		
0700 - 0800	Proportion (%)	40.1
	Occupancy	1.1
0800 - 0900	Proportion (%)	46.8
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.6
	Occupancy	1.4
1600 - 1700	Proportion (%)	35.1
	Occupancy	1.5
1700 - 1800	Proportion (%)	40.6
	Occupancy	1.5
1800 - 1900	Proportion (%)	59.4
	Occupancy	1.4

Time/Road		**Private Car**
10. Lung Cheung Road (Nam Cheong Street to Lion Rock Tunnel Road)		
0700 - 0800	Proportion (%)	35.4
	Occupancy	1.4
0800 - 0900	Proportion (%)	48.7
	Occupancy	1.3
0900 - 1000	Proportion (%)	40.0
	Occupancy	1.2
1600 - 1700	Proportion (%)	36.5
	Occupancy	1.3
1700 - 1800	Proportion (%)	45.0
	Occupancy	1.4
1800 - 1900	Proportion (%)	56.4
	Occupancy	1.3

Note 1: The proportion refers to the percentage of private cars among the total number of vehicles.

Note 2: The average occupancy of private cars (in terms of number of persons) includes both driver and passengers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5120)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the vehicular flows, average vehicular speeds, roadside air pollution (percentage and concentration of air pollutants) and pedestrian flows of the following roads:

- Connaught Road Central;
- Dex Voeux Road Central;
- Queen's Road Central;
- Tuen Mun Road;
- Tuen Mun Heung Sze Wui Road; and
- Shek Pai Tau Road.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 305)

Reply:

The average daily vehicular flows and average vehicular speeds during morning and evening peak hours in the past five years are at Annex 1. Since pedestrian flow is not covered by our routine surveys, the Transport Department does not have information on the pedestrian flows of the roads concerned.

The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to better understand the emissions of air pollutants from various pollution sources in Hong Kong. Such information is used for the formulation of policies to reduce emissions and monitor the effectiveness of the control policies. Hong Kong is small in size with different air pollution sources. In addition, vehicles are travelling in different districts where various air quality improvement measures are implemented in parallel. Therefore, assessing air pollutant emissions from vehicles within specific road sections cannot adequately reflect the overall effectiveness of the air quality improvement measures. It is also very difficult and not cost-effective to conduct such assessment.

Nevertheless, the EPD has set up roadside air quality monitoring stations in major areas with heavy vehicular and pedestrian traffic as well as canyon effect to effectively monitor

roadside air quality in busy urban area. The concerned road sections in Central district mentioned in the question are close to the Central Roadside Air Quality Monitoring Station (AQMS). Hence, data from Central Roadside AQMS can generally reflect the effects of vehicle emissions from the nearby areas including Connaught Road Central, Des Voeux Road Central and Queen's Road Central on the roadside air quality.

Although there is no Roadside AQMS in the Tuen Mun District, owing to the lower development density of the Tuen Mun District with less canyon effect, the effect of vehicle emissions from the concerned road sections, viz, Tuen Mun Road, Tuen Mun Heung Sze Wui Road and Shek Pai Tau Road on the air quality of the nearby areas can be generally reflected by the data from the Tuen Mun General AQMS, which is located near Tuen Mun Road.

According to the EPD, with the implementation of various vehicle emission control measures by the Government in recent years, the concentrations of major air pollutants in the ambient air and at roadside have decreased by about 30% to 50% between 2013 and 2018. The major air pollutant concentrations of the Central Roadside and Tuen Mun General AQMS from 2013 to 2018 are given in the tables at Annex 2.

Annex 1

		Year				
		2018	**2017**	**2016**	**2015**	**2014**
Connaught Road Central						
Average daily vehicular flow+ (vehicles/day)		-	40 710	41 860	42 680	43 670
Vehicular speed at peak hours@ (eastbound) (kilometres (km)/hour (hr))	AM	17	21	19	22	21
	PM	12	16	23	19	14
Vehicular speed at peak hours@ (westbound) (km/hr)	AM	20	22	26	25	28
	PM	18	15	25	24	20
Dex Voeux Road Central (between Pedder Street & Queen Victoria Street)						
Average daily vehicular flow+ (vehicles/day)		-	15 980	15 360	15 890	15 590
Vehicular speed at peak hours@ (eastbound) (km/hr)	AM	9	11	11	12	9
	PM	12	6	12	10	9
Vehicular speed at peak hours@ (westbound) (km/hr)	AM	17	17	16	16	17
	PM	15	13	10	9	12
Queen's Road Central						
Average daily vehicular flow+ (vehicles/day)		-	13 220	11 290	11 920	12 870
Vehicular speed at peak hours@ (km/hr)	AM	19	18	18	19	19
	PM	9	10	12	9	10
Tuen Mun Road						
Average daily vehicular flow+ (vehicles/day)		-	129 590	123 250	102 660	94 530
Vehicular speed at peak hours@ Ψ (eastbound) (km/hr)	AM	52	46	46	48	55
	PM	68	63	66	-	-
Vehicular speed at peak hours@ Ψ (westbound) (km/hr)	AM	66	68	63	68	62
	PM	62	60	64	-	-
Tuen Mun Heung Sze Wui Road						
Average daily vehicular flow+ (vehicles/day)		-	21 080	21 420	21 780	21 670
Vehicular speed at peak hours@# (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-
Shek Pai Tau Road						
Average daily vehicular flow+ (vehicles/day)		-	9 130	9 280	8 900	9 000
Vehicular speed at peak hours@# (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-

\+ Since the traffic statistics in the Annual Traffic Census 2018 are still being compiled, the vehicular flows for 2018 are not yet available.

@ Peak hours refer to morning peak hours from 8:00am to 9:30am and evening peak hours from 5:00pm to 7:00pm on weekdays.

Ψ Survey for average vehicular speeds did not cover evening peak hours before 2016.

\# Survey for average vehicular speeds did not cover the roads concerned.

Annex 2

Table 1：2013 to 2018 Annual Average Pollutant Concentrations recorded at the Central Roadside Air Quality Monitoring Station

Air Pollutants	**Year**					
	2013	**2014**	**2015**	**2016**	**2017**	**2018***
	Concentration (μg/m³)					
Respirable Suspended Particulates	56	46	37	31	33	34
Fine Suspended Particulates	34	28	24	20	21	21
Nitrogen Dioxide	122	104	93	78	80	80
Sulphur Dioxide	12	9	9	8	8	8

* 2018 data has not yet been validated.

Table 2: 2013 to 2018 Annual Average Pollutant Concentrations recorded at the Tuen Mun General Air Quality Monitoring Station

Air Pollutants	**Year**					
	2013#	**2014^**	**2015**	**2016**	**2017**	**2018***
	Concentration (μg/m³)					
Respirable Suspended Particulates	-	47	45	44	43	42
Fine Suspended Particulates	-	30	30	27	27	26
Nitrogen Dioxide	-	53	48	51	46	47
Sulphur Dioxide	-	15	10	10	8	9

\# Tuen Mun General Air Quality Monitoring Station was commissioned on 30 December 2013.

^ Owing to building renovation work, the operation of Tuen Mun General Air Quality Monitoring Station was temporarily suspended in November and December of 2014.

* 2018 data has not yet been validated.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5123)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will "commence the development of a data collection and sharing system with a mobile application for the provision of territory-wide real-time arrival information of green minibuses (GMBs)".

1. What is the timetable? When will the mobile application be launched?
2. The operational mode of public light buses (PLBs) is such that they "depart only when full", and this (i) leaves passengers uncertain about when a PLB would depart from the PLB stop; and (ii) gives rise to the situation that even when a PLB arrives at the stop, it is likely to be fully loaded. Will the Government advise how it will tackle these problems?
3. What is the estimated expenditure for the work to "commence the development of a data collection and sharing system with a mobile application"?
4. Will the real-time data be released to the public in "machine-readable format"?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 308)

Reply:

To further facilitate the planning of trips of passengers, the Government will fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 GMBs in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through the TD's website and the "e-Mobility" mobile application. The relevant real-time data will also be released in machine-readable format via "DATA.GOV.HK" for public use.

In the next three years, the Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system and mobile application for processing and disseminating real-time arrival information of all GMB routes through the TD's "HKe-Mobility" mobile application. The TD will develop the required system and encourage GMB operators to install the data collection devices on their GMBs so that the public can obtain real-time arrival information of GMBs. The TD has set up a working group and organises regular meetings with the GMB trade

representatives to listen to their views on the matter. At the same time, the TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme is expected to be completed by end 2019 for the selection of a suitable system in early 2020. The feasibility of occupancy detection for GMBs and information dissemination through the "HKe-Mobility" mobile application will also be studied. The TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to achieving full implementation by 2022.

The estimated expenditure involved in the development of the various parts of the system and installation of associated devices on 3 300 GMBs is about $31 million. Besides, five new permanent posts will be created in the TD in the second quarter of 2019 to take forward this initiative which will incur an additional annual recurrent expenditure of about $3.39 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5142)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

At present, vehicles outside Hong Kong, including those of the Mainland government, can apply for the international circulation permits (ICPs) (known as FV/FU licences) for use in Hong Kong without the need of registration and licencing in Hong Kong. Please advise this Committee:

(a) The applications details of ICPs in the past five years:

Year	No. of applications received	No. of applications approved	No. of applications rejected	No. of applications as at year end	No. of valid permits as at year end
2014					
2015					
2016					
2017					
2018					

(b)

(i) At present, which countries/regions' applicants may apply for the ICPs? Please list out the eligible countries/regions and the numbers of applications in the past five years:

	No. of applications approved				
Countries/regions	2014	2015	2016	2017	2018
e.g.: the Mainland China					

(ii) What are the application criteria?

(c) Please provide the names and the numbers of vehicles of which the Mainland government, departments directly under the Mainland authorities or enterprise units issued with ICP in the past five years.

	Number of vehicles				
Name of the Mainland governments, departments directly under the Mainland authorities or enterprise units	2014	2015	2016	2017	2018

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 427)

Reply:

(a) The Transport Department (TD) only maintains the statistics on the applications received and approved for ICPs, as well as the number of valid ICPs issued. Such information in the past five years is tabulated as follows:

Year	No. of applications received and approved during the calendar year	No. of valid permits issued (as at year end)
2014	3 052	2 552
2015	3 317	2 842
2016	3 742	3 146
2017	4 151	3 396
2018	5 752	4 817

Note: The numbers of applications received and approved during the calendar year is greater than the number of permits issued as at the year end because some quota holders have applied for the change of vehicles within the same year in which the ICP is granted.

(b)(i) Under existing legislation, there is no restriction on the countries/regions from which ICP can be applied. The numbers of applications approved in the past five years (calendar year), with breakdown of the applicants by countries/ regions are as follows:-

	No. of applications approved				
Countries/ regions	2014	2015	2016	2017	2018
Canada	0	0	1	1	0
Germany	0	0	0	1	0
Macao	0	0	0	0	471
Mainland China	3 051	3 314	3 740	4 147	5 273
Malaysia	0	0	0	0	4
New Zealand	0	0	0	0	2
Singapore	0	3	0	0	1
Sweden	0	0	0	2	0
Switzerland	0	0	1	0	0
United Kingdom	1	0	0	0	1

(b)(ii) According to Regulation 31 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E), an applicant may apply for an ICP for motor vehicle brought into Hong Kong for a short stay of not more than 12 months. When processing the applications of ICPs, the TD will vet the relevant vehicle details, including the information on vehicle owner, vehicle type and the nature of use.

(c) The numbers of vehicles of Mainland government, departments directly under the Mainland authorities and enterprise units with ICPs issued in the past five years are set out in table under part (b)(i) above. The TD is not able to provide further information because personal information relating to the applicants of ICPs can only be used for the purpose of processing and issuing of the ICPs. They cannot be used for other purposes or released to the third party without the expressed consent of the applicants as governed by the Personal Data (Privacy) Ordinance (Cap. 486).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7197)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for handling matters relating to the Public Transport Fare Subsidy Scheme (the Scheme). In this connection, will the Government inform this Committee of the following:

(1) The numbers of beneficiaries and amounts of subsidy involved per month since the implementation of the Scheme.
(2) Statistics on public transport expenses paid by Octopus in January 2019, with breakdown by amount of public transport expenses, in the table below.

Amount of public transport expenses in January	Number of commuters (based on use of Octopus cards)
＜$200	
$200-$300	
$300-$400	
$400-$500	
$500-$600	
$600-$700	
$700-$800	
$800-$900	
$900-$1000	
$1000-$1100	
$1100-$1200	
$1200-$1300	
$1300-$1400	
$1400-$1500	
$1500-$1600	
>$1600	

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 17)

Reply:

(1) The Scheme has been implemented from 1 January 2019. Based on the actual public transport expenses of commuters under the Scheme, the amounts of subsidy for January and February 2019 are around $185.7 million and around $120.9 million respectively, involving around 2.35 million beneficiaries in the first month and around 1.94 million beneficiaries in the second month.

(2) The distribution of public transport expenses under the Scheme in January 2019 is as follows:

Amount of public transport expenses under the Scheme	Number of commuters (rounded off to the nearest ten thousand)
≤$200	7 180 000
$200.1-$300	980 000
$300.1-$400	700 000
$400.1-$500	560 000
$500.1-$600	470 000
$600.1-$700	370 000
$700.1-$800	270 000
$800.1-$900	200 000
$900.1-$1000	140 000
$1000.1-$1100	100 000
$1100.1-$1200	70 000
$1200.1-$1300	50 000
$1300.1-$1400	40 000
$1400.1-$1500	30 000
$1500.1-$1600	20 000
>$1600	40 000

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3507)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

A number of Members of the Kwun Tong District Council and Wong Tai Sin District Council have relayed to me several times that, given the persistent shortage of parking spaces in the two districts, many motorists were unable to find suitable parking spaces and resorted to on-street illegal parking, causing obstruction to the traffic. In this connection, what short-, medium- and long-term measures will the Government roll out and implement in the new financial year to increase the supply of parking spaces in the two districts?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 37)

Reply:

The Government continues to pursue actively a number of short and medium to long term measures to increase parking spaces. These measures include:

(a) designating suitable on-street locations as night-time parking spaces;
(b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
(c) following the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable "Government, Institution or Community" facilities and public open space projects;
(d) encouraging parking of school buses inside school premises after school hours;
(e) providing parking spaces and picking up/setting down facilities for coaches;
(f) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for commercial vehicles (CVs) such as coaches and goods vehicles;
(g) continuing with the consultancy study to assess the parking demand of CVs and formulate short to long term measures to address the demand; and
(h) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

For Kwun Tong and Wong Tai Sin Districts, the Transport Department is pursuing a number of specific measures as follows:

I. Short term measures

(a) provision of a short-term tenancy public fee-paying car park with about 100 parking spaces at Choi Hing Road;

(b) designation of 51 additional on-street parking spaces for motorcycles, private cars and coaches near Hoi Bun Road; and

(c) designation of 55 additional on-street parking spaces for motorcycles at Fung Tak Road, Wang Kwong Road, Kai Yan Street and Hiu Kwong Street.

II. Medium to long term measures

(a) provision of 25 additional parking spaces for coaches at Wong Tai Sin Public Transport Terminus; and

(b) provision of an underground public vehicle park with about 300 parking spaces at Sze Mei Street, following the principle of "Single Site, Multiple Uses".

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3964)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

All four designated driving schools (DDSs) in Hong Kong will be operated under the same private company in monopoly. The Transport Department (TD) and the Lands Department adopted the tendering approach of awarding the site to the highest bidder, which caused the New Kwun Tong Driving School to be operated by the Hong Kong School of Motoring Limited and led to monopolisation of the market. Does the Government connive in the over-dominance of the Hong Kong School of Motoring Limited?

What are the passing rates of private driving schools, private driving instructors (PDIs) and the DDSs? Did the Government conduct any assessment and review to the current driving test arrangement?

At present, some driving test routes such as the new test routes at Wing Hau Street in Kwai Hing is not accessible to learner drivers for practice. Also, the repeaters need to undergo balloting for test appointment and the time for obtaining a test appointment is uncertain, and when they succeed, they only have two weeks to practise. On the contrary, the DDSs have their own training venues so that their students are not required to find public places to practise parking skills. If a student of DDS failed in the road test, he/she will be arranged for re-test at the same DDS whilst students of PDI will be assigned a Driving Test Centre (DTC) for re-test through balloting. Would this give rise to a vast difference and inconsistency between the test of the DDS and non-DDS as well as the quality of those who obtained the driving licences from the two sectors?

Are there adequate venues near each DTC to facilitate practice of parking and three point turn? Did the government design the DTCs with same level of difficulties?

Some road sections such as Kowloon City district are densely packed with tall buildings with insufficient roads. Will the Government propose to relocate the DTC to newly developed districts such as Tseung Kwan O, Ma On Shan and Tuen Mun?

Asked by: Hon WONG Pik-wan, Helena (LegCo internal reference no.: 59)

Reply:

The Government adopts a "two-pronged approach" for driver training in view of the traffic situation in Hong Kong. On the one hand, we promote off-street driver training through the establishment of DDSs to reduce traffic congestion caused by on-street driver training. On the other hand, we maintain adequate supply of PDIs for on-street driver training provided that such activities will not aggravate the traffic situation or cause road safety concerns. The present market for driver training is open to all potential participants. Under this policy, the TD has been sourcing suitable sites for setting up DDS. At present, there are two types of DDSs: DDSs set up on the Government short term tenancy (STT) sites, and DDSs on sites provided by the operators on their own. For the former, their tenders were awarded through competitive bidding based on the highest rental proposal with the mandatory requirements being met. The practice of competitive tendering in acquiring the Government STT site for designation of DDS is well-established, transparent and fair. All tenderers were assessed on a level playing field. For the latter, the Government welcomes application from any operator who can provide suitable site on their own to operate DDS provided that all the pre-requisite requirements are met.

Learner drivers are free to choose the DDS or PDI for driving training. The passing rates of candidates trained by PDI (including candidates trained by private driving schools) and DDS in respect of the Part C road test for various vehicle types in 2018 are shown in the table below:-

Vehicle Types	Passing rate in the PDI sector	Passing rate in the DDS sector
Private Car	28.6%	36.6%
Light Goods Vehicle	23.1%	25.8%
Motorcycle	40.1%	41.4%
Medium Goods Vehicle	34.6%	44.0%
Heavy Goods Vehicle	28.9%	N.A.[Note]
Private/Public Bus	42.8%	38.5%
Private/Public Light Bus	29.7%	N.A.[Note]
Articulated Vehicle	39.0%	53.8%

Note: There was no road test of Heavy Goods Vehicle and Private Light Bus/ Public Light Bus held for the DDS sector as the relevant driving training is available in PDI sector only.

In the past three years, over 70% of candidates taking the TD's driving tests received their training from PDIs. All driving tests are conducted by Driving Examiners of the TD regardless of whether the driving tests are conducted at DDSs or other DTCs. The standard and requirements of tests imposed by the TD for all candidates are the same. Candidates passing the tests are all assessed on the basis of whether they have the required driving

competence and qualified of obtaining the respective driving licences. If a student of PDI would like to have a longer time period to practise before re-test, he/she may book a test appointment up to the 30th working day from the date of application. Learner drivers may practise driving on public roads (including those near DTCs) except those expressively prohibited to learner drivers generally. There is no additional driver training restriction at Wing Hau Street.

At present, there are a total of 17 DTCs in the territory. The TD has been making tremendous efforts in identifying suitable sites for setting up of more and widely-distributed DTCs over the territory. The TD will continue its effort on this front, including identifying suitable sites at Tseung Kwan O, Ma On Shan and Tuen Mun. The TD has no plan to relocate the DTCs in the Kowloon City District until a suitable replacement site is available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3603)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of:

1) the numbers of additional parking spaces provided in 2017-18 and 2018-19, with breakdown by vehicle type and district; and

2) the estimated number of additional parking spaces to be provided in 2019-20.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 57)

Reply:

1) The numbers of additional parking spaces provided in 2017-18 and 2018-19 in various districts by vehicle type are as follows:

District	Financial year	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central and Western	2018-19	424	0	0	64	488
	2017-18	116	0	0	49	165
Wan Chai	2018-19	235	3	2	27	267
	2017-18	270	0	0	24	294
Eastern	2018-19	652	33	39	119	843
	2017-18	177	0	109	18	304
Southern	2018-19	275	4	103	36	418
	2017-18	68	0	0	10	78
Yau Tsim Mong	2018-19	571	0	32	84	687
	2017-18	170	0	0	11	181
Sham Shui Po	2018-19	211	2	0	103	316
	2017-18	617	7	0	117	741
Kowloon City	2018-19	875	0	50	116	1 041
	2017-18	932	5	0	100	1 037

District	Financial year	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Wong Tai Sin	2018-19	19	2	0	26	47
	2017-18	76	3	0	52	131
Kwun Tong	2018-19	445	0	6	259	710
	2017-18	725	18	0	76	819
Tsuen Wan	2018-19	1 068	0	0	145	1 213
	2017-18	5	0	0	57	62
Tuen Mun	2018-19	322	10	0	46	378
	2017-18	763	0	0	42	805
Yuen Long	2018-19	239	26	10	60	335
	2017-18	1 183	25	9	135	1 352
North	2018-19	483	55	0	31	569
	2017-18	59	14	1	0	74
Tai Po	2018-19	76	0	0	9	85
	2017-18	136	1	0	4	141
Sai Kung	2018-19	1 322	0	18	154	1 494
	2017-18	1 175	11	1	90	1 277
Sha Tin	2018-19	681	38	1	63	783
	2017-18	550	13	5	27	595
Kwai Tsing	2018-19	330	255	48	63	696
	2017-18	272	269	15	0	556
Islands	2018-19	809	14	0	54	877
	2017-18	567	4	11	25	607
Total	2018-19	9 037	442	309	1 459	11 247
	2017-18	7 861	370	151	837	9 219

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

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

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3604)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following:

(1) the carrying capacity of each MTR line in 2018 (loading at four and six persons (standing) per square metre (ppsm));

(2) the patronage of each MTR line during peak hours in 2018 (loading at four and six ppsm);

(3) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines; and

(4) for upgrading of signalling systems of various MTR lines, please provide the (i) work plan, (ii) year; and (iii) maximum carrying capacity per hour (at four ppsm) during morning peak hours after upgrading.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 58)

Reply:

(1) to (3)
The design carrying capacity, the maximum carrying capacity when the train frequency is maximised, the existing carrying capacity, the current patronage and the current passenger loading of the heavy rail system in 2018 are set out in Annex.

The carrying capacity and loading of various Light Rail routes in the busiest one hour during the morning peak hours in 2018 are as follows:

Light Rail route	Maximum carrying capacity per direction in the busiest hour during the morning peak hours	Passenger loading of the busiest section in the morning (Note 1)
505	2 356	84%
507	2 430	79%
610	2 019	91%
614 (Note 2)	980	81%
614P(Note 2)	1 225	
615 (Note 2)	942	90%
615P(Note 2)	1 225	
705	4 900	73%
706	5 440	74%
751	2 625	81%
751P	1 532	68%
761P	5 444	81%

Note 1: According to the Mass Transit Railway Corporation Limited (MTRCL), as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of Light Rail Vehicles by on-site observation and surveys. The loading of Light Rail routes tabulated above reflects the actual passenger density of the Light Rail under the actual operating environment. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable to the Light Rail.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. The MTRCL indicated that the alignments of Routes 614 and 614P and Routes 615 and 615P overlap completely in Tuen Mun District, but Routes 614P and 615P only operate between Tuen Mun Ferry Pier and Siu Hong Station, while Routes 614 and 615 provide cross-district services to Yuen Long after observing Siu Hong Station (yet, the busiest sections of these two routes are normally located along the sections overlapping with 614P and 615P in Tuen Mun District). For passengers travelling within Tuen Mun District, it makes no difference to take Route 614 or 614P or to take Route 615 or 615P, and they can choose any one of the two routes for access to their destinations. Therefore, using average loading of the above 4 Light Rail routes can more accurately reflect the actual situation.

(4)
The MTRCL is carrying out works to replace the signalling systems of seven railway lines (Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Disneyland Resort Line, Tung Chung Line and Airport Express). Currently, the replacement works of Tsuen Wan Line, Island Line and Kwun Tong Line are in progress while those of the other railway lines will commence continuously. Upon the completion of all works in 2026, the overall carrying capacity of these seven railway lines will be increased by about 10%. The signalling system of East Rail Line, in association with the Shatin to Central Link (SCL) project, is also being upgraded.

The planned completion timeframe of the upgrading of the new signaling systems is provided as below:

Railway line	Expected completion year
Tsuen Wan Line	2019
East Rail Line	2019
Kwun Tong Line	2020
Island Line	2021
Tseung Kwan O Line	2021
Tung Chung Line, Disneyland Resort Line and Airport Express	2026

Having regard to the MTR railway incident on Tsuen Wan Line on 18 March 2019, the MTRCL will work with the Government to review the above timeframe.

Annex

2018 Statistics for the Heavy Rail System (per hour per direction during morning peak hours for critical links)

		East Rail Line	West Rail Line	Ma On Shan Rail	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
											Tung Chung Line	Airport Express (Note 7)
1.	Design capacity (Six ppsm) (a)	101 000	64 000	32 000 (Note 3)	85 000	85 000	27 000	85 000	85 000	10 800	66 000 (Note 1)	10 000 (Note 1, 7)
2.	Maximum carrying capacity when train frequency is maximised (Six ppsm) (b)	90 000	56 200 (Note 2)	53 600 (Note 3)	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800 (Note 7)
3.	Existing carrying capacity (Six ppsm) (c)	86 200	56 200	53 600	67 600	80 000	16 800	71 400	75 000	9 600	42 500	4 800 (Note 7)
4.	Difference between (a) and (b) (Note 4)	11 000	7 800	21 600	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 5)	3 800	0	0	0	0	10 200	0	0	0	2 500	0
6.	Current patronage (d)	54 800	40 400	15 800	48 200	57 600	9 200	51 200	60 200	2 600	28 600	2 300
7.	Current loading (1) (Six ppsm) [(d)/(c)] { }critical link	64% {Tai Wai to Kowloon Tong}	72% {Kam Sheung Road to Tsuen Wan West}	29% {Che Kung Temple to Tai Wai}	71% {Yau Tong to Quarry Bay}	72% {Tin Hau to Causeway Bay}	55% {Ocean Park to Admiralty}	72% {Shek Kip Mei to Prince Edward}	80% {Yau Ma Tei to Jordan}	27% {Sunny Bay to Disneyland}	67% {Olympic to Kowloon}	48% (Note 7)
8.	Current loading (2) (Four ppsm) [(d)/(c)÷71.2% (Note 6)] (For the critical links mentioned in item (7))	89%	101%	41%	100%	101%	77%	101%	113%	38%	95%	

Note 1 As Airport Express and Tung Chung Line share tracks at some sections, the overall design capacity of the railway lines are affected by the train service pattern, throughput of terminal stations and turn-back facilities. To meet the increase in railway transport demand, the carrying capacity of Tung Chung Line can be enhanced by the potential construction of an overrun tunnel in future. The upgrading of signalling system will also make allowance for potential capacity enhancement.

Note 2 Since 2014, temporary speed restriction has been imposed near Hung Hom Station to facilitate the staged track modification for realignment of the West Rail Line in preparation for the East West Corridor of the SCL. Hence, the maximum carrying capacity of the West Rail Line, under the condition of maximised train frequency, has been temporarily reduced to 49 200 (six ppsm). To tie in with the East West Corridor project of the SCL, starting from

2016, the number of train compartments of the West Rail Line train has been progressively increased from seven to eight, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (six ppsm).

Note 3 The design capacity of Ma On Shan Line is based on four-car train operation. To tie in with the East West Corridor project of the SCL, starting from 2017, the number of train compartments of the Ma On Shan Line train has been progressively increased from four to eight, contributing to an increase in the maximum carrying capacity from 30 500 to 53 600 (six ppsm).

Note 4 Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about ten seconds; (b) shared tracks in the East Rail Line between local train services and cross-boundary services; and (c) train turnaround times for the East Rail Line and the West Rail Line have lengthened after extension of the Wet Rail Line to Hung Hom Station in 2009.

Note 5 This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

Note 6 For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of four ppsm is 71.2% that of six ppsm.

Note 7 The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4655)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the regulation of cross-boundary vehicles, please inform this Committee of the following:

(1) What were the numbers of applications received and approved under the "Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars" (the Scheme) for self-drive to Guangdong Province in the past three years?

(2) It was indicated during the preparation stage of introducing ad hoc quotas that the ultimate goal was to allow Mainland vehicles to apply for self-drive tours in Hong Kong under the Scheme. Is there any implementation timetable for such initiative? If yes, what are the details?

(3) Upon commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), there are calls for relaxing relevant requirements to allow vehicles of the three jurisdictions to travel freely between the three places. Does the Government have any work plan for above suggestion in the coming 24 months?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 107)

Reply:

(1) The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. The numbers of applications received and approved in the past three years are as follows:

Year (Calendar year)	Number of applications received	Number of applications approved
2016	2 711	2 597
2017	2 866	2 773
2018	2 869	2 779

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

(2) The Guangdong Provincial Government and the Government of the Hong Kong Special Administrative Region clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)). The position remains the same.

(3) The Government will increase the number of cross-boundary vehicle quota for using the HZMB in a gradual and orderly manner having regard to the capacity of the Hong Kong Port of the HZMB and the connecting roads, so as to further utilise the HZMB and tie in with the development of the Greater Bay Area.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4656)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of franchised bus service under this Programme, please inform this Committee of the following:

(1) Given that the Transport Department (TD) and bus companies have implemented several bus route rationalisation proposals using the Area Approach over the past few years, will similar proposals be introduced in 2019-20 and 2020-21? If yes, what are the areas involved and the details?

(2) Since traffic speed along busy corridors in urban areas will affect the quality of bus service, what measures will the Transport and Housing Bureau and the TD take in 2019-20 to address the problem?

(3) Have studies been conducted on the provision of additional bus-only lanes on more urban road sections in the past year? If yes, what were the details?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 108)

Reply:

(1) Bus route rationalisation is an ongoing task of the TD. Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes (RPPs). Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. Moreover, to tie in with the commissioning of new railways, the TD also formulates bus route rationalisation proposals using the Area Approach to facilitate co-ordination between railway and other public transport services.

In the past few years, rationalisation of franchised bus services using the Area Approach has already been implemented in most of the densely populated districts on Hong Kong Island, Kowloon and the New Territories where relatively substantial changes in the bus network have taken place. Besides, Area Approach bus route rationalisation has also

been conducted to tie with commissioning of West Island Line, Kwun Tong Line Extension and the South Island Line (East). Currently, while the TD in general has no plan to carry out Area Approach bus route rationalisation on a district basis, it is conducting a study on public transport re-organisation plan in connection with the commissioning of the Shatin to Central Link and will consult the relevant District Councils, transport operators and trades on the public transport plan in due course. Besides, the TD will continue to take forward rationalisation proposals under the annual RPP exercise to meet the changing demand of the travelling public.

(2) The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively the host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong (TAC Report).

Among the measures proposed in the TAC Report, the TD is carrying out a feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas, with a view to formulating a detailed proposal for stakeholder consultation in the first half of 2019. The TD also commenced a two-year consultancy study on parking for commercial vehicles in December 2017 for completion in end 2019. This study includes assessing the parking demand of commercial vehicles by district and will formulate short to long term measures to address the demand.

As regards law enforcement, the Hong Kong Police Force will continue to step up enforcement actions against offences causing obstruction to traffic in accordance with the Selected Traffic Enforcement Priorities. Besides, the Government will continue to pilot the use of technology to deter improper use of loading/unloading bays, illegal parking and traffic offences. The TD and the Road Safety Council will also continue to strengthen publicity and education to encourage the public to comply with traffic rules and regulations.

The average annual growth rate of licensed private cars is about 3.5% over the past five years. We have been actively exploring measures to manage the fleet size of private cars as recommended by the TAC Report, including fiscal measures.

(3) According priority use of roads to public transport services is an established transport policy in Hong Kong. In considering bus priority measures, we should pay due regard to the actual road situation and traffic conditions. Since the implementation of these measures would reduce the number of lanes for use by other vehicles on the relevant road section, the usage and travelling speed of other vehicles may be affected. Therefore, when planning for bus priority measures in any particular road section, the TD must carefully assess the feasibility to strike a proper balance.

The TD will implement a bus-only lane on a slip road leading from Po Hong Road to Tseung Kwan O Tunnel in end 2019. The TD is also studying the feasibility of extending the operating hours of the existing bus-only lanes on Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road, as well as setting up new bus-only lanes at a road section of Connaught Road Central eastbound (outside Jardine House).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4657)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee:

the average vehicular speeds during the morning and evening peak hours of the following roads in 2016, 2017 and 2018: (1) Canal Road Flyover, (2) Gloucester Road east bound, Island Eastern Corridor (section near Victoria Park), (3) Connaught Road West, (4) Connaught Road Central, (5) Pedder Street, (6) Harcourt Road, (7), Hennessy Road, (8) Queen's Road Central, (9) Chatham Road North, (10) Princess Margaret Road, (11) Gascoigne Road, and (12) Kwun Tong Bypass (near Lei Yue Mun Road).

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 109)

Reply:

The Transport Department conducts the Car Journey Time Survey (CJTS) every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, the CJTS covers only morning peak periods. The average vehicular speeds during the morning peak hours and evening peak hours of the concerned road sections in 2016, 2017 and 2018 are at the Annex.

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

Annex

Road		Average speed at morning and evening peak hours@ [kilometres/hour]					
		2018		2017		2016	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound)#	47	-	50	-	38	-
	Canal Road Flyover (north bound)#	12	-	10	-	7	-
(2)	Gloucester Road (east bound)	22	18	15	26	19	25
	Island Eastern Corridor (section near Victoria Park) (east bound)#	65	-	55	-	46	-
	Island Eastern Corridor (section near Victoria Park) (west bound) #	20	-	25	-	22	-
(3)	Connaught Road West (east bound)	38	40	28	42	37	47
	Connaught Road West (west bound)	61	58	56	56	61	52
(4)	Connaught Road Central (east bound)	17	12	21	16	19	23
	Connaught Road Central (west bound)	20	18	22	15	26	25
(5)	Pedder Street	7	8	6	7	7	9
(6)	Harcourt Road (east bound)	24	23	23	17	34	29
	Harcourt Road (west bound)	50	21	43	22	46	33
(7)	Hennessy Road (east bound)	16	14	17	11	17	6
	Hennessy Road (west bound)	14	13	12	12	15	11
(8)	Queen's Road Central	19	9	18	10	18	12
(9)	Chatham Road North (south bound)+	4	28	4	-	5	-
	Chatham Road North (north bound) +	42	37	45	-	39	-
(10)	Princess Margaret Road (south bound)	11	58	7	49	8	59
	Princess Margaret Road (north bound)	41	60	51	51	39	56
(11)	Gascoigne Road (east bound) +	4	17	8	-	20	-
	Gascoigne Road (west bound) +	13	16	18	-	24	-
(12)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) +	28	68	52	-	55	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) +	67	67	68	-	64	-

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

The CJTS did not cover the evening peak hours.

+ The CJTS did not cover the evening peak hours before 2018.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4658)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the shortage of parking spaces in Hong Kong, please advise this Committee:

(1) on the numbers of parking spaces for private cars and commercial vehicles (CVs) provided by public car parks (including on-street parking spaces) in the 18 districts in Hong Kong;
(2) whether the Government will conduct a study on parking policy or a review on the existing policy; if yes, on the estimated expenditure and timetable; and
(3) on the estimated additional numbers of parking spaces to be provided by public car parks (including on-street parking spaces) in the coming 24 months.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 110)

Reply:

(1) The numbers of public parking spaces (including on-street parking spaces) for private cars and CVs in each of the 18 districts as at February 2019 were set out in the Annex.

(2) The Transport Department (TD) has embarked on a consultancy study on the parking for CVs to assess the parking demand of CVs by district and to formulate short to long term measures to assess the demand. The study is targeted for completion by end 2019. The estimated expenditure for the study in 2019-20 is $3.5 million.

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

Annex

Number of public parking spaces for private cars and CVs (as at February 2019)

District	Private Car	Commercial Vehicle
Central and Western	10 263	935
Wan Chai	11 378	102
Eastern	12 672	859
Southern	8 176	935
Yau Tsim Mong	15 742	2 313
Sham Shui Po	10 512	2 591
Kowloon City	10 209	1 588
Wong Tai Sin	6 354	401
Kwun Tong	14 772	1 191
Tsuen Wan	11 255	1 234
Tuen Mun	10 318	1 610
Yuen Long	10 457	1 020
North	6 970	1 133
Tai Po	7 349	744
Sai Kung	12 583	889
Sha Tin	18 544	1 474
Kwai Tsing	11 511	7 813
Islands	7 647	493
Total	196 712	27 325

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4659)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local bicycle-friendly policy, please advise the Committee on the following:

(1) In 2019-20, will the Government, when planning for existing and future roads, take into account the "bicycle-friendly" principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
(2) In 2019-20, will action be taken to improve the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
(3) Will cycling facilities be constructed in the urban area? If yes, what are the details and estimated expenditure involved?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 111)

Reply:

(1)-(3)

The Government is committed to creating a "bicycle-friendly" environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones owing to road safety considerations, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence

increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas.

As for new development areas in urban areas, the Government will introduce cycle track networks in suitable projects during the planning stage. For instance, the Government is taking forward a 13 kilometres (km) and 2.6 km long cycle track network in the Kai Tak Development and the Development of Anderson Road Quarry respectively. The Government is also considering the provision of cycling facilities at the waterfront promenade along the new Central Harbourfront, and on the proposed boardwalk underneath the Island Eastern corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay. Since the construction of these cycle tracks will not commence in 2019-20, there is no estimated expenditure for the construction works in 2019-20.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4660)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the following:

(1) In the past three years, how many traffic accidents occurred on the closed roads in South Lantau, and how many prosecution cases were related to access to such roads without valid permits?

(2) How many one-off places have been issued since the introduction of the "Driving on Lantau Island" Scheme (the Scheme) in February 2016? How many places that have been issued are not used?

(3) What were the monthly traffic flows on the closed roads in South Lantau in the past three years?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 112)

Reply:

(1) The numbers of traffic accidents that occurred on the closed roads on South Lantau and the numbers of prosecution cases that were related to driving on such closed roads without valid permits in the past three years are provided below:

	2016	**2017**	**2018**
Number of traffic accidents	40	39	45
Number of prosecution cases related to driving on Lantau closed roads without valid permits	932	1 047	1 124

(2) Since the implementation of the "Driving on Lantau Island" Scheme in February 2016 and up to end February 2019, a total of 17 119 places were allotted. The Transport

Department (TD) does not have information on the number of issued places that were not used by the applicants.

(3) The average daily traffic flows of major closed road sections on South Lantau in the three years from 2015 to 2017 are provided below. The TD does not have breakdown of the statistics on traffic flow by month.

Road Sections	**Calendar year** (Note)		
	2015 (vehicles/day)	**2016 (vehicles/day)**	**2017 (vehicles/day)**
Tung Chung Road (south of Shek Mun Kap Road)	4 820	4 880	4 850
South Lantau Road	2 910	3 340	3 020
Keung Shan Road (from South Lantau Road to Shum Wat Road)	2 610	2 620	2 700
Keung Shan Road (from Shum Wat Road to Tai O Road)	1 080	1 150	1 140

Note: The traffic data for 2018 are being compiled and therefore are not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4664)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of:

(1) the number of public light buses (PLBs) which have the seating capacity increased from 16 to 19 as of March 2019; and

(2) the total number of 19-seat PLBs and, among them, the proportion of green minibuses (GMBs) and red minibuses (RMBs) respectively.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 116)

Reply:

(1)
The maximum seating capacity of PLBs has been increased from 16 seats to 19 seats since 7 July 2017. As at 28 February 2019, 949 19-seat PLBs have been registered, accounting for about 21.8% of the total registered fleet of 4 350 PLBs.

(2)
Among these 949 19-seat PLBs registered, 799 are GMBs (accounting for 84.2% of total registered 19-seat PLBs), whereas 150 are RMBs (accounting for 15.8% of total registered 19-seat PLBs).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4665)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the Government subsidies to the franchised bus companies for installation of seat at bus stops and bus termini, please advise the Committee on:

(1) The locations of bus stops with seats installed as at March 2019; and

(2) The locations of bus stops planned to have seats installation in 2019-20.

Asked by: Hon Wu Chi-wai (LegCo internal reference no.: 117)

Reply:

The Government subsidises the franchised bus companies to install seats at about 2 600 covered bus stops in the territory. The installation will be carried out in three phases for completion in 2020. Under phase one of the scheme which was completed in end 2018, a total of 790 bus stops were installed with seats. The locations of the seats installed and to be installed are set out in Annex 1 and Annex 2 respectively.

Annex 1

Location of the bus stops with seats installed by franchised bus companies under phase one of the Subsidy Scheme (as at end 2018)

Braemar Hill Bus Terminus
Argyle Street Hong Kong Eye Hospital L/P BE6265-9
Argyle Street Kowloon City Police Station L/P AE6264-3
Argyle Street Kowloon Hospital L/P E6277-7 [2]
Argyle Street opp. House No. 106D
Chatham Road North House No. 436-450
Chatham Road North House No. 508
Chatham Road North O/S House No. 275 O/S Ulfert near Valley Road
Chatham Road North opp. Ulfert near Ping Chi Street
Chung Hau Street opp. Carmel Secondary School
Chung Hau Street opp. Oi Man B/T L/P AA1342
Cornwall Street east of Ede Road
Hung Hom South Road near Cheong Wan Road
Hung Lok Road O/S House No. 12 Harbourview Horizon
Junction Road near Kam Shing Road O/S Kam Shing Road Recreation Ground
Junction Road near Renfrew Road O/S Hong Kong Baptist University
Ma Tau Wai Road House No. 21
Ma Tau Wai Road House No. 21 O/S Eldex Industrial Building
Ma Tau Wai Road House No. 29
Ma Tau Wai Road near U.C. To Kwa Wan Market
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
Mok Cheong Street House No. 19 The HK Society for the Blind [2]
Prince Edward Road East near Sa Po Road
Prince Edward Road East opp. Rhythm Garden
Prince Edward Road East opp. The Latitude [2]
Prince Edward Road West near Ma Tau Chung Road [2]
Prince Edward Road West near Padek Palace
Prince Edward Road West O/S Belvedere Heights
Prince Edward Road West O/S House No. 239
Prince Edward Road West opp. The Lamma Palace
Princess Margaret Road Pui Ching Road Flyover L/P AA4477-9
Pui Ching Road near Man Fuk Road
Sheung Foo Street near L/P E6419-3
Sheung Foo Street opp. Ho Man Tin Plaza
Shing Kai Road near Muk Hung Street
Shing Kai Road near Tak Long Estate
To Kwa Wan Road House No. 13 near Hung Fook Street
To Kwa Wan Road House No. 19
Waterloo Road House No. 96-94 Kowloon Hospital
Waterloo Road opp. Baptist University
Wuhu Street Walker Road
Castle Peak Road near Shek Ying Path
Castle Peak Road near Tsui Yiu Court

Castle Peak Road near Yiu Wing Lane [2]
Castle Peak Road O/S Greenknoll Court
Castle Peak Road O/S Tai Wo Hau Sports Centre
Cheung Ching B/T near Cheung Ching Estate Community Centre [2]
Cheung Wing Road O/S Sun Fung Centre
Ching Hong Road O/S Hong Shun House Cheung Hong Estate
Ching Hong Road O/S PLK Lo Kit Sing (1983) College
Chung Mei Road near Hong Shun House Cheung Hong Estate
Chung Mei Road near Tsing Yi Fire Station
Chung Mei Road O/S OSH Academy
Fung Shue Wo Road near Tai Wong Ha Tsuen
Fung Shue Wo Road O/S Tsing Yi Ferry
Fung Shue Wo Road opp. Yee Yat House
Hing Fong Road O/S Kwai Chung Sports Ground
Hing Fong Road O/S Metroplaza
Kwai Chung Road near Hoover Industrial Building
Kwai Chung Road near Kwai Yik Road [2]
Kwai Chung Road O/S Kwai Fong Shopping Centre
Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building
Kwai Fuk Road O/S Kwai Tsing Theatre
Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate
Kwai Shing Circuit O/S Lee Yat Ngok Memorial School
Lai Cho Road Lai Yiu Bus Terminus [2]
Lai King Hill Road Lai King North B/T
Lai King Hill Road near Kau Wa Keng Village
Lai King Hill Road near Kwai Chung Interchange [2]
On Yam near Tak Yam House
Shek Pai Street O/S Shek Foon House
Sheung Kok Street O/S Luk Kwai House Kwai Chung Estate
Tai Pak Tin Street near On Chit Street
Tai Wo Hau Road opp. Fu On House Tai Wo Hau Estate
Tsing King Road near Tsing Luk Street
Tsing King Road opp. Tsing Yi Sports Ground
Tsing Yi Heung Sze Wui Road O/S Greenfield Garden
Tsing Yi Heung Sze Wui Road O/S Tsing Yi Police Station
Tsing Yi Road West O/S Ching Wah Court
Wo Yi Hop Road O/S House No. 103-107 Park Sun Building
Wo Yi Hop Road O/S House No. 208
Wo Yi Hop Road O/S House No. 33 The Apex
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden
Choi Ha Road opp. Ying On House Choi Ying Estate
Chun Wah Road Ngau Tau Kok Bus Terminus [3]
Chun Wah Road O/S Lok Wah Community Centre
Chun Wah Road opp. Lok Nga Court near L/P E2801
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station [3]
Hip Wo Street O/S Wo Lok Estate [2]
Hiu Kwong Street opp. Hiu Lai Court
Hong Ning Road O/S House No. 149
Kai Tin Road opp. Kei Hau Secondary School

Kai Tin Road opp. Lam Tin Clinic
Ko Chiu Road opp. Ko Chun Court
Kwun Tong (Yue Man Square) B/T
Kwun Tong Ferry Bus Terminus [5]
Kwun Tong Road House No. 406 O/S PCCW Telephone Exchange
Kwun Tong Road Kwun Tong Railway Station Bus Terminus [6]
Kwun Tong Road near Lotus Tower
Kwun Tong Road O/S APM Millennium City 5 [2]
Kwun Tong Road O/S Kai Yip Estate
Kwun Tong Road O/S Millennium City
Kwun Tong Road O/S Telford Gardens [4]
Kwun Tong Road opp. Kowloon Bay Railway Station
Lam Tin (Kwong Tin Estate) Bus Terminus [2]
Lam Tin (North) Bus Terminus [2]
Lee On Road near Shun Lee Fire Station
Lee On Road O/S Lee Hang House Shun Lee Estate
Lee On Road O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Shun On Restaurant Shun On Estate
Lei Yue Mun Road near Lam Tin Railway Station
Lei Yue Mun Road O/S Kowloon East Government Offices
Lei Yue Mun Road O/S Kwun Tong Swimming Pool
Lei Yue Mun Road opp. St. Antonius Girls' College
New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate
Ngau Tau Kok Road O/S Sheung Tai House Upper Ngau Tau Kok Estate
Ngau Tau Kok Road opp. Amoy Gardens [2]
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214
Pik Wan Road near Tak Hong House Tak Tin Estate
Prince Edward Road East near Choi Hung Interchange
Sau Mau Ping Road near Hiu Kwong Street
Sau Ming Road opp. Sau Mau Ping Shopping Centre
Sau Ming Road opp. Sau Ming House
Shun Lee Bus Terminus
Shun On Road Shun Tin Bus Terminus
Shun Tin Bus Terminus
Tsui Ping Road O/S Tsui Pak House Tsui Ping Estate
Wang Kwong Road O/S Richland Gardens Shopping Centre
Yue Man Square O/S House No. 44A
Chi Fuk Circuit Ka Fuk Estate opp. L/P EA9562
Ching Ho Estate Bus Terminus
Choi Yuen Road opp. Sheung Shui Railway Station near L/P N1536
Fan Kam Road Ping Kong opp. L/P AD8350
Fan Kam Road Tsiu Keng opp. L/P N8913
Fanling Station Road Fanling Railway Station opp. L/P DD0583 [2]
Jockey Club Road Fanling Assembly of God Church opp. L/P AD2693
Jockey Club Road Shum Shing Middle School opp. L/P AD2683
Lung Sum Avenue near Tin Yee House Tin Ping Estate near L/P DD0382
Pak Wo Road Fanling Railway Station opp. L/P EC0151
Pak Wo Road Fung Ying Seen Koon near L/P EB5579
Pak Wo Road Ng Uk Village opp. L/P EA3049

Pak Wo Road Yan Shing Court near L/P AD4514
Ping Che Road near Ta Kwu Ling Rural Centre Government Building opp. L/P EB4902
San Wan Road near Oil Station opp. L/P BN3148
San Wan Road opp. Landmark North near L/P EB7353
San Wan Road opp. Landmark North near L/P EB7355
Sha Tau Kok Road Luen Wo Hui Playground opp. L/P N7677
Sha Tau Kok Road opp. Oil Station opp. L/P N7665
Sha Tau Kok Road Sha Tau Kok Clinic near L/P EA9319
Tai Ping Bus Terminus near North District Hospital near L/P EA2988
Tai Ping Bus Terminus near North District Hospital near L/P EA2989
Wo Muk Road Union Plaza opp. L/P DD0742
Yat Ming Road Dawning Views near Avon Park opp. L/P EA1981
Yat Ming Road Dawning Views opp. L/P EA1981
Chun Yat Street near Chun Cheong Street
Chun Ying Street opp. HITACHI HEE TKO Centre
Clear Water Bay Bus Terminus
Clear Water Bay Road Mang Kung Uk
Hang Hau (North) Bus Terminus near Tseung Kwan O Hospital [7]
Hang Hau Road opp. Boon Kin Village
Hiram's Highway Marina Cove
Hiram's Highway near Sai Kung Rural Committee Lane
Po Fung Road O/S Metro City
Po Fung Road O/S STFA Leung Kit Wah Primary School
Po Hong Road near Kwong Ming Court
Po Hong Road near Verbena Heights [2]
Po Hong Road O/S Fu Ning Garden
Po Lam Road North near Tsui Lam Estate [2]
Po Lam Road North near Yan Kuk House Yan Ming Court [3]
Po Lam Road North O/S Block 5 Hong Sing Garden
Po Lam Road North O/S Yan Ming Court [2]
Po Lam Road North opp. Ying Ming Court
Po Ning Road opp. Tak Fu House Hau Tak Estate
Po Tung Road near Sai Kung Town Hall
Po Yap Road near Tseung Kwan O Plaza
Pui Shing Road O/S Nam Fung Plaza
Sai Kung Bus Terminus [3]
Tai Mong Tsai Road Mak Pin
Tong Ming Street O/S Sheung Tak Plaza
Tong Ming Street O/S Tong Ming Street Park
Tong Ming Street opp. Beverly Garden
Tong Ming Street opp. Tong Ming Court
Wan Po Road near Pak Shing Kok
Yan King Road O/S Yan Ming Court near L/P EA9627-G
Castle Peak Road opp. Jao Tsung-I Academy
Cheung Sha Wan Road near Mei Foo Railway Station
Cheung Sha Wan Road O/S Cheung Sha Wan Estate
Cheung Sha Wan Road O/S Cheung Sha Wan Playground [3]
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]
Cheung Sha Wan Road O/S House No. 339 near Yee Kok Court

Cheung Sha Wan Road O/S Yat Ching House Yee Ching Court
Cheung Sha Wan Road O/S Yee Kok Court [2]
Cheung Sha Wan Road opp. Cheung Sha Wan Indoor Games Hall
Cheung Sha Wan Road opp. Cheung Shan Wan Post Office
Cheung Sha Wan Road south of Wing Lung Street
Lai Chi Kok Road O/S House No. 250
Lai Chi Kok Road O/S House No. 808 Good Luck Industrial Centre
Lai Chi Kok Road O/S Sham Shui Po Park
Lai Chi Kok Road opp. Mei Foo Bus Terminus [2]
Mei Foo Bus Terminus [3]
Nam Cheong Street O/S Shek Kip Mei Commercial Centre
Nam Cheong Street O/S Wong Tai Shan Memorial College
Nam Cheong Street opp. Shui Tin House
So Uk Bus Terminus
Tai Hang Tung Road O/S Concordia Lutheran School
Tai Po Road opp. House No. 70
Tonkin Street O/S Cheung Sha Wan Railway Station
Yen Chow Street O/S Sham Shui Po Police Station
Yen Chow Street West opp. Nam Cheong Estate
A Kung Kok Street near Sha Tin Hospital [2]
A Kung Kok Street opp. Sha Tin Hospital [2]
Che Kung Miu Road near Tai Wai Railway Station
Chevalier Garden Bus Terminus [4]
Chun Shek Estate O/S Shek Yuk House
Chung Ling Road near Tung Lo Wan Village
Fo Tan (Shan Mei Street) Bus Terminus [2]
Hang Hong Street near Yiu Him House Yiu On Estate [2]
Hang Hong Street O/S Tsang Pik Shan Secondary School
Hang Tak Street near Hang Shun Street
Heng On Bus Terminus [2]
Hin Keng Bus Terminus [2]
Hin Keng Street near Hin Hing House
Hin Keng Street near Hin Pui House [2]
Hung Mui Kuk Road near Chung Pak Road
Hung Mui Kuk Road O/S Sun Yuet House [2]
Hung Mui Kuk Road opp. Sun Yuet House
Kam Ying Road O/S Kam Ying Court
Kwong Sin Street near Kwong Yuen
Kwong Yuen Bus Terminus [3]
Mei Tin Road O/S Holford Garden
Mei Tin Road O/S Tai Wai Market [2]
Mei Tin Road O/S Yat Shing House May Shing Court
Ngan Shing Street near Prince of Wales Hospital Main Clinical Block
Ngan Shing Street O/S Yuen Chau Kok THA (Ngan Shing Street near St. Rose of Lima's College)
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street O/S Yu Chui Court [2]
Pak Hok Ting Street near Royal Park Hotel
Sai Sha Road near Lee Wing House Lee On Estate

Sai Sha Road near Villa Athena
Sai Sha Road O/S Ma On Shan Town Centre B/T
Sai Sha Road opp. Chung On
Sai Sha Road opp. Villa Athena [2]
Sha Kok Street O/S Pok Hong Bus Terminus
Sha Kok Street O/S Sha Kok Estate
Sha Tin Railway Station Bus Terminus
Sha Tin Tau Road O/S Yan Wai House
Sha Tin Wai Road near Li Ka Shing Specialist Clinic
Sha Tin Wai Road near Sha Kok Estate
Siu Lek Yuen Road O/S Cypress House Kwong Yuen Estate [2]
Siu Lek Yuen Road O/S Siu Lek Yuen Village
Tai Chung Kiu Road O/S Belair Garden
Tai Chung Kiu Road O/S Block 13, City One Shatin [2]
Tai Chung Kiu Road O/S Garden Rivera
Tai Chung Kiu Road opp. Ravana Garden [2]
Tai Po Road near Shek Lei Pui Reservoir
Tam Kon Po Street O/S Sha Tin Town Hall
Tin Sam Street O/S Tin Sam Village
University Railway Station Bus Terminus
Wong Nai Tau Bus Terminus [3]
Yuen Wo Road O/S Lek Yuen Estate
Yuen Wo Road O/S Wo Che Shopping Centre [2]
Yuen Wo Road opp. Lek Yuen Estate [2]
Yuen Wo Road opp. Wo Che Estate
Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
Chung Nga Road opp. Fu Heng Estate near L/P EA7472 [2]
Kwong Fuk Road House No. 121 near Tung Sau Square near L/P AE0239
Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311
Kwong Fuk Road House No. 85 near Tung Mau Square near L/P AE0233
Kwong Wang Street near Wang Fuk Court opp. L/P N4824
Kwong Wang Street opp. Wang Fuk Court near L/P N4824
Lam Kam Road Chung Uk Tsuen opp. L/P EB0516
Nam Wan Road near Uptown Plaza opp. L/P EA7573
On Cheung Road Eightland Gardens near L/P EB3767
On Cheung Road Fortune Plaza opp. Eightland Gardens opp. L/P EB3765
On Cheung Road Tai Po Civic Centre opp. L/P EB3767
Po Heung Street Luk Heung Public School opp. L/P N3267
Po Heung Street Luk Heung Public School opp. L/P N3269
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Road opp. Kwong Fuk Estate opp. L/P EA8356
Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opp. L/P DE0033
Tai Po Tai Wo Road opp. Tai Po Old Market Public School near L/P EB8313
Ting Kok Road Full Scene Garden opp. L/P DE0075
Ting Kok Road Lee Kum Kee opp. Fung Yuen opp. L/P EB2820
Ting Kok Road Po Sum Pai opp. L/P AE0645
Ting Kok Road Shuen Wan near L/P AE1620
Ting Kok Road Wing Fai Garden opp. L/P DE0070
Wong Shek Pier

Castle Peak Road near Fu Wah Street [2]
Castle Peak Road near Kin Ming Street
Castle Peak Road near Tsuen King Circuit near L/P U7252-8
Castle Peak Road O/S The Panorama
Castle Peak Road O/S Wing Hong House Fuk Loi Estate
Castle Peak Road opp. Ma Wan Pier
Cheung Shan Estate Road West O/S Sau Shan House Cheung Shan Estate
Sha Tsui Road O/S House No. 213 Lady Trench Polyclinic [2]
Shek Wai Kok Road Shek Wai Kok B/T
Tai Chung Road near Yuen Tun Circuit
Texaco Road Tsuen Wan Industrial Centre DCH Tsuen Wan Motor Service Centre
Tsuen Foo Street near Tsuen Wah Street O/S East Asia Shopping Arcade
Tsuen King Circuit O/S Allway Gardens Phase 3 [2]
Tsuen King Circuit O/S Tsuen King Circuit Market
Tsuen King Circuit O/S Tsuen Wan Centre Shopping Arcade
Wai Tsuen Road near Luk Yeung Sun Chuen
Wing Shun Street under Tsuen Wan Road Flyover
Wo Yi Hop Road O/S Hong Shue House Lei Muk Shue Estate
Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground
Wo Yi Hop Road opp. Wing Shue House Lei Muk Shue Estate
Yeung Uk Road opp. Yeung Uk Road Market O/S Citywalk 2
Castle Peak Road Hong Kong Gold Coast opp. L/P DD0007
Castle Peak Road near Nai Wai opp. L/P FA8102
Castle Peak Road near Tuen Mun Hospital opp. L/P H4932
Castle Peak Road opp. Fu Hang Tsuen opp. L/P DD0196
Castle Peak Road opp. Rosedale Garden opp. L/P H1086
Castle Peak Road opp. Sam Shing Estate near L/P DD0166
Castle Peak Road Prime View Garden opp. L/P H0806
Lung Mun Road opp. Glorious Garden near L/P AD0429
Ming Kum Road O/S Po Tin Interim Housing opp. L/P FA2578
Ming Kum Road opp. King Wah House Shan King Estate opp. L/P FA2794 [2]
Pui To Road near Hang Wai Industrial Centre near L/P FA2217
Shek Pai Tau Road near Toi Shan Association Primary School near L/P DD0969
Shek Pai Tau Road Wai Cheong Industrial Centre near L/P FB4451
Siu Hong Court Bus Terminus near Siu Hong Court Playground
Tai Hing Street Tai Hing Commercial Complex near L/P DD0950
Tin King Road near San Wai Court opp. L/P FA2623
Tuen Fat Road Waldorf Garden near L/P H1867 [2]
Tuen Hing Road near CMA Choi Cheung Kok Secondary School L/P H0379
Tuen Hing Road near New Town Commercial Arcade near L/P H0399
Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0065
Tuen Mun Heung Sze Wui Road On Ting Podium opp. L/P DD0072
Wu Chui Road Melody Garden opp. L/P H4589
Wu Chui Road Siu Hei Court opp. L/P DD0976
Wu King Road opp. Wu Tsui House Wu King Estate near L/P H0958
Wu King Road Wu Tsui House Wu King Estate near L/P H0957
Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate
Choi Hung B/T [3]
Choi Hung Road near Rhythm Garden

Choi Hung Road O/S House No. 22-24 [2]
Choi Hung Road O/S House No. 8 near Ning Yuen Street
Choi Hung Road O/S Ng Wah Catholic Secondary School
Chuk Yuen Estate Bus Terminus [3]
Chuk Yuen Road opp. Baptist Rainbow Primary School
Fu Mei Street O/S Wang Chiu House Wang Tau Hom Estate
Fung Tak Road O/S Ban Fung House Fung Tak Estate [2]
Fung Tak Road O/S Fung Tak Park
Fung Tak Road O/S Lung Poon Court [2]
Fung Tak Road O/S/ Nam Lian Garden
Hammer Hill Road near Chun Tok School
Hammer Hill Road near East Kowloon Polyclinic
Heng Lam Street O/S The Hong Kong Buddhist Hospital
Lung Cheung Road near Hung Ngok House Choi Hung Estate [2]
Lung Cheung Road near Tan Fung House Choi Hung Estate [2]
Lung Cheung Road near Wing Kwong College
Lung Cheung Road O/S Ngau Chi Wan Village Ngau Chi Wan
Lung Cheung Road O/S Temple Mall North
Ma Tsai Hang Road opp. Wang King House Tin Wang Court
Po Kong Village Road near Fu Shan Estate
Prince Edward Road East near Choi Hung Estate
Shatin Pass Road near Lung Yat House Lower Wong Tai Sin Estate
Sheung Fung Street O/S Wu York Yu Health Centre
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate
Tsz Wan Shan Road O/S Ching Hong House Tsz Ching Estate near L/P AB3817 [2]
Tsz Wan Shan Road O/S Lok Wah Street Playground near L/P E6903
Tsz Wan Shan Road O/S Tak Oi Secondary School
Tsz Wan Shan Road opp. Oi Fu House Tsz Oi Court
Tung Tau Tsuen Road O/S Lung Wing House Lower Wong Tai Sin Estate
Argyle Street O/S House No. 83 Sincere House [2]
Boundary Street O/S House No. 15 near Tai Nam Street
Chatham Road South opp. House No. 41-43
Gascoigne Road after Labour Tribunal
Gascoigne Road Chi Wo Street L/P AA3705
Gascoigne Road Labour Tribunal [2]
Hoi Fai Road O/S The Long Beach
Hoi Wang Road O/S Charming Garden
Hung Hom Railway Station Bus Terminus [4]
Jordan Road before the Junction with Ferry Street
Jordan Road House No. 3 near Chi Wo Street
Lai Chi Kok Road O/S House No. 23 Kei Wing Primary School
Mong Kok East Railway Station Podium [2]
Nathan Road House No. 171-173 O/S Park Lane
Nathan Road O/S House No. 105 near Kowloon Park
Nathan Road O/S House No. 133 Park Lane
Nathan Road O/S House No. 405 near Market Street
Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden
Star Ferry B/T [2]
Tai Kok Tsui Road O/S House No. 121

Waterloo Road House No. 54 opp. Kwong Wah Hospital
Waterloo Road south of Dundas Street Kwong Wah Hospital
Wylie Road Queen Elizabeth Hospital L/P DF0847
Castle Peak Road House No. 142 near L/P DD1027
Castle Peak Road Hung Shui Kiu opp. L/P AD2839
Castle Peak Road near Healey Mansion near L/P DD1009
Castle Peak Road near Hung Shui Kiu opp. L/P AD2839A
Castle Peak Road near Yuen Long Police Station near L/P DD1031
Castle Peak Road O/S Villa By the Park near L/P AD6527
Castle Peak Road San Wai (Fairview Park) near L/P FA8356
Kam Tin Road near Lo Uk Tsuen opp. L/P U8859
Long Ping Railway Station B/T near L/P GD2530
Ma Wang Road Shan Shui House Shui Pin Wai Estate near L/P FB6926
S5 Access Road near Pok Oi Hospital near L/P FB9671 [2]
Tin Fuk Road Tin Yau Court opp. L/P AD6673
Tin Ha Road San Sang Tsuen near L/P FB9105
Tin Kwai Road near Lee Shau Kee College opp. L/P AD1178
Tin Kwai Road near Maywood Court near L/P AD5708
Tin Sau Road Nang Fu House Tin Fu Court near L/P AD1244
Tin Sau Road Yat Yeung House Tin Yat Estate opp. L/P AD1215
Tin Shing Road O/S Kenswood Court opp. L/P DD1052
Tin Shing Road O/S Tin Tsz Commercial Complex opp. L/P DD1039
Tin Shui Bus Terminus
Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552
Tin Shui Road Tin Chung Court opp. L/P DD0537
Tin Shui Road Tin Chung Court opp. L/P DD0538
Tin Shui Road Tin Shui Wai Park near L/P DD0568
Tin Shui Road Yan Fu House Tin Fu Court opp. L/P AD1087
Tin Wah Road Chung Ki House Tin Chung Court opp. L/P AD1305
Tin Wah Road near Ching Choi House Tin Ching Estate near L/P AD1313
Tin Wah Road near Tin Yuet Estate opp. L/P AD1305
Tin Wu Road Yiu Shing House Tin Yiu Estate opp. L/P DD0338
Tin Yiu Road O/S Tin Shing Shopping Centre opp. L/P DD3033
Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033
Wang Tat Road Yuet Ping House Long Ping Estate near L/P AD5062
Yuen Long (West) Bus Terminus [3]
Man Tung Road O/S Caribbean Coast Phase 1
Shun Tung Road O/S Yu Tung Court [2]
Shun Tung Road opp. Yu Tung Court
Tat Tung Road near Mei Tung Street O/S Cable Car Terminal
Tat Tung Road O/S Fu Tung Plaza [2]
Wai Tung Road opp. Seaview Crescent
Tai Po Central B/T
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Tau B/T
Discovery Park B/T [2]
Tin Fuk Road Tin Yau Court opp. L/P AD6673
Tin Shui Road Tin Chung Court opp. L/P DD0537
Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD0526

10 Park Road opposite St. Stephen's Girls' College
139 Des Voeux Road West after Eastern Street
2- 8 Caine Road outside Caritas Centre[2]
63F Bonham Road outside Hing Hon Building
Caine Road outside Caine Road Garden
Connaught Road Central outside City Hall
Connaught Road Central outside Shun Tak Centre [5]
Des Voeux Road West before Hill Road
Man Kwong Street outside Central Pier 5
Peak Road before Mount Kellett Road
Pok Fu Lam Road near HKU Yam Pak Building
Pok Fu Lam Road opposite Pok Fu Lam Road Playground
Pok Fu Lam Road outside Pok Fu Lam Road Playground
Queensway outside Bank of China Tower
Shing Sai Road near Kennedy Town New Praya [3]
Chai Wan Road before Yee Tai Street
Chai Wan Road near Koway Court
Chai Wan Road outside Star of the Sea Catholic Church
Chai Wan Road outside Wan Tsui Shopping Centre [2]
Island Eastern Corridor outside Chai Wan Park
Island Eastern Corridor outside Chong Gene Hang College
Oi Yin Street outside Aldrich Garden [2]
Siu Sai Wan Road opposite Siu Sai Wan Sports Ground
Siu Sai Wan Road outside Harmony Garden [2]
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre[2]
Siu Sai Wan Road outside Siu Sai Wan Sports Ground
Tai Tam Road near Tsui Yue House (Block B), Shan Tsui Court
Tin Hau Temple Road opposite Block A, Coral Court
Tin Hau Temple Road opposite Viking Villas
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate
Yee King Road near L/P 33387
Yiu Hing Road opposite King Hei House, Tung Hei Court
Yiu Hing Road outside Yiu Wah House, Yiu Tung Estate
Argyle Street outside Argyle Street Playground
Ma Tau Chung Road outside Argyle Street Playground
Prince Edward Road East opposite ex-San Po Kong Magistracy
33 Tai Tam Road outside The Manhattan
84 Stanley Village Road after Wong Ma Kok Road
Aberdeen Praya Road outside Aberdeen Promenade
Cape Road after access road to Lung Tak Court
Cape Road outside Chun Ma House, Ma Hang Estate
Pok Fu Lam Road opposite Queen Mary Hospital
Repulse Bay Road opposite The Repulse Bay / Old Repulse Bay Hotel
Stanley Gap Road after Stanley Gap Road Interchange
Tai Tam Road opposite The Red Hill Peninsula
Wu Nam Street opposite On Tai Building
Po Hong Road opposite Block 7, Verbena Heights
Po Hong Road outside Block 4, Serenity Place
Po Hong Road outside Kwong Ning House, Kwong Ming Court

Po Lam Road North opposite Ying Ming Court
Po Lam Road North outside Yan Ming Court Shopping Centre
Tong Ming Street outside Sheung Tak Plaza
Tong Yin Street outside Tseung Kwan O Catholic Primary School
A Kung Kok Street opposite Shatin Hospital
Hang Hong Street opposite Yiu On Estate Bus Terminus
Siu Lek Yuen Road outside Siu Lek Yuen Road Playground
18 Harbour Road outside Central Plaza
262 Gloucester Road after Cannon Street
27 Harbour Road outside Wan Chai Training Pool
336 Tai Hang Road outside Marymount Primary School
50 Tai Hang Road outside True Light Middle School of HK
555 Hennessy Road outside East Point Centre / Sogo Department Store
56 Tai Hang Road outside C.C. Lodge
7 Gloucester Road outside Immigration Tower
Causeway Road outside Hong Kong Central Library
King's Road after Ngan Mok Street
Lai Tak Tsuen Road opposite Tak Chuen Lau (Block 4), Lai Tak Tsuen
Morrison Hill Road near South Pacific Hotel
Morrison Hill Road outside Happy Valley Racecourse
Queen's Road East outside St. Joseph's Primary School
Stubbs Road outside Lingnan Primary School
Yee King Road near North Point Government Primary School (Cloud View Road)
12- 16 Des Voeux Road Central outside The Landmark
168- 200 Connaught Road Central outside Shun Tak Centre
2 Murray Road outside Murray Road Multi-Storey Car Park
23 Cotton Tree Drive outside Hong Kong Squash Centre
38 Kennedy Town Praya outside Belcher Bay Park
88 Queensway outside Pacific Place
Chater Road outside Statue Square
Connaught Road Central outside City Hall
Connaught Road Central outside Jardine House
Connaught Road Central outside Shun Tak Centre [2]
Connaught Road Central outside Statue Square
Cotton Tree Drive outside Lippo Centre
Des Voeux Road Central outside Chater Garden
Des Voeux Road West after Queen's Road West
Des Voeux Road West before Hill Road
Harcourt Road outside Central Government Offices
Kennedy Town Praya before Sai Cheung Street
Kennedy Town Praya opposite Collinson Street
Man Kwong Street outside Central Pier 5
Man Kwong Street outside Central Pier 6
Pier Road opposite Harbour Building
Pok Fu Lam Road opposite Pokfield Road Bus Terminus
Pok Fu Lam Road outside HKU Haking Wong Building
Robinson Road opposite Garden Terrace
1037 King's Road outside Block A, Westlands Gardens
15 A Kung Ngam Road outside Block F, Ming Wah Dai Ha

2 Kornhill Road outside Kornhill Plaza (South)
511 King's Road outside Island Place
852 King's Road before Mansion Street
Aldrich Street near Nam On Street and Po Man Street [3]
Chai Wan Road after Lok Man Road
Chai Wan Road after pedestrian flyover to Hing Man Estate
Chai Wan Road before Tai Tam Road
Chai Wan Road near Koway Court
Fu Yee Road outside Block 2 Cheerful Garden
Fu Yee Road outside Cheerful Garden
Java Road opposite Ibis North Point
King's Road opposite Tsing Fung Street
Lei King Road opposite On Ping Mansion (Tower 14), Lei King Wan
Oi Yin Street outside Aldrich Garden
Shun Tai Road outside HKIVE (Chai Wan)
Siu Sai Wan Road outside Siu Sai Wan Estate Shopping Centre [2]
Tai Hong Street outside Tai Hong House
Tin Chiu Street outside Tin Chiu Street Playground
Wan Tsui Road outside Hing Tsui House, Hing Wah Estate
Wan Tsui Road outside Hing Wah Estate Phase I Shopping Centre
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate
Yiu Hing Road opposite Smiling Shau Kei Wan Plaza
Yiu Hing Road opposite Yiu Tung Shopping Centre
Yiu Hing Road opposite Yiu Wah House, Yiu Tung Estate
Yiu Hing Road outside Leung Lee Sau Yu Memorial Primary School
Yiu Hing Road outside Tung Hei Court Multi-storey Car Park
Yiu Hing Road outside Yat Hei House (Block B), Tung Hei Court
Yiu Hing Road outside Yiu Hing House, Yiu Tung Estate
Yiu Hing Road outside Yiu Kwai House, Yiu Tung Estate
233 Hing Fong Road outside Metroplaza
14 Wong Chuk Hang Road outside Victory Factory Building
150 Pok Fu Lam Road outside LCSD Pokfulam Nursery
162 Pok Fu Lam Road outside Pok Fu Lam Village [2]
168 Wong Chuk Hang Road outside Wong Chuk Hang Indoor Games Hall
2 Wah Fu Road outside Pok Fu Lam Terrace
30 Aberdeen Main Road near Seaview Court
38 Island Road outside Deepdene
41 Stanley Village Road outside Stanley Court
7 Stanley Village Road outside Stanford Villa
76 Chung Hom Kok Road
Aberdeen Praya Road outside Aberdeen Promenade
Aberdeen Praya Road outside Ocean Court
Ap Lei Chau Bridge Road before Lee Chi Road
Cape Road after access road to Lung Tak Court
Cape Road opposite Lung Tan House, Lung Yan Court
Cape Road outside Koon Ma House, Ma Hang Estate
Chi Fu Road after Chi Fu Close
Chi Fu Road outside Block 1-7, Chi Fu Fa Yuen
Chi Fu Road outside Chi Fu Fa Yuen Tennis Court

Chung Hom Kok Road opposite Chung Hom Kok Fire Station
Cyberport Road opposite Residence Bel-Air Phase 2-South Towers
Cyberport Road outside Bel-Air on the Peak
Lei Tung Estate Road outside Lei Tung Shopping Centre (Phase 2)
Nam Fung Road after Deep Water Bay Road
Nam Fung Road near South Island School
Nam Fung Road outside Wong Chuk Hang Hospital / Complex for Elderly
Pok Fu Lam Road opposite HKCCCU Pok Fu Lam Road Cemetery
Pok Fu Lam Road opposite Yu Chun Keung Memorial College No.2
Tin Wan Praya Road near Hing Wai Industrial Centre
Wah King Street near Wah Chui House, Wah Fu Estate
Wah King Street outside Hong Fu Playground
Wong Chuk Hang Road after Ocean Park Road
Wong Chuk Hang Road outside Wong Chuk Hang San Wai
Wong Nai Chung Gap Road opposite HK Tennis Centre
Wu Nam Street opposite On Tai Building [4]
Yue Kwong Road opposite Hoy Au Lau, Yue Kwong Chuen
18 Tsing Hoi Circuit outside Lok Hang Yuen, Chi Lok Fa Yuen
Castle Peak Road - Castle Peak Bay opposite Castle Peak Beach
Castle Peak Road - So Kwun Wat before So Kwun Wat Road
Tuen Mun Heung Sze Wui Road outside Light Rail Town Centre Stop
Wu Chui Road outside Pierhead Garden / Light Rail Ferry Pier Terminus
Wu Chui Road outside Tip Sum House, Butterfly Estate
Wu King Road near Wu Poon House, Wu King Estate
Wu Sau Street outside Block 2, Yuet Wu Villa
Castle Peak Road - Sham Tseng outside Rhine Garden
1 Gloucester Road outside The Hong Kong Academy for Performing Arts
1 Green Lane outside Aroma House
113 Tai Hang Road outside Swiss Towers
12 Mount Butler Road outside Jardine Court
19 Eastern Hospital Road outside Tung Wah Eastern Hospital
22 Hennessy Road after Anton Street
23 Tai Hang Road outside Morengo Court
28 Harbour Road outside Causeway Centre
286 Queen's Road East outside Queen Elizabeth Stadium
35 Moorsom Road opposite Jardine's Lookout Garden
50 Gloucester Road (outer) outside Malaysia Building
555 Hennessy Road outside East Point Centre / Sogo Department Store
58 Mount Butler Road before Mount Butler Drive
7 Chun Fai Road outside Flora Garden
7 Gloucester Road outside Immigration Tower
83 Tai Hang Road before Access Road to Loong Fung Terrace
Caroline Hill Road opposite South China Athletic Association
Causeway Road outside Victoria Park [2]
Eastern Hospital Road outside Hong Kong Stadium
Gloucester Road opposite Elizabeth House (near Cross Harbour Tunnel Hong Kong Exit)
Hennessy Road outside Asian House [2]
Hennessy Road outside Southorn Playground
Hing Fat Street outside Victoria Park Swimming Pool

Leighton Road outside Craigengower Cricket Club
Morrison Hill Road opposite Happy Valley Racecourse (under Morrison Hill Road Flyover)
Morrison Hill Road outside Happy Valley Racecourse
Stubbs Road outside Tung Shan Terrace
Tung Lo Wan Road outside Moreton Terrace Playground
Victoria Park Road near Causeway Bay Typhoon Shelter
Wong Nai Chung Road outside Arts Mansion
Tin Kwai Road outside Maywood Court, Kingswood Villas [2]
Tin Sau Road outside Nang Fu House, Tin Fu Court
Tin Shui Road opposite Tin Shui Shopping Centre
Tin Shui Road outside Tin Chak Shopping Centre
Tin Shui Road outside Tin Shui Wai Park
Tin Shui Road outside Wah Yau House, Tin Wah Estate
Tin Wah Road outside Tin Yuet Estate Multi-storey Car Park
Tin Wing Road outside Light Rail Chestwood Stop
Tin Wu Road outside Yiu Shing House, Tin Yiu Estate [2]
Tin Yan Road outside Kingswood Ginza
Shun Tung Road opposite Tung Chung Crescent
Shun Tung Road outside Tung Chung Crescent
Shun Tung Road outside Tung Shing House, Fu Tung Estate
Tat Tung Road near Mei Tung Street
Tat Tung Road outside Fu Tung Plaza
Oi Man Estate outside Oi Man Plaza
8 Yan King Road outside Metro City II
King Ling Road opposite Tiu Keng Leng Station Public Transport Interchange
King Ling Road outside Kin Ming Estate
Po Ning Road opposite Tak Fu House, Hau Tak Estate
Po Yap Road outside Bauhinia Garden Multi-storey Car Park
Po Yap Road outside Tseung Kwan O Plaza
Po Yap Road outside Tseung Kwan O Station
Tong Ming Street opposite Sheung Tak Plaza
Sham Mong Road outside Aqua Marine
151- 159 Gloucester Road (inner) outside AXA Centre
Cherry Street opposite CCC Ming Kei College

Note: At some locations, seats are installed at more than one bus shelter. The number in the square brackets denotes the number of bus shelters installed with seats at the location concerned.

Annex 2

Location of the bus stops with seats to be installed by franchised bus companies under the remaining phases of the Subsidy Scheme in 2019 and 2020 (as at end 2018)

Argyle Street House No. 163 after Forfar Road
Argyle Street near Hospital Authority Building
Argyle Street O/S Argyle Street Playground
Argyle Street O/S House No. 123
Argyle Street O/S The Astrid
Boundary Street O/S Beverly Villas
Boundary Street O/S House No. 119
Chatham Road North House No. 436-450
Chatham Road North near Chi Kiang Street Playground
Chung Hau Street O/S Cascades near Tsoi Kung Po Secondary School
Chung Hau Street O/S CEDD Headquarters L/P 5435-5G
Chung Hau Street O/S Man Hung House Chun Man Court
Chung Hau Street opp. Oi Man B/T L/P AA1342
Fat Kwong Street O/S House No. 1A near Ka Wai Chuen
Fat Kwong Street O/S The Open University of Hong Kong
Hung Hom Road O/S Block Q Whampoa Estate
Junction Road O/S Holy Family Canossian School
Junction Road O/S Iu Shan School
Junction Road opp. Patina [2]
Kowloon Tong Suffolk Road [2]
Laguna Verde B/T
Ma Tau Chung Road O/S Argyle Street Playground [3]
Ma Tau Kok Road O/S Towngas Ma Tau Kok Control Centre [2]
Ma Tau Wai Road near Chi Kwong Street Garden
Ma Tau Wai Road north of Station Lane near Ka Wai Chuen
Prince Edward Road East near Sa Po Road [7]
Prince Edward Road West near Padek Palace
Prince Edward Road West O/S Grandco Mansion
Prince Edward Road West O/S House No. 199
Prince Edward Road West opp. The Lamma Palace
Princess Margaret Road near Greenfield Terrace
Princess Margaret Road Oi Man Estate L/P AA5593-2G
To Kwa Wan Road House No. 11
To Kwa Wan Road House No. 23 near Hung Fook Street
To Kwa Wan Road House No. 33 near Ngan Hon Street
Waterloo Road House No. 81 St. George Apartments
Waterloo Road Kowloon Tong Club
Waterloo Road south of Suffolk Road
Whampoa Garden Bus Terminus [5]
Wuhu Street House No. 155
Castle Peak Road Chung Shan Terrace
Castle Peak Road near Chung Shan Terrace
Castle Peak Road O/S Kwai Chung Public School

Castle Peak Road O/S Wah Yuen Chuen
Cheung Wang B/T
Ching Hong Road near Cheung Ching Estate B/T
Ching Hong Road O/S Ching Wai House Cheung Ching Estate [3]
Ching Hong Road O/S Hong Cheung House
Ching Hong Road O/S Hong Shun House Cheung Hong Estate
Ching Hong Road O/S PLK Lo Kit Sing (1983) College
Ching Hong Road opp. Cheung Ching B/T
Ching Hong Road opp. Cheung Hong Estate
Ching Hong Road opp. PLK Lo Kit Sing (1983) College
Chung Mei Road near Ha Ko Tan Street
Chung Mei Road O/S Hong Fu House Cheung Hong Estate
Chung Mei Road O/S Hong Fung House Cheung Hong Estate
Fung Shue Wo Road O/S Tsing Kin THA
Fung Shue Wo Road O/S Yee Yip House Tsing Yi Estate
Fung Shue Wo Road opp. Tsing Yi Garden
Hing Fong Road O/S Kwai Shun House Kwai Fong Estate
Hing Fong Road O/S Osman Ramju Sadick Memorial Sports Centre
Hing Fong Road opp. Sun Kwai Hing Gardens
King Cho Road O/S Cho Yiu Chuen Commercial Complex
King Cho Road opp. Cho Yiu Chuen Commercial Centre
Kwai Chung Road near Kwai Chung Interchange [3]
Kwai Chung Road near Kwai Yik Road
Kwai Chung Road near Kwong Fai Circuit
Kwai Chung Road near Lai King Catholic Secondary School [3]
Kwai Chung Road O/S Hoover Industrial Building
Kwai Chung Road O/S Luen Tai Industrial Building
Kwai Chung Road opp. Kwai Fong Estate O/S Yue Lam Industrial Building [2]
Kwai Chung Road opp. Sun Kwai Hing Gardens
Kwai Chung Road opp. Sun Kwai Hing Gardens L/P FA6073-7
Kwai Fong Railway Station [8]
Kwai Hing Railway Station Bus Terminus [3]
Kwai Hing Road opp. Hing Fuk House Kwai Hing Estate
Kwai Shing Circuit opp. Lee Wai Lee College
Kwai Tsing Road near Modern Terminals
Kwai Tsing Road near Tsuen Wan Road
Kwai Yan Road opp. Metroplaza
Lai Cho Road opp. Lai Yiu Commercial Complex
Lai King Hill Road near Ching Lai Commercial Centre
Lai King Hill Road near Lai Chi Kok Bay Garden
Lai King Hill Road near The Salvation Army Lai King Home
Lai King Hill Road O/S Ching Lai Court L/P FA4952-5
Lai King Hill Road O/S Lok King House
Lai King Hill Road O/S Yat King House
Lai King Hill Road opp. Ching Lai Commercial Centre
Lai King Hill Road opp. Ching Lai Court
Lai King Hill Road opp. Morninghope School
Lai King Hill Road opp. Wah Lai Estate
Lai King Hill Road opp. Wo King House

Shek Pai Street near Castle Peak Road
Shek Pai Street near Shek Lei Catholic Primary School
Shek Pai Street O/S Block 9, Shek Lei Estate
Shek Pai Street O/S Shek On House
Shek Pai Street opp. Block 1, Shek Lei Estate near L/P W3760-5
Shek Yam Road O/S North Kwai Chung Market
Tai Wo Hau Road near Shek Tau Street O/S Fu Wah House
Tai Wo Hau Road O/S Fu Kwai House Tai Wo Hau Estate
Tai Wo Hau Road O/S Ha Kwai House Kwai Chung Estate
Tsing Luk Street O/S Tsing Yi Estate B/T
Tsing Yi Heung Sze Wui Road near Tsing Yi Industrial Centre
Tsing Yi Heung Sze Wui Road under the Route 3 Bridge
Tsing Yi Railway Station Bus Terminus [6]
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate
Tsing Yi Road opp. Kam Pak Cheuk Restaurant
Tsing Yip Street O/S Yi Wai House Tsing Yi Estate
Wo Tong Tsui Street near Kin Hong Street
Wo Yi Hop Road O/S Riley House
Wo Yi Hop Road O/S Shek Yam Lei Muk Road Park
Cha Kwo Ling Rd O/S Shing Yip Street Rest Garden
Cha Kwo Ling Road O/S Shing Yip Street Rest Garden
Chun Wah Road Ngau Tau Kok Bus Terminus
Chun Wah Road opp. Chun Wah Court
Chun Wah Road opp. Lok Wah Community Centre near L/P E2812-8
Clear Water Bay Road Ping Shek B/T O/S Choi Hung Railway Station
Hip Wo Street O/S House No. 195-197
Hip Wo Street opp. Cheung Wo Court
Hiu Kwong Street O/S Hiu Lai Court
Hong Ning Road near Hong Ning Road Park (Phase I)
Kai Cheung Road opp. HK Auxiliary Police Force Headquarters
Kai Fuk Road near KITEC
Kai Fuk Road near L/P AB3541-1
Kai Fuk Road opp. KITEC
Kai Tin Road O/S Kai Tin Shopping Centre
Kai Yip B/T [3]
King Yip Street O/S House No.55
Ko Chiu Road O/S Ko Yuen House Ko Yee Estate
Ko Chiu Road O/S the HKCWC WCSY Memorial Care and Attention Home for the Aged [2]
Ko Chiu Road opp. Ko Yuen House L/P E2556-6
Kowloon Bay Bus Terminus
Kwun Tong (Elegance Road) B/T
Kwun Tong (Yue Man Square) B/T [2]
Kwun Tong Road near Choi Shek Lane
Kwun Tong Road near Yue Man Centre [2]
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area [2]
Kwun Tong Road O/S Lower Ngau Tau Kok Estate [3]
Kwun Tong Road O/S Millennium City
Kwun Tong Road O/S Millennium City

Kwun Tong Road O/S St. Joseph's Primary School [2]
Kwun Tong Road O/S Telford Gardens
Kwun Tong Road opp. APM Millennium City 5 [2]
Kwun Tong Road opp. Kowloon Bay Railway Station [3]
Kwun Tong Road opp. Lower Ngau Tau Kok Estate
Lam Tin Railway Station B/T [5]
Lam Tin Railway Station Bus Terminus [4]
Lee On Road near Shun Lee Fire Station
Lee On Road O/S Shun On Restaurant Shun On Estate
Lei Yue Mun Road near Lam Tin Railway Station
Lei Yue Mun Road O/S Kowloon East Government Offices [3]
Lei Yue Mun Road O/S Kwun Tong Swimming Pool
Lei Yue Mun Road O/S Yau Tong Estate
Lei Yue Mun Road opp. St. Antonius Girls' College [2]
Lin Tak Road opp. Hong Yat Court
Lin Tak Road opp. Mei Tin House Hing Tin Estate
New Clear Water Bay Road O/S Kei Shun Special School Shun Lee Estate
Ngau Tau Kok Road near Kwai Fai House Lower Ngau Tau Kok Estate
Ngau Tau Kok Road near Kwun Tong Government Primary School
Ngau Tau Kok Road O/S House No. 245 Hay Cheuk Lau Garden Estate
Ngau Tau Kok Road O/S Ngau Tau Kok Railway Station
Pik Wan Road near Cheung Pak House Hong Pak Court
Pik Wan Road O/S Heng Nga House Hong Nga Court
Pik Wan Road O/S Kwong Ching House Kwong Tin Estate
Pik Wan Road O/S Kwong Tin Shopping Centre
Pik Wan Road O/S Tak King House Tak Tin Estate
Pik Wan Road O/S Tak Lok House Tak Tin Estate near L/P LAA6890-6
Pik Wan Road opp. Tak King House Tak Tin Estate
Pik Wan Road opp. Tak Lung House Tak Tin Estate
Ping Shek B/T
Po Lam Road O/S Po Tat Estate
Po Lam Road opp. Po Tat Estate
Prince Edward Road East near Choi Hung Interchange [2]
Sau Mau Ping (Upper) B/T [2]
Sau Mau Ping Road near Sau Ching House Sau Mau Ping Estate
Sau Mau Ping Road Ning Po No. 2 College
Sau Ming Road O/S Sau Fu House
Sau Ming Road O/S Sau Ming House
Sau Ming Road opp. Sau Hong House [2]
Sheung Yuet Road opp. Enterprise Square
Shun Lee Bus Terminus [2]
Shun Lee Tsuen Road O/S Leung Sing Tak Primary School near L/P AB4077-9
Shun On Road Shun Tin Bus Terminus
Shun Tin Bus Terminus
Tak Tin Street O/S Hong Yat Court
Tak Tin Street O/S Kai Wong House Kai Tin Estate
Tseung Kwan O Road opp. Kwun Tong Police Station
Tsui Ping Road O/S Po Pui Court
Tsui Ping Road O/S Tsui Tsz House Tsui Ping Estate

Wang Chiu Road near House No. 17
Wang Chiu Road O/S Block 13, Richland Gardens [2]
Wang Chiu Road O/S Block 18, Richland Garden
Wang Chiu Road O/S Kai Yip Bus Terminus
Wang Chiu Road opp. Richland Gardens Shopping Centre
Wang Kwong Road O/S Richland Gardens Shopping Centre
Castle Peak Road Kam Tsin Tsuen opp. L/P EA2169
Castle Peak Road Kam Tsin Tsuen opp. L/P EB0215
Ching Hiu Road near Ching Ho Estate near L/P AJ1087
Ching Hiu Road near Tsang Mui Millennium School near L/P AJ1047
Choi Yuen Road near Choi Pik House Choi Po Court near L/P N1688
Choi Yuen Road Sheung Shui Railway Station near L/P AJ0142
Fan Kam Road Kiu Tau (Vegetable Collecting Station) near L/P FB3693
Fan Kam Road Lin Tong Mei near L/P N8921
Fan Kam Road Lin Tong Mei opp. L/P EB5087
Fan Kam Road Ying Pun Tsuen near L/P EB5070
Fan Leng Lau Road House No. 125 Fan Leng Lau Tsuen
Fan Leng Lau Road Ma Kam Chan Secondary School
Jockey Club Road near Fung Kai Secondary School opp. L/P AD2633
Jockey Club Road Salvation Army Shek Wu School opp. L/P AD2667
Kwu Tung Road Kwu Tung Market near L/P EA2040
Kwu Tung Road Kwu Tung opp. L/P EA2053
Lin Ma Hang Road near Ta Kwu Ling Police Station opp. L/P N4282
Luen Wo Hui Bus Terminus [3]
Lung Sum Avenue near Lung Sum Avenue Sports Centre near L/P DD0379
Man Kam To Road near Lo Wu Station Road near L/P EB8132
Man Kam To Road near Sandy Ridge Cemetery near L/P EB8136
Man Kam To Road San Uk Ling Man Kam To B/T near L/P EB3842
Pak Wo Road Fanling Railway Station opp. L/P EC0151
Pak Wo Road Flora Plaza opp. L/P EA1894
Pak Wo Road Kei San Secondary School L/P EA9643
Pak Wo Road King Shing Court opp. L/P EA1887
Pak Wo Road opp. Ka Shing Court opp. L/P EA9507
Pak Wo Road opp. Kei San Secondary School opp. L/P EA9644
Pak Wo Road Sheung Shui Government School opp. L/P EA3050
Pak Wo Road Wah Sum Estate opp. L/P EA1895
Pak Wo Road Yan Shing Court near L/P AD4514 [2]
Ping Che Road near Ping Yuen Road near L/P EB4919
Ping Che Road near Regency Court near L/P EB4864
Ping Che Road near Sing Ping Village opp. L/P EB7400
Ping Che Road near Wan Chuen Sin Koon near L/P EB7412
Po Shek Wu Road Choi Ngan House Choi Po Court near L/P AD8405
Po Shek Wu Road Sheung Shui Tsuen opp. L/P N7543
San Wan Road near Fanling Ching Wai opp. L/P N8277
San Wan Road North District Central Park near L/P EA3272
San Wan Road opp. Landmark North near L/P EB7355
Sha Tau Kok Road Chun Yiu near L/P EB1219
Sha Tau Kok Road Fan Leng Lau Tsuen opp. L/P BD0011
Sha Tau Kok Road Ko Po opp. L/P EB7309

Sha Tau Kok Road Kwan Tei opp. L/P EB7265
Sha Tau Kok Road Kwan Tei opp. L/P EB7270
Sha Tau Kok Road Lau Shui Heung opp. L/P EB7280 [2]
Sha Tau Kok Road Lung Yeuk Tau opp. L/P EB7191
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9289
Sha Tau Kok Road Man Uk Pin near L/P EA9241
Sha Tau Kok Road near Ha Wo Hang near L/P EA9280
Sha Tau Kok Road near Loi Tung near L/P EA9225
Sha Tau Kok Road opp. Luen Wo Hui Playground opp. L/P N7679
Sha Tau Kok Road San Wai Barrack opp. L/P EB7242
Sha Tau Kok Road Sun Tsuen near L/P EA9341
Sha Tau Kok Road Tam Shui Hang near L/P EA9346
Sha Tau Kok Road Wo Hang opp. L/P EA9261
Sha Tau Kok Road Yim Tso Ha near L/P EA9302
Sha Tau Kok Shun Lung Street near L/P EA8878
Tai Wo Service Road West Ho Ka Yuen near L/P N6149
Wah Ming Road Hong Ming House Wah Ming Estate near L/P AD0948
Wah Ming Road Yiu Ming House Wah Ming Estate opp. L/P EA9057
Wo Hing Road Chi Hoi Yuen opp. L/P N8171
Wo Hing Road opp. Venton Manufacturing Company Limited near L/P EA9084
Wo Muk Road Alliance Primary School Sheung Shui near L/P DD0743
Chun Kwong Street opp. Next Media Company Limited
Chun Wang Street O/S Mei Ah Centre
Clear Water Bay Road Lung Wo Village
Clear Water Bay Road near Tseng Lan Shue Village
Clear Water Bay Road near Ying Yip Road
Clear Water Bay Road O/S Pik Uk Correctional Institution
Clear Water Bay Road O/S Tai Po Tsai Village
Clear Water Bay Road opp. Pak Shek Wo Village
Clear Water Bay Road opp. Pik Uk Correctional Institution
Clear Water Bay Road opp. Shaw's Studio
Clear Water Bay Road opp. Silver Cape Road
Clear Water Bay Road Pak Shek Wo
Clear Water Bay Road Shaw's Studio
Clear Water Bay Road Sheung Yeung
Clear Water Bay Road Tai Po Tsai Kau
Hang Hau Station Bus Terminus [4]
Hiram's Highway Flyover near Cheng Chek Chee Secondary School
Hiram's Highway Habitat
Hiram's Highway Nam Pin Wai
Hiram's Highway O/S Hebe Haven Yacht Club
Hiram's Highway opp. Cheng Chek Chee Secondary School
Hiram's Highway opp. Po Lo Che near L/P EB6641-7
Hiram's Highway Pak Kong
Kai King Road O/S Ho Ming Court
Po Hong Road O/S Po Hong Park
Po Lam Bus Terminus [5]
Po Lam Road near Anderson Road
Po Lam Road near Tsui Lam Road

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

Nam Cheong Street near Tai Woh Ping T.H.A.
Nam Cheong Street O/S Fu Tin House
Nam Cheong Street O/S Mei Shing House Shek Kip Mei Estate [2]
Nam Cheong Street O/S Shui Tin House Pak Tin Estate
Nam Cheong Street opp. Chak On Estate
Nam Cheong Street opp. Shek Kip Mei Commercial Centre [2]
Sham Mong Road near Hing Wah Street West
Sham Mong Road opp. Fu Cheong Estate
Sham Shing Road O/S Banyan Garden
Sham Shui Po (Yen Chow Street) Bus Terminus [2]
Tai Hung Tung Bus Terminus O/S Tung Lung House Tai Hang Tung Estate
Tai Po Road near Caldecott Road
Tai Po Road opp. Carlton Hotel
Tai Po Road opp. SCAD Hong Kong
Tonkin Street O/S Lai Kok Estate
Un Chau Street opp. House No. 392
Woh Chai Street O/S Shum Oi Church near Wai Chi Street
Woh Chai Street opp. Man Lok House Tai Hang Sai Sun Chuen
Yen Chow Street O/S Sham Shui Po Police Station
A Kung Kok Street O/S A Kung Kok [2]
A Kung Kok Street opp. A Kung Kok [2]
A Kung Kok Street opp. Tsung Tsin Secondary School
Chap Wai Kon Street opp. Shatin Industrial Centre
Che Kung Miu Road O/S Carado Garden [2]
Che Kung Miu Road O/S Che Kung Miu [2]
Che Kung Miu Road O/S Chun Shek Estate [4]
Che Kung Miu Road O/S Festival City
Che Kung Miu Road O/S Hin Yeung House Hin Keng Estate
Che Kung Miu Road O/S Sun Chui Estate [2]
Che Kung Miu Road O/S Tin Sam Village [2]
Che Kung Miu Road opp. Che Kung Miu
Che Kung Miu Road opp. Chun Shek Estate [2]
Che Kung Miu Road opp. Hin Keng Estate
Che Kung Mui Road O/S CRC Supermarket
Fo Tan Road near Fo Tan Village [2]
Fo Tan (Shan Mei Street) Bus Terminus
Hang Fai Street near Kam On Court
Hang Hong Street near Hang Kam Street [2]
Hang Hong Street near Hang Kong House
Hang Hong Street O/S Tsang Pik Shan Secondary School [2]
Hang Hong Street opp. Tsang Pik Shan Secondary School [2]
Hang Tak Street near Hang Shun Street
Hin Keng Street near Ha Keng Hau Village
Hin Keng Street near Hin Hing House
Hin Keng Street near Hin Tin Village
Hung Mui Kuk Road O/S Sun Yuet House
Hung Mui Kuk Road opp. Sun Yuet House [2]
Hung Mui Kuk Road opp. Worldwide Gardens [2]
Jat Min Chuen Street O/S Chan Cho Chak Primary School

Kam Ying Road near Saddle Ridge Gardens
Kam Ying Road O/S Kam Lung Court
Kam Ying Road O/S Kam Ying Court
Kwong Sin Street near Hang Seng Management College
Kwong Sin Street near Kwong Yuen
Lee On Bus Terminus [3]
Lion Rock Tunnel Road O/S Sha Tin Park
Lion Rock Tunnel Road opp. Sha Tin Park
Lion Rock Tunnel Road opp. Sun Tin Wai Estate [3]
Lion Rock Tunnel Toll Plaza
Ma On Shan Road near Ma On Shan Police Station [2]
Ma On Shan Road near Sunshine City [2]
Ma On Shan Town Centre Bus Terminus [2]
Ngan Shing Street O/S City One Bus Terminus
Ngan Shing Street O/S Yue Tin Court
Ngan Shing Street opp. City One Plaza Plus [2]
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street near Ngau Pei Sha Village
Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited [2]
Ning Tai Road near L/P AE0337 opp. Tak Sun Secondary School
Ning Tai Road near L/P AE0393
Ning Tai Road O/S Tak Sun Secondary School
Po Tai Street O/S Ocean View
Sai Sha Road near Fok On Garden
Sai Sha Road near Wu Kai Sha Sun Chuen
Sai Sha Road O/S Bayshore Towers
Sai Sha Road O/S Chung On
Sai Sha Road O/S Kam On Court
Sai Sha Road O/S Ma On Shan Town Centre B/T
Sha Kok Street O/S Pok Hong Bus Terminus [3]
Sha Kok Street O/S Pok Hong Estate [3]
Sha Kok Street O/S Sha Kok Estate
Sha Tin Central Bus Terminus [6]
Sha Tin Centre Street O/S Hilton Centre [2]
Sha Tin Tau Road O/S Shek Ying House [2]
Sha Tin Tau Road opp. Shek Ying House
Sha Tin Wai Bus Terminus [2]
Sha Tin Wai Road near Ever Gain Building
Sha Tin Wai Road near Shatin Park
Sha Tin Wai Road O/S Greenfield Court [2]
Siu Lek Yuen Road near Slip Road to Tate's Carin Highway
Siu Lek Yuen Road near Tai Chung Kiu Road
Siu Lek Yuen Road near Yuen Hong Street
Siu Lek Yuen Road near Yuen Hong Street near L/P 1723-4
Siu Lek Yuen Road O/S Block 28 City One near Po Shing Street
Siu Lek Yuen Road O/S Siu Lek Yuen Village
Siu Lek Yuen Road opp. Block 28, City One
Siu Lek Yuen Road opp. Cypress House Kwong Yuen Estate
Tai Chung Kiu Road near Treasure Floating Restaurant

Tai Chung Kiu Road near Tsang Tai Uk
Tai Chung Kiu Road O/S Belair Garden [2]
Tai Chung Kiu Road O/S Block 13, City One Shatin
Tai Chung Kiu Road O/S Garden Rivera [2]
Tai Chung Kiu Road O/S Jat Min Chuen [2]
Tai Chung Kiu Road O/S Ravana Garden [2]
Tai Chung Kiu Road opp. Belair Garden [2]
Tai Chung Kiu Road opp. Jat Min Chuen [2]
Tai Chung Kiu Road opp. Ravana Garden
Tai Chung Kiu Road opp. Rivera Garden [2]
Tai Chung Kiu Road opp. Tsang Tai Uk
Tai Chung Kiu Road, O/S Garden Rivera
Tai Po Road near Chinese University of Hong Kong
Tai Po Road near Lok Lo Ha
Tai Po Road near Sha Tin Heights Road
Tai Po Road near Shek Lei Pui Reservoir
Tai Po Road O/S Sha Tin Heights
Tai Po Road opp. Chek Nai Ping
Tai Po Road opp. Luk Hop Village
Tai Po Road opp. Sha Tin Garden
Tai Wai Railway Station B/T [2]
Tam Kon Po Street O/S Sha Tin Town Hall
Tin Sam Street near P.L.K. C.W. Chu Secondary School
Tin Sam Street O/S Tin Sam Village [2]
Wu Kai Sha Railway Station B/T [2]
Yuen Wo Road O/S Lek Yuen Estate
Yuen Wo Road opp. Wo Che Estate [2]
Chung Nga Road Heng Wing House Fu Heng Estate opp. L/P EA7458
Dai Cheong Street opp. Tai Po Industrial Estate B/T near L/P M7469
Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House No. 1-3
Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026
Dai Hei Street opp. ZAMA Corporation Limited near L/P EA7513
Dai King Street opp. Phoenix Television Corporation near L/P EA7530
Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041
Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480
Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426
Kwong Fuk Road House No. 81 near Tung Mau Square
Lam Kam Road Kau Liu Ha near L/P EB9382
Lam Kam Road Ping Long Wing Fat Farm opp. L/P EB0477
Lam Kam Road San Tong Kun Kee Farm near L/P EB0488
Lam Kam Road Shek Poon Ho near L/P EA7374
Nam Wan Road near Kwong Fuk Estate opp. L/P N3281
Nam Wan Road near Kwong Fuk Playground opp. L/P AM3295
Nam Wan Road opp. Kwong Fuk Estate near L/P N3282
On Po Road Tai Po Central Bus Terminus opp. L/P EB3785
Pak Tam Road Ko Tong
Pak Tam Road Ko Tong Ha Yeung
Pak Tam Road near Lady MacLehose Holiday Village

Pak Tam Road To Kwa Peng (Uk Tau)
Sai Sha Road Che Ha near L/P N2477
Sai Sha Road Kei Ling Ha Lo Wai near L/P EA7924
Sai Sha Road Kei Ling Ha San Wai near L/P EA0667
Sai Sha Road Ma Kwu Lam near L/P N2469
Sai Sha Road Nai Chung [2]
Sai Sha Road near Cheung Muk Tau
Sai Sha Road opp. Cheung Muk Tau
Sai Sha Road Tai Tung near L/P N2464
Sam Mun Tsai Road Fish Market near Ting Kok Road opp. L/P N3066
Sam Mun Tsai Road near Pao Siu Loong Care and Attention Home near L/P N3080
Sam Mun Tsai Road opp. Pao Siu Loong Care and Attention Home opp. L/P N3079
Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]
Tai Po Market Railway Station [3]
Tai Po Road Cheung Shue Tan near L/P EC0749
Tai Po Road Cheung Shue Tan opp. L/P EC0748
Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737
Tai Po Road Chung Tsai Yuen near L/P M6323
Tai Po Road Chung Tsai Yuen opp. L/P AE1650
Tai Po Road Deerhill Bay near L/P EC0742
Tai Po Road House No. 4211 Southview Villas near L/P EC0693
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Road Lai Chi Hang Tsuen near L/P EC0707
Tai Po Road near Tai Po Mei
Tai Po Road opp. Chung Tsai Yuen Garden near L/P EC0731
Tai Po Road opp. Lai Chi Hang Tsuen near L/P M6338
Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798
Tai Po Road Savanna Garden near L/P CE1316
Tai Po Road Shui Wai near Tai Po Garden near L/P EA7027
Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168
Tai Po Road Tai Po Kau opp. Redland Garden opp. L/P EC0683
Tai Po Road Wong Yi Au near L/P CE0035
Tai Po Road Wong Yi Au near L/P EC0670
Tai Po Tai Wo Road near Tai Po Old Market Public School opp. L/P DE0026
Tai Po Tai Wo Road near YATA opp. L/P DE0015
Tai Wo Service Road West Kau Lung Hang near L/P N7079
Tai Wo Service Road West Nam Wah Po near L/P N6101
Tai Wo Service Road West Tai Hang opp. L/P EB5705
Tai Wo Service Road West Tai Wo opp. L/P EB5714
Ting Kok Road Fortune Garden near L/P BE1220
Ting Kok Road Lung King Village opp. L/P EA8237
Ting Kok Road near Block 1 Tai Ping Industrial Building opp. L/P EB0392
Ting Kok Road near Immanuel Lutheran College opp. L/P EB0394
Ting Kok Road near Lai Pek Shan Road near L/P AE0652
Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191
Ting Kok Road near Tung Tsz Road near L/P AE0637
Ting Kok Road opp. Ha Hang near CLP Substation opp. L/P EB2836
Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270
Ting Kok Road Yue Kok opp. L/P EB5688

Ting Kok Road Yue Kok opp. L/P EB5690
Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College opp. L/P DE0054
Ting Tai Road Tai Po Swimming Pool opp. L/P DE0060
Wan Tau Street opp. House No. 83 Wing Wo Building near L/P EB1193
Yuen Shin Road Waterfront Park opp. L/P EA7987
Yuen Shin Road Yuen Shin Park opp. L/P EA7986
Castle Peak Raod Nam Fung Centre Tsuen Wan Railway Station B/T [2]
Castle Peak Road near Chai Wan Kok Street
Castle Peak Road near Kam Fung Garden [2]
Castle Peak Road near Kin Ming Street
Castle Peak Road near Ma Wan Pier near L/P FB3130
Castle Peak Road near Tsing Lung Tau Tsuen
Castle Peak Road O/S Hong Kong Telephone Telephone Exchange
Castle Peak Road O/S House No. 135-143 Silka Far East Hotel [3]
Castle Peak Road O/S House No. 17-29
Castle Peak Road O/S Lido Garden
Castle Peak Road O/S Sea Crest Villa Phase 4
Castle Peak Road O/S Wing Hong House Fuk Loi Estate
Castle Peak Road opp. Sea Crest Villa Phase 3
Castle Peak Road Tsing Lung Tau Pier opp. Hong Kong Garden near L/P BC0946
Hoi On Road near the junction with Castle Peak Road
On Yin Street near Tsuen King Circuit Tsuen Tak Garden
Route Twisk Chuen Lung near L/P FA5590
Route Twisk Chuen Lung opp. L/P FA5590
Route Twisk near Ha Kwong Pan Tin Tsuen
Route Twisk near Tai Kiu Tsuen
Sam Tung Uk Road opp. Sam Tung Uk Resite Village
Sea Crest Villa Access Road opp. Sea Crest Villa Phase 2
Sha Tsui Road O/S House No. 334
Tai Ho Road O/S Cheuk Ming Mansion
Tai Ho Road O/S House No. 53-55
Tsuen King Circuit near Tsuen Wan Police Station
Tsuen King Circuit O/S Tsuen King Garden LST Wan Lap Keng Social Centre for The Elderly
Tsuen King Circuit O/S Tsuen King Garden Monthly Carpark
Tsuen King Circuit Tsuen Wan Centre Market
Tsuen Wan (Nina Tower) B/T
Tsuen Wan West Railway Station B/T [5]
Wo Yi Hop Road O/S Shek Wai Kok Sun Village
Wo Yi Hop Road O/S Wo Yi Hop Road Sports Ground
Wo Yi Hop Road opp. Ho Fung Secondary School
Yi Pei Chun Road near Hoi Pa Resite Village
Yi Pei Chun Road O/S Tung Po To
Castle Peak Road Brilliant Garden opp. L/P FB1957
Castle Peak Road Cafeteria Beach opp. L/P DD0131
Castle Peak Road Chi Lok Fa Yuen near L/P GD0384
Castle Peak Road Dragon Inn opp. L/P DD0154
Castle Peak Road Fu Tai Estate opp. L/P DD0198
Castle Peak Road Golden Beach near L/P DD0193

Castle Peak Road Harvest Garden opp. L/P H4957
Castle Peak Road Hoh Fuk Tong College opp. L/P H1082
Castle Peak Road House No. 201 Sheltered Workshop opp. L/P H1088
Castle Peak Road Ka Wo Lane Tsuen opp. L/P DD0019
Castle Peak Road Lam Tei opp. L/P GD0630
Castle Peak Road Miu Fat Buddist Monastery opp. L/P FA8091
Castle Peak Road near Chung Uk Tsuen opp. L/P AD2825
Castle Peak Road near Fuk Hang Tsuen opp. L/P FA8098
Castle Peak Road near Nai Wai Railway Station opp. L/P FA8101
Castle Peak Road near Pearl Island opp. L/P DD0025
Castle Peak Road near Siu Lam Tsuen opp. L/P FC4895
Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099
Castle Peak Road near Waldorf Garden opp. L/P H3636
Castle Peak Road near Yick Yuen opp. L/P AD2815
Castle Peak Road near Yick Yuen opp. L/P AD2817
Castle Peak Road O/S Gold Coast Complex opp. L/P DD0010
Castle Peak Road opp. Brilliant Garden opp. L/P FB1958
Castle Peak Road opp. Lingnan University opp. L/P DD0203
Castle Peak Road opp. Prime View Garden opp. L/P H0805
Castle Peak Road opp. Waldorf Garden opp. L/P H3641
Castle Peak Road opp. Yan Oi Market opp. L/P H3657
Castle Peak Road Sam Shing Estate opp. L/P DD0164
Castle Peak Road Sea View Garden near L/P DD0142
Castle Peak Road Siu Lam Quarters opp. L/P FC4912
Castle Peak Road Siu Lam San Tsuen opp. L/P FC4879 [2]
Castle Peak Road Siu Sau Sheung Tsuen opp. L/P FC4845
Castle Peak Road Siu Sau Tsuen opp. L/P FC4846
Castle Peak Road Tai Lam Chung opp. L/P FA2034
Castle Peak Road The Aegean opp. L/P FC4855
Castle Peak Road The Aegean opp. L/P FC4864
Hoi Chu Road Goodview Garden near L/P H1358
Hoi Chu Road opp. Goodview Garden opp. L/P H1358
Hoi Chu Road Tsui Ning Garden near L/P FA1441
Lung Mun Oasis Bus Terminus [2]
Lung Mun Road near Pak Kok opp. L/P FA2370
Lung Mun Road Siu Shan Court opp. L/P FA2784
Lung Mun Road Sun Tuen Mun Centre opp. L/P FB6948
Ming Kum Road near King Wah House Shan King Estate opp. L/P FA2793
Shek Pai Tau Road near China Light Company near L/P FB4431
Slip Road of Lam Tei Interchange Fu Tei
Tsing Wun Road opp. St. Peter's Church opp. L/P FC3772
Tsing Wun Road opp. Tsing Wun Railway Station opp. L/P H3003
Tsun Wen Road O/S Tuen Mun Catholic Secondary School opp. L/P FA2380
Tuen Hi Road Tuen Mun Town Hall near L/P FC0636
Tuen Mun Ferry Pier Bus Terminus
Tuen Mun Road near Shell Oil Station opp. L/P AD3876
Tuen Tsing Lane Sun Tuen Mun Centre
Under the Podium of Hanford Garden
Wu Chui Road Tip Sum House Butterfly Estate near L/P H4594

Wu Chui Road Wu Pik House Wu King Estate near L/P FA2184
Yau Oi (South) B/T
Choi Hung Access Road O/S Pik Hoi House Choi Hung Estate [2]
Choi Hung Road Choi Hung Road Playground
Choi Hung Road near Rhythm Garden [3]
Choi Hung Road near Rhythm Garden
Choi Hung Road O/S House No. 14-16
Choi Hung Road O/S Lok Sin Tong Wong Chung Ming Secondary School
Choi Hung Road O/S Ng Wah Catholic Secondary School
Choi Hung Road O/S Yin Hing Building
Choi Hung Road opp. Shing King Industrial Building
Choi Hung Road opp. Wing Chai Industrial Building
Choi Hung Road opp. Wong Tai Sin Police Station [2]
Chuk Yuen Road near Baptist Rainbow Primary School
Clear Water Bay Road near Ngau Chi Wan Market
Fu Mei Street O/S Wang Fu House Wang Tau Hom Estate
Fu Mei Street O/S Wang Yip House Wang Tau Hom Estate
Fung Tak Road near Wong Tai Sin Fire Station
Fung Tak Road O/S House No. 75
Hammer Hill Road O/S Kam Wan House Choi Hung Estate
Junction Road near Fu Yue House Fu Keung Court
Junction Road O/S Heng Lam Street Sitting-out Area
Junction Road O/S HKICC Lee Shau Kee School of Creativity
Juntion Road near Lok Fu Recreation Ground
Lok Fu Bus Terminus [6]
Lung Cheung Road near Hung Ngok House Choi Hung Estate
Lung Cheung Road near Morse Park Swimming Pool [3]
Lung Cheung Road near Wang Yiu House Wang Tau Hom Estate
Lung Cheung Road O/S Lung Cheung Government Secondary School [2]
Lung Cheung Road O/S Tan Fung House Choi Hung Estate
Lung Cheung Road O/S Temple Mall North
Lung Cheung Road O/S Temple Mall South [2]
Lung Cheung Road O/S Tin Ma Court
Lung Poon Street inside Plaza Hollywood [7]
Ma Chai Hang Road O/S Wang King House Tin Wang Court
Ma Tsai Hang Road opp. Wang King House Tin Wang Court
New Clear Water Bay Road O/S Pak Hung House Choi Wan Estate
Po Kong Village Road near Po Kong Village Road Sports Centre
Po Kong Village Road O/S Fu Yan House Fu Shan Estate
Po Kong Village Road O/S Fu Yau Building
Po Kong Village Road O/S Fung Chuen Court
Po Kong Village Road O/S Po Leung Kuk No. 1 W.H. Cheung College
Prince Edward Road East near Choi Hung Interchange
Prince Edward Road East O/S Prince Industrial Building
Prince Edward Road East O/S Rhythm Garden
Prince Edward Road East O/S Tai King Industrial Building
Prince Edward Road East O/S The Latitude [2]
Prince Edward Road East opp. Rhythm Garden
Sheung Fung Street near Kam Fung Street Sitting-out Area

Shung Wah Street near Po Kong Lane
Tsz Wan Shan (South) B/T [2]
Tung Tau Tsuen Road O/S Carpenter Road Park
Tung Tau Tsuen Road O/S Wai Tung House Tung Tau Estate
Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate
Tung Tau Tsuen Road opp. Carpenter Road Park
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate
Boundary Street O/S Tai Hang Tung Recreation Ground
Boundary Street opp. Mongkok Stadium
Canton Road O/S The Victoria Towers
Chatham Road South House No. 85
Chatham Road South O/S Science Museum near L/P DF0154
Chatham Road South opp. House No. 41-43
Cheong Wan Road O/S HK Polytechnic University
Cherry Street O/S Ming Kei College
Cherry Street opp. Ming Kei College
Embankment Road near L/P E9066
Hoi Wang Road O/S Charming Garden
Hoi Wang Road O/S Hoi Fu Court [2]
Hoi Wang Road O/S Park Avenue
Island Harbourview B/T [2]
Jordan Road O/S Kowloon Union Church
Kowloon Railway Station B/T [2]
Lai Chi Kok Road House No. 112 near Tai Nam Street Sitting Out Area
Lai Chi Kok Road O/S House No. 166 near Tai Nam Street Sitting Out Area
Luen Wan Street near MK East Railway Station Pedestrian Elevator
Mong Kok (Park Avenue) Bus Terminus [3]
Nathan Road House No. 138 near St. Andrew's Church
Nathan Road House No. 405 near Market St
Nathan Road House No. 405 near Market Street
Nathan Road near Gascoigne Road L/P E0217-5
Nathan Road O/S House No. 23-25 Prestige Tower
Nathan Road O/S House No. 105 near Kowloon Park [2]
Nathan Road O/S House No. 105 near Kowloon Park
Nathan Road O/S House No. 132 near The Mira Hong Kong
Nathan Road O/S House No. 213 Tsim Sha Tsui Police Station
Nathan Road O/S House No. 760 near Allied Plaza
Nathan Road O/S Mongkok Police Station
Nathan Road O/S Peninsula Hotel
Olympic Station B/T
Prince Edward Road West O/S Prince Edward Road /Nullah Road Garden
Sai Yee Street O/S Queen Elizabeth Secondary School
Salisbury Road East Tsim Sha Tsui Station [3]
Salisbury Road Middle Road Park
Salisbury Road Middle Road Park near L/P AA7970-2
Salisbury Road Middle Road Park near L/P AA7972-3
Sham Mong Road near Hoi Fai Road
Sham Mong Road O/S Metro Harbour View
Tai Kok Tsui Road O/S House No. 9

Tai Kok Tsui Road opp. House No. 181 near Larch Street Sitting Out Area
Tsim Sha Tsui East (Mody Road) Bus Terminus adjacent to Wing On Plaza [2]
Tsim Sha Tsui East B/T [3]
Waterloo Road near Yau Ma Tei Fire Station
Wylie Road near Ho Man Tin Hill Road
Castle Peak Road House No. 130 near L/P DD1026
Castle Peak Road Lok Ma Chau near L/P AD7512
Castle Peak Road Mai Po near L/P FC4103
Castle Peak Road near Fui Sha Wai opp. L/P AD2860B
Castle Peak Road near Fui Sha Wai opp. L/P AD9819
Castle Peak Road near Ki Tai Garden San Hei Tsuen opp. L/P AD2866B
Castle Peak Road near Ping Shan opp. L/P AD2872
Castle Peak Road near Ping Shan opp. L/P AD2878
Castle Peak Road near Shui Pin Tsuen near L/P AD2911
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2850
Castle Peak Road near Tong Fong Tsuen Railway Station opp. L/P AD2865
Castle Peak Road near Yuen Long Landmark near L/P DD1012
Castle Peak Road near Yuen Long Police Station near L/P DD1031
Castle Peak Road Shui Pin Wai Estate near L/P AD2894
Castle Peak Road Tung Shing Lei near L/P H3212
Castle Peak Road Tung Shing Lei near L/P U8917
Castle Peak Road Yeung Uk Tsuen near L/P BD0335
Castle Peak Road Yuen Long Park near L/P AD2906
Fan Kam Road Chuk Hang (Sheung Che) near L/P FB3616
Fan Kam Road Chuk Hang opp. L/P FB3615
Fan Kam Road near Shui Kan Shek opp. L/P FB3628
Fan Kam Road Pat Heung Police Station opp. L/P BD1121
Fan Kam Road Shui Kan Shek near L/P FB3626
Fan Kam Road Wang Toi Shan Shan Tsuen opp. L/P FB3602
Kam Sheung Road Dao Uk Tsuen near L/P U8451
Kam Sheung Road Lin Fa Tei near L/P U8423
Kam Sheung Road near Pat Heung Road near L/P FA3582
Kam Sheung Road Ng Ka Tsuen near L/P AD7134
Kam Sheung Road Sheung Tsuen Playground near L/P U8476
Kam Sheung Road Shui Lau Tin near L/P U8413
Kam Sheung Road Shui Tsan Tin near L/P U8405
Kam Sheung Road St. Joseph's Church Kindergarten near L/P U8340
Kam Sheung Road Tin Sam near L/P U8366
Kam Sheung Road Tse Uk Tsuen near L/P U8448
Kam Sheung Road Wing Lok Yuen (Liu Chiu Kee Garden) near L/P U8395
Kam Sheung Road Yuen Kong Tsuen near L/P U8387
Kam Tin Road Chi Ma Ling opp. L/P U8871
Kam Tin Road Chun Yiu opp. L/P U8887
Kam Tin Road Kam Tin Market near L/P FB5711
Kam Tin Road Ko Po L/P AD1677
Kam Tin Road Mung Yeung Primary School near L/P FB5696
Kam Tin Road Mung Yeung Primary School near L/P FB5699
Kam Tin Road near House No. 40 Kam Tin Post Office
Kam Tin Road near Lo Uk Tsuen opp. L/P U8860

Kam Tin Road near Pat Heung Shek Kong Bridge opp. L/P FB5751
Kam Tin Road opp. Ko Po Tsuen near L/P AD1658
Kam Tin Road opp. The Salvation Army Kam Tin Integrated Services Centre opp. L/P FB5702
Kam Tin Road Tai Kong Po near L/P AD5639
Kam Tin Road Tai Kong Po near L/P BD4972
Long Yat Road near Yoho Mall II near L/P AD5179
Long Yat Road Yoho Mall II near L/P AD5179
Long Yat Road Yoho Mall II near L/P AD5180
Ping Ha Road Pak Sha Tsai opp. Tin Shing Court opp. L/P AD6659
Ping Ha Road Ping Shan Hang Mei Tsuen opp. L/P FB9222
Route Twisk Country Park Management Centre near L/P FA7877
San Tam Road Chuk Yuen near L/P FA8434
San Tam Road Fung Kat Heung opp. L/P FA9285
San Tam Road Ko Hang Maple Garden near L/P FA8471
San Tam Road Mo Fan Heung near L/P FA9272
San Tam Road Pok Wai near L/P FA9262
Shap Pat Heung Road Emerald Green opp. L/P BD1354
Sheung Tsuen Bus Terminus [2]
Tin Fuk Road near Tsui Sing Lau opp. L/P AD6669
Tin Kwai Road near Lynwood Court near L/P FB2085
Tin Kwai Road near Maywood Court near L/P AD5708
Tin Kwai Road near Maywood Court near L/P FC3992
Tin Sau Road opp. Ching Pik House Tin Ching Estate opp. L/P AD1224
Tin Shui Road O/S Tin Shui Estate opp. L/P DD0550
Tin Shui Road O/S Tin Wah Estate opp. L/P DD0538
Tin Shui Road opp. Tin Shui Wai Park near L/P DD0564
Tin Shui Road Tin Chak Estate opp. L/P AD1067
Tin Shui Road Tin Yan Estate opp. L/P AD6627
Tin Shui Wai Town Centre B/T [2]
Tin Wing Road opp. Chestwood Court opp. L/P DD0331
Tin Wu Road near Sherwood Court opp. L/P DD0338
Tin Yiu Bus Terminus
Tin Yiu Road O/S Tin Shui Wai Police Station opp. L/P DD0524
Tin Yiu Road Yiu Man House Tin Yiu Estate opp. L/P DD3033
Town Park Road North opp. Park Royale opp. L/P DD0658
Town Park Road South opp. Villa Art Deco opp. L/P DD1799
Wang Tat Road Fung Chi Tsuen near L/P H1595
Wetland Park Road opp. Grandeur Terrace opp. L/P AD2155
Yuen Long East Bus Terminus
Yuen Long Park Bus Terminus
Sha Tin Centre Street O/S Hilton Centre
Argyle Street House No. 173
Argyle Street O/S Argyle Street Playground
Argyle Street O/S House No. 121
Argyle Street O/S House No. 125
Argyle Street O/S The Astrid
Boundary Street House No. 131-139 La Salle Primary School
Boundary Street La Salle Primary School L/P AA1251-3

Broadcast Drive House No. 15-37 near Lung Cheung Court
Broadcast Drive O/S House No. 89-91
Chatham Road North near Cooke Street L/P K9729-7
Chung Hau Street Carmel Secondary School L/P AA1351-8G
Chung Hau Street near Ho Man Tin Railway Station
Chung Hau Street O/S Block 1, Ultima
Chung Hau Street O/S House No. 88 near Ho Man Tin Government General Office
Cornwall Street opp. House No. 6 Lockoo Gardens
Fat Kwong Street near Chung Hau Street
Fat Kwong Street near Sheung Lok Street L/P AA4505-1
Fat Kwong Street Shun Yung Street near L/P AB 0287-0
Fat Kwong Street Valley Road Estate Block 17
Fat Kwong Street Valley Road Estate Block 2
Hau Man Street near Kar Man House Oi Man Estate
Hung Hom Road south of Bailey Street Peninsula Square
Hung Hom South Road O/S Hung Hom Bay Centre
La Salle Road Sheffied Garden
Laguna Verde B/T [2]
Lancashire Road House No. 34 east of Oxford Road
Lung Cheung Road opp. Phoenix House
Ma Tau Chung Road near L/P AA2886-6G
Ma Tau Chung Road O/S Sung Wong Toi Park
Ma Tau Chung Road O/S Sung Wong Tooi Park
Ma Tau Wai Road near Chi Kwong Street Garden
Ma Tau Wai Road near U.C. To Kwa Wan Market
Muk Hung Street near Kai Ching Estate
Prince Edward Road East near Sa Po Road [2]
Prince Edward Road West near Ma Tau Chung Road [6]
Prince Edward Road West O/S House No. 201
Prince Edward Road West O/S House No. 249
Pui Ching Road Pui Ching Middle School
Renfrew Road House No. 30 opp. Mary Rose School
Renfrew Road Kowloon Tong Force Quarters
Sa Po Road O/S Regal Oriental Hotel
Sheung Shing Street Sheung Lok Street near L/P AA1123-8
Shing Kai Road near Tak Long Estate
Shing Tak Street Kowloon City
Waterloo Road Kowloon Tong Club
Waterloo Road south of Derby Road
Waterloo Road south of Junction Road
Waterloo Road south of Rutland Quadrant L/P K8660-6 [2]
Castle Peak Road near Shek Ying Path
Castle Peak Road O/S Wah Yuen Chuen
Cheung Ching B/T near Cheung Ching Estate Community Centre [3]
Cheung Hang near Cheung Hang Shopping Centre [2]
Cheung Wang B/T
Cheung Wing Road O/S Sun Fung Centre
Ching Hong Road beside Cheung Ching Estate B/T [2]
Ching Hong Road O/S Ching Wai House Cheung Ching Estate [2]

Fung Shue Wo Road O/S Greenfield Garden Shopping Mall
Hing Fong Road opp. Sun Kwai Hing Gardens
Kwai Chung Road near Kwong Fai Circuit [2]
Kwai Hing Railway Station Bus Terminus
Kwai Hing Road O/S Hing Fuk House Kwai Hing Estate
Kwai Hing Road O/S Kwai Hing Railway Station Exit A
Kwai Luen Road O/S Kwai Shing West B/T [2]
Kwai Luen Road opp. Luen Hei House Kwai Luen Estate
Kwai Shing Circuit near Chun Kwai House Kwai Chung Estate
Kwai Shing Circuit near Shing On House
Kwai Shing Circuit near Tai Wo Hau Road L/P 9747-8
Kwai Shing Circuit O/S Lee Wai Lee College
Kwai Shing Circuit O/S Water Service Reservoir
Kwai Shing Circuit opp. Lee Yat Ngok Memorial School
Kwai Shing Circuit opp. Shing On House
Kwai Shing Circult O/S Shing Kwok House
Kwai Shing East Bus Terminus [3]
Kwai Tsing Road near Kwai Tai Road
Kwok Shui Road near Tai Wo Hau Railway Station L/P FB 2840-8
Kwok Shui Road O/S Mita Centre
Lai King Hill Road Lai King North B/T
Liu To Road O/S Cheung Hang Estate Commercial Complex [2]
On Yam near Tak Yam House [2]
Sai Shan Road near Mayfair Gardens
Shek Pai Street O/S Fung Yam House L/P 4405-2
Shek Yam Road O/S North Kwai Chung Market
Tai Pa Tin Street O/S Shek Yam East Estate
Tai Pak Tin Street O/S Yung Shek House Shek Yam Estate
Tai Wo Hau Road near Yan Kwai House Kwai Chung Estate
Tai Wo Hau Road O/S Kwai Hong Court
Tai Wo Hau Road O/S New Kwai Hing Gardens
Tai Wo Hau Road opp. Chau Kwai House Kwai Chung Estate
Tai Wo Hau Road opp. Kwai Chung Estate Bus Terminus
Tai Wo Hau Road opp. Yan Kwai House Kwai Chung Estate
Tsing King Road O/S Tivoli Garden
Tsing Yi Pier Bus Terminus
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate
Tsing Yi Road West opp. Cheung Hang Estate
Wai Kek St O/S Shek On House
Wo Yi Hop Road O/S House No. 212 L/P FB2905-0
Wo Yi Hop Road O/S House No. 33 The Apex
Cha Kwo Ling Road O/S Block 17 Laguna City
Cha Kwo Ling Road opp. Block 17, Laguna City
Choi Ha Road O/S Ying Shun House Choi Ying Estate
Chun Wah Road Ngau Tau Kok Bus Terminus
Chun Wah Road O/S Lok Nga Court [2]
Chun Wah Road O/S On Kay Court
Hip Wo Street O/S Cheung Wo Court near L/P L-AA0321-OG
Hip Wo Street opp. Wah Fung Court

Hiu Kwong Street opp. Hiu Kwong Street Recreation Ground
Hiu Kwong Street opp. Sau Ming House [2]
Hong Ning Road opp. Hong Ning Road Park (Phase I)
Kai Cheung Road opp. Dah Chong Hong Motor Car Service Centre [2]
Kai Tin Road near Kai Tin Shopping Centre
Kai Tin Road O/S FDBWA Szeto Ho Secondary School
Kai Yip B/T
King Yip Street O/S House No.57 near Hing Yip Industrial Building
Ko Chiu Road near Ko Chiu Path
Kung Lok Road O/S House No. 75
Kuwn Tong Road O/S Lower Ngau Tau Kok Estate
Kwun Tong (Elegance Road) B/T
Kwun Tong (Tsui Ping Road) Bus Terminus [2]
Kwun Tong Ferry Bus Terminus [5]
Kwun Tong Road near House No.83 Ting Fu Street
Kwun Tong Road near Kowloon Bay Railway Station
Kwun Tong Road O/S Kai Yip Estate [2]
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area
Kwun Tong Road O/S Lower Ngau Tau Kok Estate [2]
Kwun Tong Road O/S Millennium City [2]
Kwun Tong Road O/S Ngau Tau Kok Railway Station [3]
Kwun Tong Road O/S Telford Gardens
Laguna City B/T [3]
Lam Tin (Kwong Tin Estate) Bus Terminus [2]
Lam Tin (North) Bus Terminus [2]
Lee On Rd O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Shun On Restaurant Shun On Estate
Lee On Road opp. Lee Hang House
Lee On Road opp. Shun Lee Fire Station
Lei Yue Mun Road O/S Lai Yue Mun Road Playground
Lei Yue Mun Road O/S Lei Yue Mun Plaza
Lei Yue Mun Road opp. L/P AA4579-4
Lin Tak Road O/S Choi Tin House Hing Tin Estate
Lin Tak Road O/S Hong Yat Court
Ngau Tau Kok Road opp. Amoy Gardens
On Tin Street opp. Ping Chun House
Pik Wan Road near Lung Pak House Hong Pak Court near L/P AA1214-0G
Pik Wan Road near Tak Hong House Tak Tin Estate
Pik Wan Road O/S Heng Nga House Hong Nga Court near L/P AA1208-5G
Ping Shek B/T
Sau Mau Ping (Central) Bus Terminus
Sau Mau Ping Road near Shun On Road
Sau Mau Ping Road opp. Sau Ching House Sau Mau Ping Estate
Sau Mau Ping Road opp. Sau Fai House
Sau Ming Road opp. Sau Ming House
Sau Ming Road opp. Sau On House
Sau Ming Road Sau Mau Ping Shopping Centre
Shun Lee Tsuen Road opp. Shun On Estate near L/P AB4076-4

Shun On Road O/S Ning Po No. 2 College
Tak Tin Sreet near Tak Tin Shopping Centre
Tsui Ping Road near Hui Ming Street
Wai Yip Street near L/P AA3608-6
Wai Yip Street near Wai Lok Street
Wai Yip Street O/S House No.99
Wang Chiu Road O/S Kowloon Bay Sportground
Wang Chiu Road opp. Kowloon Bay Sports Ground
Wang Kwong Road near Kai Lai Road
Wang Kwong Road O/S Lam Wah Street Playground near L/P E7750-3
Yue Man Square O/S House No.16-18
Castle Peak Road Ho Tung Bridge near L/P EA2160
Castle Peak Road near Fan Kam Road near L/P AD8385
Cheung Wah Estate near Cheung Lok House near L/P N7476
Ching Hiu Road opp. Ching Ho Estate near L/P BD4361
Ching Hiu Road Royal Green near L/P AJ1103
Ching Ho Estate Bus Terminus
Choi Yuen Road opp. Choi Pik House Choi Po Court near L/P AD6956
Fan Kam Road On Po Village opp. L/P AJ1498
Fan Kam Road Ping Kong opp. L/P AD8350
Jockey Club Road near Sheung Shui Wai opp. L/P AD2628
Jockey Club Road near Sunningdale Garden opp. L/P AD2667
Jockey Club Road North District Park L/P AD8460
Luen Wo Hui Bus Terminus [3]
Man Kam To Road Lo Wu Cross Border Parking Area near L/P EA1829
Pak Wo Road King Shing Court opp. L/P EA1887
Ping Che Road near CLP Substation opp. L/P EB4875
Ping Che Road near Hung Leng Tsuen near L/P EB4874
Ping Che Road near Ping Che opp. L/P EB4892
Ping Che Road near Ping Yuen Road near L/P EB4919
Ping Che Road Ping Che Yuen Ha Tsuen near L/P EB4914
Po Shek Wu Road near Choi Fai Street opp. L/P AD8381
Po Shek Wu Road opp. Choi Ngan House Choi Po Court near L/P AD8407
Po Shek Wu Road Shek Wu Hui Jockey Club Playground opp. L/P N7543
San Wan Road Caritas Fanling Chan Chun Ha Secondary School opp. L/P N3112
San Wan Road Cheung Chung House Cheung Wah Estate opp. L/P DD0591
San Wan Road near Fanling Centre opp. L/P N3112
San Wan Road opp. Cheung Wah Estate opp. L/P DD0592
San Wan Road opp. Landmark North [2]
Sha Tau Kok Road Chun Yiu near L/P EA9219
Sha Tau Kok Road Ko Po opp. L/P EB7305
Sha Tau Kok Road Loi Tung opp. L/P EA9223
Sha Tau Kok Road Ma Mei Ha near L/P EA9194
Sha Tau Kok Road Ma Tseuk Leng near L/P EA9290
Sha Tau Kok Road Man Uk Pin near L/P EA9242
Sha Tau Kok Road On Lok Tsuen opp. L/P N7668
Sha Tau Kok Road San Tsuen near L/P EA9339
Sha Tau Kok Road San Wai Barracks opp. L/P EB7242
Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9296

Sha Tau Kok Road Shek Kiu Tau Tsuen opp. L/P EA9299
Sha Tau Kok Road Tai Long near L/P EA9283
Sha Tau Kok Road Tai Tong Wu near L/P EA9205
Sha Tau Kok Road Tong To Tsuen near L/P EA9328
Tin Ping Road Fung Kai Social Service Complex opp. L/P EA2606
Tin Ping Road opp. CICTA Training Centre near L/P EA2598
Tsi Wo Service Road West Wen Tong Manufacturer opp. L/P N8527
Tsui Lai Garden near Block 6 near L/P EA2573
Wah Ming Road near Wo Hing Tsuen near L/P AJ1335
Wo Hing Road Hop Shing Gravestone near L/P AJ1339
Chiu Shun Road O/S Yuk Ming Court
Chiu Shun Road opp. Yuk Ming Court
Chun Choi Street near Wellcome
Chung Wa Road near Pui Shing Road [2]
Clear Water Bay Road Denon Terrace
Clear Water Bay Road Ha Yeung [2]
Clear Water Bay Road Mang Kung Uk
Clear Water Bay Road near Anderson Road Tai Shek Koo
Clear Water Bay Road near Hang Hau Road Silverstrand
Clear Water Bay Road near Hong Kong Adventist College
Clear Water Bay Road near Silver Strand Mart
Clear Water Bay Road opp. Ta Kwu Ling San Tsuen
Clear Water Bay Road Pan Long Wan [2]
Clear Water Bay Road Pik Sha Wan
Clear Water Bay Road Sheung Sze Wan
Clear Water Bay Road Ta Kwu Ling San Tsuen
Clear Water Bay Road Tai Po Tsai Kau
Clear Water Bay Siu Chung Lam
Fuk Man Road near Sai Kung Police Station
Hang Hau Road near St. Vincent's Church
Hang Hau Road O/S Shui Pin Tsuen
Hang Hau Road opp. Tseung Kwan O Hospital near Boon Kin Village
Hang Hau Station Bus Terminus
Hiram's Highway Fisherman's Village
Hiram's Highway Habitat
Hiram's Highway Ho Chung
Hiram's Highway Nam Pin Wai
Hiram's Highway opp. Lakeside Garden
Hiram's Highway Pak Kong
Hiram's Highway Pak Sha Wan
Hiram's Highway Pak Wai
Hiram's Highway Pak Wai near L/P EB4642-5
Hiram's Highway Tai Chung Hau near L/P EB4573-9
Hiram's Highway Wo Mei
New Hiram's Highway near Wo Mei
Po Hong Road opp. Kwong Ming Court
Po Hong Road opp. Verbena Heights
Po Lam Bus Terminus [3]
Po Lam Road North O/S Lok Sin Tong Lau Tak Primary School

Po Ning Road near Tak Fu House Hau Tak Estate [2]
Po Ning Road opp. Hang Hau (North) Bus Terminus
Po Tung Road O/S House No. 19E
Pui Shing Road O/S Nam Fung Plaza
Sai Kung Bus Terminus
Sai Kung North Bus Terminus near Sai Kung Police Station
Sai Sha Road near O Tau
Sheung Tak Bus Terminus
Tai Mong Tsai Road Au Kung Wan near L/P EA0245
Tai Mong Tsai Road near Fung Sau Road
Tai Mong Tsai Road near Fung Sau Road near L/P EA0227
Tai Mong Tsai Road near Pak Tam Road near Sheung Yiu near L/P N2601
Tai Mong Tsai Road near Tso Wo Hang Marine Police Station
Tai Mong Tsai Road Tsam Chuk Wan
Tai Mong Tsai Road Wong Keng Tei
Tai Mong Tsai Road Wong Keng Tei near L/P N2619-4
Wan Po Road near Drainage Department
Wan Po Road near Oscar By The Sea
Wan Po Road near Pak Shing Kok
Butterfly Valley Road near Ching Cheung Road
Cheung Sha Wan Road near Mei Foo Railway Station
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]
Cheung Sha Wan Road O/S House No. 740
Cheung Sha Wan Road O/S Kowloon Technical School
Cheung Sha Wan Road O/S Tin On Industrial Building near Cheung Sha Wan Path
Cornwall Street O/S Chak Yan Centre
Cornwall Street O/S Shek Kip Mei Park
Lai Chi Kok Bus Terminus [3]
Lai Chi Kok Rd. O/S Mei Foo Plaza Mei Foo Sun Chuen
Lai Chi Kok Road O/S IVE (Haking Wong)
Mei Foo Bus Terminus [5]
Mei Lai Road near Lai Wan Road
Mei Lai Road south of Lai Wan Road L/P K2192-8
Nam Cheong Street O/S Shui Tin House Pak Tin Estate
Pak Wan Street O/S Chak Tin House
Pak Wan Street O/S Cheung Tin House
Po On Road O/S Wing Hei House Po Hei Court
Sham Mong Road Near Access Road To Tonkin Street B/T
So Uk Bus Terminus
Tai Hang Tung Road north of Tat Chee Avenue
Tai Hang Tung Road north of Tong Yam Street
Tai Po Road O/S Carlton Hotel
Tai Po Road O/S House No. 292 near Saviour Lutheran School
Tai Po Road opp. House No. 70
Tat Chee Avenue opp. House No. 1 near L/P E8927-5
To Yuen Street O/S Heung To Middle School L/P AA9655-4
Tonkin Street O/S Fu Cheong Estate
Tonkin Street O/S Lai Kok Estate
Tonkin Street O/S Lei Cheng Uk Tomb Park

Woh Chai Street O/S Man Lok House Tai Hang Sai Sun Chuen [2]
Woh Chai Street O/S Shek Kip Mei Estate Block 23
Yen Chow Street O/S Sham Shui Po Police Station
Yen Chow Street West O/S Tung Chau Street Park
Che Kung Miu Road opp. Che Kung Miu
Chevalier Garden Bus Terminus
Chui Tin Street near 63 Sun Tin Village
Chui Tin Street O/S Sun Fong House
Chun Shek Estate O/S Shek Yuk House [2]
Fo Tan (Shan Mei Street) Bus Terminus [2]
Fung Shun Street O/S Fung Wo House
Fung Shun Street O/S Wo Yue House Fung Wo Estate
Hang Hong Street near Hang Kong House [2]
Hang Hong Street near Yiu Him House Yiu On Estate
Hang Hong Street O/S Yiu On Estate [2]
Hang Tak Street near Hang Shun Street
Heng On Bus Terminus
Hin Keng B/T [2]
Hin Keng Bus Terminus
Hin Keng Street near Hin Hing House
Hung Mui Kuk Road O/S Sun Yuet House [2]
Kam Ying Court B/T [3]
Kam Ying Rd O/S Kam Lung Court
Kam Ying Road near Saddle Ridge Gardens
Kam Ying Road O/S Kam Ying Court
Kam Ying Road opp. Lung Yan House Kam Lung Court [2]
Kwong Sin Street opp. Hang Seng Management College
Kwong Sin Street opp. Kwong Yuen
Kwong Yuen Bus Terminus [2]
Lee On Bus Terminus
Lok King Street O/S Fo Tan Railway Station
Lok King Street O/S Jubilee Garden
Ma On Shan Road near Yiu Shun House Yiu On Estate
Ma On Shan Road opp. Yiu Shun House Yiu On Estate
Ma On Shan Town Centre Bus Terminus [5]
Mei Tin Road O/S Holford Garden
Ngan Shing Street O/S CTB B/T
Ngan Shing Street O/S Ngan Shing Plaza
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street O/S Koon Wah Mirror Group Limited
Ngau Pei Sha Street O/S Yu Chui Court
Ngau Pei Sha Street opp. Ngau Pei Sha Village
Ning Tai Road near Holy Spirit Primary School [4]
Ning Tai Road O/S Tak Sun Secondary School [2]
On Chun Street opp. Bayshore Towers
On King Street O/S Garden Vista
Po Tai Street O/S Ocean View [2]
Pok Hong B/T [2]
Ravana Garden B/T

Sai Sha Rd O/S Ma On Shan Town Centre B/T
Sai Sha Road O/S Bayshore Towers
Sai Sha Road O/S Kam On Court [3]
Sai Sha Road O/S Ma On Shan Town Centre B/T
Sai Sha Road O/S Vista Paradiso
Sai Sha Road opp. Chung On [2]
Sai Sha Road opp. Fok On Garden [2]
Sha Kok Street O/S Pok Hong Bus Terminus
Sha Kok Street O/S Sha Kok Estate [2]
Sha Tin Central Bus Terminus [11]
Sha Tin Railway Station Bus Terminus [5]
Sui Wo Road O/S Goldfield Industrial Centre
Sun Chui Bus Terminus
Tai Chung Kiu Road near Treasure Floating Restaurant
Tai Chung Kiu Road O/S Block 13, City One Shatin
Tai Chung Kiu Road O/S Jat Min Chuen
Tai Chung Kiu Road opp. Ravana Garden [2]
Tai Po Road near Keng Hau Road
Tai Po Road near Mei Tao House
Tai Po Road near Seaview Villa
Tai Po Road near Tai Wai Sun Tsuen
Tai Po Road O/S House No. 8623
Tai Po Road O/S Luk Hop Village
Tai Po Road opp. House No. 8623 near L/P N6956-6
Tai Po Road opp. Mei Lam Estate
Tai Wai Railway Station B/T [2]
Tam Kon Po Street O/S Sha Tin Town Hall [2]
Tin Sam Street O/S Hin Yiu Estate
Tin Sam Street O/S Tin Sam Village
University Railway Station Bus Terminus [4]
Wong Nau Tau Bus Terminus [3]
Wu Kai Sha Railway Station B/T [2]
Yiu On B/T [3]
Yuen Wo Road O/S Wo Che Shopping Centre
Dai Cheong Street near Tai Po Industrial Estate B/T near L/P M7468
Dai Fu Street House No. 17 Café de Coral Central Processing Plant 2 near L/P EB3009
Dai Fu Street opp. Unilever Hong Kong Limited near L/P EB3025
Dai Hei Street near ZAMA Corporation Limited near L/P EA7512
Dai Wang Street Chen Hsong Machinery near L/P M7427
Heung Sze Wui Street near Tai Po Hui Market opp. L/P EB1197
Kwong Fuk Road House No. 113 near Tung Sau Square
Kwong Fuk Road near Wong Shiu Chi Secondary School opp. L/P EA8350
Lam Kam Road Kau Liu Ha near L/P EB9383
Lam Kam Road Ng Tung Chai opp. L/P EB0448
Lam Kam Road opp. Chung Uk Tsuen opp. L/P EB0515
Lam Kam Road Pak Ngau Shek Ng Tung Chai opp. L/P EB0459
Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474
Lam Kam Road San Tong Wing Kee Farm near L/P EB0486
Lam Kam Road San Tsuen near L/P EB0498

Lam Kam Road Shek Poon Ho near L/P EA7142
Lam Kam Road Tai Om near Chan Sam Kee Store opp. L/P EB0467
Nam Wan Road opp. Kwong Fuk Playground opp. L/P BN3295
On Chee Road Eightland Gardens near L/P EB7435
On Po Road Tai Po Central B/T opp. L/P EB3780
Pak Tam Road Ko Tong
Pak Tam Road Tai Tan
Pak Tam Road Tai Tan Country Park L/P N2539
Plover Cove Road near Plover Cove Road Market opp. L/P EB0376
Po Heung Street Luk Heung Public School opp. L/P N3269
Tai Po Central Tai Po Plaza [5]
Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works [2]
Tai Po Market Railway Station [10]
Tai Po Road near Tai Po Mei
Ting Kok Road Green Cove near L/P AE0662
Ting Kok Road Green Cove opp. L/P EB9934
Ting Kok Road Ha Hang opp. L/P EB2837
Ting Kok Road Law Chi Yip (Po Sum Pei Pool) near L/P AE0655
Ting Kok Road Lo Tsz Tin near L/P AE0702
Ting Kok Road Lung Mei Tsuen near L/P AE0712
Ting Kok Road near Fung Yuen Road opp. L/P EB2820
Ting Kok Road opp. Chen Hsong Machinery opp. L/P EB2847
Ting Kok Road Po Sum Pai near L/P AE0643
Ting Kok Road Shan Liu Tsuen near L/P AE0693
Ting Kok Road Shuen Wan near L/P EB9890
Ting Kok Road Tai Mei Tuk B/T opp. L/P EA8270
Ting Kok Road Ting Kok Tsuen near L/P AE0679
Ting Kok Road Wong Yue Tan Tsuen near L/P BE1176
Wan Tau Street O/S Tai Po Hui Market near L/P BE0567
Bayview Garden B/T Castle Peak Road opp. Greenview Court [4]
Castle Peak Raod Nam Fung Centre Tsuen Wan Railway Station B/T [3]
Castle Peak Road near Kin Ming Street
Castle Peak Road O/S Tsuen Wan Multi-Storey Car Park
Discovery Park B/T [2]
Hoi On Road opp. Belvedere Garden Phase 3
Kwok Shui Road opp. Ham Tin Village
Luen Yan Street opp. House No. 26
Shek Wai Kok Road O/S Shek Ho House Shek Wai Kok Estate
Shek Wai Kok Road O/S Shek Lin House Shek Wai Kok Estate
Shek Wai Kok Road O/S Shek Wai Kok B/T L/P FA5870
Shek Wai Kok Road O/S Shek Wai Kok Estate Shek Kwai House
Tai Chung Road near Castle Peak Road
Tai Chung Road near Chai Wan Kok Street
Tai Ho Road O/S House No. 30 near Hang Seng Bank
Texaco Road House No.75 near Crown of Thorns Church
Tsuen Fu Street near Tsuen Wah Street O/S East Asia Shopping Arcade
Tsuen King Circuit O/S Allway Gardens Phase 3
Tsuen Wan (Nina Tower) B/T [3]
Tsuen Wan West Railway Station B/T [6]

Wai Tsuen Road near Shek Wai Kok Road
Castle Peak Road Marine Police Headquarters opp. L/P GC0485
Castle Peak Road near Chung Uk Tsuen opp. L/P AD2824
Castle Peak Road near Lok Tsui Street opp. L/P FC4891
Castle Peak Road Siu Lam opp. L/P FC2306
Castle Peak Road Tai Lam Chung near L/P FA6697
Hoi Chu Road opp. Goodview Garden opp. L/P H1358
Hoi Wing Road near Siu Lun Court opp. L/P FA1495
Hoi Wong Road opp. Tuen Mun Swimming Pool opp. L/P FA3348
Hoi Wong Road Tuen Mun Swimming Pool opp. L/P FA3349
Kin Sang Estate near Lok Sang House [3]
Lung Mun Oasis Bus Terminus [2]
Lung Mun Road Glorious Garden opp. L/P AD0439
Pui To Road opp. Tuen Mun Fire Station near L/P FA2222
Slip Road of Lam Tei Interchange Fu Tei
Tai Hing B/T opp. Hing Fai House Tai Hing Estate [2]
Tin King Road opp. Siu Pong Court opp. L/P FA2644
Tsing Tin Road near Shi Hui Wen Secondary School near AD9822
Tsun Wen Road near Tai Hing Police Station opp. L/P FA2385
Tsun Wen Road opp. Tuen Mun Catholic Secondary School opp. L/P FA2379
Tsun Wen Road Tai Hing Sports Certre opp. L/P FA2084
Tuen Mun Central B/T
Tuen Mun Ferry Pier Bus Terminus [3]
Tuen Mun Heung Sze Wui Road near Tuen Mun Park opp. L/P H4646
Tuen Mun Heung Sze Wui Road Yau Oi Podium opp. L/P FA2256
Tuen Mun Road near Tuen Yan Street near L/P DD0876
Tuen Mun Road opp. Shell Oil Station opp. L/P AD3874
Tuen Mun Road opp. Shell Oil Station opp. L/P AD3875 [2]
Under the Podium of Hanford Garden [3]
Wu Chui Road Tuen Mun Pier Head opp. L/P DD0978
Wu King Road opp. Wu Poon House Wu King Estate near L/P H0948
Wu King Road Wu Poon House Wu King Estate near L/P H0947
Wu Sau Street Yuet Wu Villa Bus Terminus
Wu Shan Road opp. Siu Shan Court near L/P H0968
Wu Shan Road Siu Shan Court near L/P H0969
Yau Oi (South) B/T [2]
Choi Hung Access Road O/S Kam Pik House Choi Hung Estate
Choi Hung B/T [2]
Choi Hung Road Choi Hung Road Playground
Choi Hung Road near Luen Yee Road
Choi Hung Road near Rhythm Garden [5]
Choi Hung Road near Tung Tai Lane
Choi Hung Road near Wong Tai Sin Police Station [2]
Choi Hung Road O/S House No. 210-212
Choi Hung Road O/S Yin Hing Building [2]
Choi Hung Road opp. Shing King Industrial Building
Chui Chuk Street near Tsui Chuk Shopping Centre
Chui Chuk Street O/S Block 1, Tsui Chuk Garden
Chui Chuk Street O/S Block 4, Tsui Chuk Garden

Chui Chuk Street O/S Block 5, Tsui Chuk Garden
Chuk Yuen Estate Bus Terminus [3]
Chuk Yuen Road near Baptist Rainbow Primary School
Fu Shan Bus Terminus
Fung Mo Street near Wang Yip House Wang Tau Hom Estate
Fung Mo Street O/S Morse Park
Fung Mo Street opp. Wang Kei House
Fung Shing Street O/S Koon Yat House Choi Wan Estate [2]
Fung Tak Road near Sheung Yuen Street
Hammer Hill Road O/S Kam Wan House Choi Hung Estate [2]
Heng Lam Street near Hong Keung Court
Junction Road Lok Fu Plaza L/P K8694
Junction Road O/S Lok Him House near L/P K8704
Lok Fu Bus Terminus
Lung Cheung Road near Hung Ngok House Choi Hung Estate [3]
Lung Cheung Road near Ping Ting Village Ngau Chi Wan
Lung Cheung Road O/S Temple Mall North
Lung Poon Street inside Plaza Hollywood [3]
Ming Fung Street O/S House No. 14
Po Kong Village Road near Po Tsz Lane L/P AA7558
Prince Edward Road East near Choi Hung Interchange
Tai Hom Road near Diamond Hill Railway Station
Tai Shing Street near Tung Tau Tsuen Road
Tsui Chuk Garden Bus Terminus
Tsz Wan Shan (South) B/T
Tsz Wan Shan Road near Ching Fai House Tsz Ching Estate
Tung Tau Tsuen Road O/S Lung Wai House
Tung Tau Tsuen Road O/S Mei Tung House Mei Tung Estate
Tung Tau Tsuen Road O/S Morse Park No. 1 near L/P E1370
Tung Tau Tsuen Road O/S Morse Park No.2
Tung Tau Tsuen Road O/S Morse Park Open-air Theatre
Tung Tau Tsuen Road O/S Ying Tung House Tung Tau Estate
Wai Wah Street near On Hong House
Wong Tai Sin Road near Wong Tai Sin Temple
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate
Boundary Street O/S Tai Hang Tung Recreation Ground
Hong Hong Road Cross Harbour Tunnel Bus Bay
Hung Hom Railway Station Bus Terminus [4]
Island Harbourview B/T
Jordan Road after Junction With Canton Road
Jordan Road House No.5 near Chi Wo Street
Kowloon Railway Station B/T [3]
Luen Wan Street near Mong Kok East Railway Station Pedestrian Elevator
Mong Kok (Park Avenue) Bus Terminus [2]
Mong Kok East Railway Station Podium [3]
Nathan Road House No. 134 near Kimberley Road
Nathan Road House No. 405 near Market St
Nathan Road O/S House No. 630 Bank Centre [2]
Nathan Road O/S House No. 636 Bank Centre

Nathan Road O/S House No. 760 near Allied Plaza
Nathan Road O/S House No. 760 near Allied Plaza
Nathan Road O/S House No. 784
Olympic Station B/T [3]
Salisbury Road near Cross Harbour Tunnel L/P AA7716
Star Ferry B/T [7]
Tsim Sha Tsui East B/T [3]
Yim Po Fong Street O/S MacPherson Playground L/P BF2844
Castle Peak Road Chuk Yuen near L/P FA8368
Castle Peak Road Fung Kat Heung near L/P FA9214
Castle Peak Road Hung Mo Bridge opp. L/P FB9714
Castle Peak Road Ko Hang near L/P FA8399
Castle Peak Road Mai Po Lung near L/P FC4128
Castle Peak Road Mai Po near L/P FC4104
Castle Peak Road Mo Fan Tsuen near L/P FA9222
Castle Peak Road near Tai Tao Tsuen opp. L/P AD2852
Castle Peak Road opp. Fiori opp. L/P AD2882
Castle Peak Road Pak Shek Au Interchange near L/P EA2978
Castle Peak Road Pok Wai near L/P FA6939
Castle Peak Road San Tin opp. L/P FC4153
Castle Peak Road Shek Wu Wai near L/P FC4140
Castle Peak Road Tai Sang Wai near L/P GD1108
Fan Kam Road Fireman Training School near L/P FB3637
Fan Kam Road near Fireman Training School opp. L/P FB3637
Fan Kam Road Ta Shek Wu (Shek Tong) near L/P FB3661
Fan Kam Road Ta Shek Wu (Shek Tong) opp. L/P FB3662
Fan Kam Road Ta Shek Wu near L/P FB3668
Fan Kam Road Ta Shek Wu opp. L/P FB3668
Fan Kam Road Ta Shek Wu Tsuen opp. L/P BD1139
Hung Yuen Road Hung Shui Kiu (Hung Yuen Road) B/T near L/P AD7223
Kam Sheung Road near Po Tei Road near L/P AD7128
Kam Sheung Road near Tsz Tong Tsuen near L/P U8316
Kam Sheung Road opp. Tsz Tong Tsuen near L/P U8313
Kam Tin Road Chun Yiu opp. L/P U8889
Kam Tin Road CLP Substation near Au Tau Roundabout near L/P AD1693
Kam Tin Road near Pat Heung Fire Station near L/P H4498
Kwu Tung Road San Tin Barracks near L/P EA2828
Lam Kam Road Ling Wan Temple near L/P H4953
Lam Kam Road Ling Wan Temple near L/P U8526
Lam Kam Road Sheung Tsuen Po near L/P FB4749
Long Ping Railway Station B/T near L/P GD2530
Ping Ha Road opp. Sheung Cheung Wai opp. L/P AD6687 [2]
Ping Ha Road Tin Shing Court opp. L/P AD6659
Route Twisk Country Park Management Centre near L/P FA7879
San Tam Road Sha Po opp. L/P AD0836
Tin Fuk Road Tin Yau Court opp. L/P AD6673
Tin Ha Road Ha Tsuen Vegetable Depot Kong Hau Villa opp. L/P FA9082
Tin Ha Road Lee Uk Tsuen near L/P FB9092
Tin Ha Road opp. Lee Uk Tsuen opp. L/P FB9092

Tin Ha Road opp. San Sang Tsuen opp. L/P FB9103
Tin Ha Road opp. San Uk Tsuen near L/P FB9086
Tin Ha Road opp. San Uk Tsuen opp. L/P FB9086
Tin Shui Road opp. Tin Shui Estate opp. L/P DD0552
Tin Shui Wai Town Centre B/T
Tin Tsz Bus Terminus
Tin Wing Road near Chestwood Court opp. L/P DD0329
Tin Wu Road near Ju Ching Chu Secondary School opp. L/P DD0341
Tin Wu Road near Tin Shui Wai Playground near L/P DD0347
Tin Yiu Bus Terminus
Tung Wui Road near Ng Ka Tsuen near L/P AD7113 [2]
Tung Wui Road near Ng Ka Tsuen near L/P AD7125 [2]
Tung Wui Road near Sha Tin Hang opp. L/P AD7063 [2]
Tung Wui Road near Sha Tin Hang Tsuen opp. L/P AD7062 [2]
Wetland Park Road near Grandeur Terrace opp. L/P DD1859
Yuen Long (West) Bus Terminus [4]
Yuen Long Railway Station

Note: At some locations, seats are installed at more than one bus shelter. The number in the square brackets denotes the number of bus shelters to be installed with seats at the location concerned.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2182)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), will the Government advise on:

(a) the numbers of passenger trips taken by the elderly and eligible persons with disabilities under the Scheme in the past three years; and

(b) the total amount of subsidy involved in the past three years?

Asked by: Hon KWONG Chun-yu (LegCo internal reference no.: 38)

Reply:

(a) The average daily passenger trips taken under the Scheme in 2016, 2017 and 2018 are listed below:

Calendar year	Average daily passenger trips taken under the Scheme	
	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
2016	974 000	140 000
2017	1 065 000	150 000
2018	1 154 000	159 000

(Note 1) Persons aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

(b) In 2016-17 and 2017-18, the Government's reimbursements of the revenue forgone to the participating public transport operators under the Scheme are $990 million and $1.09 billion respectively. The relevant revised estimated expenditure for 2018-19 is $1.21 billion.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2788)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Transport Department (TD) is responsible for handling the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise on:

(1) the number of passenger trips taken by the elderly under the Scheme in the past three years, and the expenditure involved in the respective year.

(2) the statistics on the passenger trips taken by the elderly under the Scheme with breakdown by public transport mode for the past years. Please provide the information using the table below.

Transport mode	Number of passenger trips taken
Railway	
Franchised bus	
Ferry	
Green minibus	

(3) the statistics on the passenger trips taken by the elderly under the Scheme with breakdown by weekdays and holidays/public holidays for the past years? Please provide the information using the table below.

Days	Number of passenger trips taken
Weekdays	
Holidays/public holidays	

(4) the statistics on the passenger trips on buses taken by the elderly under the Scheme with breakdown by the original fare of the bus route taken. Please provide the information using the table below.

Original fare of the bus route taken	Number of passenger trips taken
＜$5	
$5-10	
$10-15	
>$15	

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 17)

Reply:

The information sought is provided as follows:

(1)&(2)
The average daily passenger trips taken by the elderly under the Scheme in 2016, 2017 and 2018 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken by the elderly (Note 1) under the Scheme
MTR Corporation Limited	2016	318 000
	2017	357 000
	2018	392 000
Franchised bus operators	2016	452 000
	2017	478 000
	2018	512 000
Ferry operators	2016	6 200
	2017	6 700
	2018	6 900
Green minibus operators	2016	198 000
	2017	223 000
	2018	243 000

(Note 1) Persons aged 65 or above.

In 2016-17 and 2017-18, the Government's reimbursement of the revenue forgone to the participating public transport operators for passenger trips taken by the elderly under the Scheme are $780 million and $870 million respectively. The relevant revised estimated expenditure for 2018-19 is $970 million.

(3)&(4)
The Government does not maintain information on the number of passenger trips taken under the Scheme with breakdown by the days of the week and fare levels of the participating public transport operators.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1054)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

There were 1.3 million-odd beneficiaries under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in 2018-19. Please provide a breakdown by public transport mode. When will the review be conducted, and whether the Government will consider extending the Scheme to cover more public transport modes, such as red minibus?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 32)

Reply:

The average daily passenger trips taken under the Scheme in 2018 are listed in the table below:

Public transport operator	Average daily passenger trips taken under the Scheme
MTR Corporation Limited	449 000
Franchised bus operators	582 000
Ferry operators	7 800
Green minibus operators	274 000

The Government is currently conducting a review of the Scheme, under which the scope of public transport services to be covered by the Scheme will be examined.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6641)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please list out the numbers of persons with disabilities who have successfully applied for using the $2 fare concessions under the Scheme in each of the past five years, and the number of persons with disabilities who are currently using the $2 fare concessions under the Scheme.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 3501)

Reply:

Under the Scheme, eligible persons with disabilities (recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group) are required to use Personalised Octopus with "Persons with Disabilities Status". To apply for a Personalised Octopus with "Persons with Disabilities Status", an eligible person with disabilities is required to submit the application form with confirmation of the applicant's eligibility by the Social Welfare Department, together with the applicant's passport photo, to a MTR Customer Service Centre. To date, there are about 170 000 eligible persons with disabilities under the Scheme. Each eligible person with disabilities can hold no more than one Personalised Octopus with "Persons with Disabilities Status".

According to the information provided by the MTR Corporation Limited, the numbers of successful applications for Personalised Octopus with "Persons with Disabilities Status" each year between 2014 and 2018 are about 23 900, 19 400, 18 000, 18 900 and 18 900 respectively.

As at end February 2019, the number of Personalised Octopus with "Persons with Disabilities Status" is about 139 000. The Government does not have information on the use of concessions by each eligible person with disabilities under the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6690)

Head: (186) Transport Department

Subhead (No. & title): (927) Hong Kong Society for Rehabilitation - rehabuses (block vote)

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

1. What is the fleet size of rehabuses?

2. What were the total numbers of orders entertained each quarter in the past three years (with a breakdown by intended purpose of appointment)?

3. What were the total numbers of orders not entertained each quarter in the past three years (with a breakdown by intended purpose of appointment)?

4. Please provide the figures and proportions of turnover of rehabus drivers in the past three years and the reasons.

5. Please provide the numbers of orders not entertained due to driver shortage in the past three years.

6. Please provide a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the numbers of wheelchair accessible vehicles registered by them (including all franchised bus companies).

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1640)

Reply:

1. The current fleet size of rehabuses is 164.

2. The numbers of orders for dial-a-ride (DAR) services entertained each quarter between 2016 and 2018 with a breakdown by intended purpose of appointment are provided at Annex 1.

3. The numbers of orders for DAR services not entertained each quarter between 2016 and 2018 with a breakdown by intended purpose of appointment are provided at Annex 2.

4. The total numbers of rehabus drivers who retired and resigned between 2016 and 2018 were 19 and 67 respectively and the turnover rates for the three years were 21.5%, 16.4% and 15.4% respectively. The Hong Kong Society for Rehabilitation (HKSR) does not keep records on the reasons of resignation of rehabus drivers.

5. There are various factors leading to DAR service orders not entertained, including high demands during peak hours. The HKSR does not keep records on the number of DAR service orders not entertained due to shortage of rehabus drivers.

6. Details on transport services for wheelchair users under the regulation of the Transport Department (TD) are provided at Annex 3.

Apart from the above transport modes, the TD also monitors the operation of the rehabus services provided by the HKSR.

Annex 1

Intended purpose of using DAR Services		Number of orders for DAR services entertained		
		Year		
		2016	2017	2018
First quarter January to March	1. Receiving medical treatment	4 107	6 010	6 571
	2. Attending social activities	5 671	6 220	5 830
	3. Attending school/ training	7 561	8 583	7 650
	4. Receiving rehabilitation treatment	3 225	2 249	2 353
	5. Going to work	255	419	579
	6. Others	435	585	574
Second quarter April to June	1. Receiving medical treatment	4 349	6 695	7 126
	2. Attending social activities	5 137	5 659	5 579
	3. Attending school/ training	7 997	7 948	7 619
	4. Receiving rehabilitation treatment	3 447	2 420	2 472
	5. Going to work	396	493	603
	6. Others	509	717	658
Third quarter July to September	1. Receiving medical treatment	5 359	7 743	8 177
	2. Attending social activities	5 641	5 592	5 788
	3. Attending school/ training	7 921	7 871	7 238
	4. Receiving rehabilitation treatment	3 711	2 781	2 628
	5. Going to work	400	541	587
	6. Others	489	590	613
Fourth quarter October to December	1. Receiving medical treatment	5 268	6 196	7 532
	2. Attending social activities	6 195	6 359	6 806
	3. Attending school/ training	7 599	7 645	7 729
	4. Receiving rehabilitation treatment	3 831	2 821	2 404
	5. Going to work	394	542	565
	6. Others	637	679	571
Total number of orders:		90 534	97 358	98 252

Annex 2

Intended purpose of using DAR Services		Number of orders for DAR services not entertained		
		Year		
		2016	2017	2018
First quarter January to March	1. Receiving medical treatment	1 165	973	595
	2. Attending social activities	273	328	509
	3. Attending school/ training	100	153	288
	4. Receiving rehabilitation treatment	273	152	398
	5. Going to work	15	14	39
	6. Others	65	87	102
Second quarter April to June	1. Receiving medical treatment	1 361	605	879
	2. Attending social activities	209	245	334
	3. Attending school/ training	81	143	238
	4. Receiving rehabilitation treatment	253	101	280
	5. Going to work	17	16	68
	6. Others	55	62	148
Third quarter July to September	1. Receiving medical treatment	1 002	594	815
	2. Attending social activities	240	204	287
	3. Attending school/ training	149	173	257
	4. Receiving rehabilitation treatment	186	93	223
	5. Going to work	12	60	52
	6. Others	54	57	109
Fourth quarter October to December	1. Receiving medical treatment	960	1 255	1 256
	2. Attending social activities	384	541	621
	3. Attending school/ training	119	441	479
	4. Receiving rehabilitation treatment	221	263	360
	5. Going to work	34	128	93
	6. Others	94	115	164
Total number of orders:		7 322	6 803	8 594

Annex 3

Mode of transport	Operator	Number of registered wheelchair accessible vehicles (as at end-February 2019)
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	4 087
	Citybus Limited	1 007
	New World First Bus Services Limited	707
	Long Win Bus Company Limited	275
	New Lantao Bus Company (1973) Limited	93
MTR bus	MTR Corporation Limited	165
Green minibus	Central Maxicab Ltd.	1
	Crown Score Industries Ltd.	1
Taxi service	Taxi licence holders[Note]	170
Hire car	Individual hire car operators	28

Note: A taxi licence may be held in the name of a person/private company.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6691)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please provide a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the numbers of wheelchair accessible vehicles registered by them (including all bus companies).

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1641)

Reply:

Details on transport services for wheelchair users under the regulation of the Transport Department (TD) are set out at Annex 1.

Apart from the above transport modes, the TD also monitors the operation of the rehabus services provided by the Hong Kong Society for Rehabilitation. As at end-February 2019, the total number of wheelchair accessible rehabuses is 164.

Annex 1

Transport service	Operator	Number of registered wheelchair accessible vehicles (as at end-February 2019)
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	4 087
	Citybus Limited	1 007
	New World First Bus Services Limited	707
	Long Win Bus Company Limited	275
	New Lantao Bus Company (1973) Limited	93
MTR bus	MTR Corporation Limited	165
Green minibus	Central Maxicab Ltd.	1
	Crown Score Industries Ltd.	1
Taxi service	Taxi licence holders[Note]	170
Hire car	Individual hire car operators	28

Note: A taxi licence may be held in the name of a person/private company.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7114)

Head: (186) Transport Department

Subhead(No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

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

(1) the numbers of passenger trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators in the past three years;
(2) the average daily passenger trips taken by the elderly and eligible persons with disabilities using Mass Transit Railway (MTR) domestic services and franchised bus services in the past three years in a table;
(3) the amounts of revenue forgone of the participating public transport operators since the implementation of the Scheme; and
(4) the average costs and marginal costs per passenger trip of the participating public transport operators.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1639)

Reply:

The information sought is provided as follows:

(1)&(2) The average daily passenger trips taken under the Scheme each year between 2016 and 2018 are listed below:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
MTR Corporation Limited (MTRCL)	2016	318 000	50 000
	2017	357 000	54 000
	2018	392 000	57 000
Franchised bus operators	2016	452 000	63 000
	2017	478 000	66 000
	2018	512 000	70 000
Ferry operators	2016	6 200	800
	2017	6 700	800
	2018	6 900	900
Green minibus (GMB) operators	2016	198 000	26 000
	2017	223 000	29 000
	2018	243 000	31 000

(Note 1) Persons aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

(3) Since the implementation of the Scheme, the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme up to 28 February 2019 is as follows:

Public transport operator	Government's reimbursement of the revenue forgone to operators (up to 28 February 2019) ($'000)
MTRCL	1,421,525
Franchised bus operators	2,679,008
Ferry operators	145,754
GMB operators	1,121,544
Total	5,367,831

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3537)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

In recent years, the expenditures involved in the provision of transport services for persons with disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) have been continuously rising.

In this connection, will the Government provide the following figures for the past three years:

a. Use of Elder Octopus

	Annual expenditure involved in providing concession for passengers travelling on buses of Kowloon Motor Bus Company (1933) Limited (KMB) under the Scheme	Annual number of passengers travelling on KMB buses under the Scheme	Annual average number of passenger trips taken per person on KMB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on	Annual number of passengers travelling on CTB buses under the Scheme	Annual average number of passenger trips taken per person on CTB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme

	buses of Citybus Limited (CTB) under the Scheme				
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on buses of New World First Bus Services Limited (NWFB) under the Scheme	Annual number of passengers travelling on NWFB buses under the Scheme	Annual average number of passenger trips taken per person on NWFB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on buses of Long Win Bus Company Limited (LWB) under the Scheme	Annual number of passengers travelling on LWB buses under the Scheme	Annual average number of passenger trips taken per person on LWB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on buses of New Lantao Bus Company (1973) Limited (NLB) under the Scheme	Annual number of passengers travelling on NLB buses under the Scheme	Annual average number of passenger trips taken per person on NLB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on the Mass Transit Railway (the MTR) under the Scheme	Annual number of passengers travelling on the MTR under the Scheme	Annual average number of passenger trips taken per person on the MTR under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on the green minibuses (GMBs) under the Scheme	Annual number of passengers travelling on GMBs under the Scheme	Annual average number of passenger trips taken per person on GMBs under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries under the Scheme	Annual number of passengers travelling on ferries under the Scheme	Annual average number of passenger trips taken per person on ferries under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

b. Use of Personalised Octopus with "Elderly Status" or "Persons with Disabilities Status"

	Annual expenditure involved in providing concession for passengers travelling on KMB buses under the Scheme	Annual number of passengers travelling on KMB buses under the Scheme	Annual average number of passenger trips taken per person on KMB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					

2018					

	Annual expenditure involved in providing concession for passengers travelling on CTB buses under the Scheme	Annual number of passengers travelling on CTB buses under the Scheme	Annual average number of passenger trips taken per person on CTB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on NWFB buses under the Scheme	Annual number of passengers travelling on NWFB buses under the Scheme	Annual average number of passenger trips taken per person on NWFB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on LWB buses under the Scheme	Annual number of passengers travelling on LWB buses under the Scheme	Annual average number of passenger trips taken per person on LWB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on NLB buses under the Scheme	Annual number of passengers travelling on NLB buses under the Scheme	Annual average number of passenger trips taken per person on NLB buses under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on MTR under the Scheme	Annual number of passengers travelling on MTR under the Scheme	Annual average number of passenger trips taken per person on MTR under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on GMBs under the Scheme	Annual number of passengers travelling on GMBs under the Scheme	Annual average number of passenger trips taken per person on GMBs under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of Fortune Ferry Company Limited under the Scheme	Annual number of passengers travelling on ferries of Fortune Ferry Company Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Fortune Ferry Company Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of New World First Ferry Services Limited under the Scheme	Annual number of passengers travelling on ferries of New World First Ferry Services Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of New World First Ferry Services Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					

2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of Coral Sea Ferry Service Company Limited under the Scheme	Annual number of passengers travelling on ferries of Coral Sea Ferry Service Company Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Coral Sea Ferry Service Company Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of Hong Kong &Kowloon Ferry Limited under the Scheme	Annual number of passengers travelling on ferries of Hong Kong &Kowloon Ferry Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Hong Kong &Kowloon Ferry Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of Discovery Bay Transportation Services Limited under the Scheme	Annual number of passengers travelling on ferries of Discovery Bay Transportation Services Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Discovery Bay Transportation Services Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for	Annual number of passengers travelling on ferries of the Park Island	Annual average number of passenger trips taken per person on ferries of	Average daily number of passenger trips taken per person under the	Average daily amount of reimbursement per person provided under

	passengers travelling on ferries of the Park Island Transport Company Limited under the Scheme	Transport Company Limited under the Scheme	the Park Island Transport Company Limited under the Scheme	Scheme	the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of Peng Chau Kai To Limited under the Scheme	Annual number of passengers travelling on ferries of Peng Chau Kai To Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Peng Chau Kai To Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of Chuen Kee Ferry Limited under the Scheme	Annual number of passengers travelling on ferries of Chuen Kee Ferry Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Chuen Kee Ferry Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of Tsui Wah Ferry Service (H.K.) Limited under the Scheme	Annual number of passengers travelling on ferries of Tsui Wah Ferry Service (H.K.) Limited under the Scheme	Annual average number of passenger trips taken per person on ferries of Tsui Wah Ferry Service (H.K.) Limited under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

	Annual expenditure involved in providing concession for passengers travelling on ferries of other ferry operators under the Scheme	Annual number of passengers travelling on ferries of other ferry operators under the Scheme	Annual average number of passenger trips taken per person on ferries of other ferry operators under the Scheme	Average daily number of passenger trips taken per person under the Scheme	Average daily amount of reimbursement per person provided under the Scheme
2016					
2017					
2018					

Asked by: Hon MO Claudia (LegCo internal reference no.: 76)

Reply:

Under the Scheme, elderly people are required to use Elder Octopus or their Personalised Octopus whereas eligible persons with disabilities to use Personalised Octopus with "Persons with Disabilities Status".

The Government does not maintain a breakdown on the number of passenger trips taken by the elderly with the use of Elder Octopus and Personalised Octopus under the Scheme, as well as the average number of passenger trips taken per beneficiary under the Scheme, etc. The average numbers of passenger trips taken under the Scheme in each of the three years between 2016 and 2018 are as follows:

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
MTR Corporation Limited	2016	318 000	50 000
	2017	357 000	54 000
	2018	392 000	57 000
The Kowloon Motor Bus Company (1933) Limited	2016	336 600	46 800
	2017	359 600	49 700
	2018	384 500	52 100
Citybus Limited	2016	50 900	7 600
	2017	50 900	7 400
	2018	55 000	7 900
New World First Bus Services Limited	2016	56 300	7 100
	2017	59 000	7 400
	2018	63 000	7 900
Long Win Bus Company Limited	2016	4 300	1 000
	2017	4 600	1 000

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
	2018	5 200	1 100
New Lantao Bus Company (1973) Limited	2016	3 400	900
	2017	3 900	900
	2018	4 600	1 100
New World First Ferry Services Limited	2016	3 000	404
	2017	3 300	442
	2018	3 300	464
Fortune Ferry Company Limited	2016	162	17
	2017	187	19
	2018	204	20
The “Star” Ferry Company, Limited (Note 3)	2016	-	54
	2017	-	68
	2018	-	106
Coral Sea Ferry Service Company Limited	2016	83	8
	2017	103	11
	2018	115	14
Hong Kong & Kowloon Ferry Limited	2016	689	117
	2017	748	109
	2018	797	121
Discovery Bay Transportation Services Limited	2016	901	41
	2017	906	42
	2018	948	51
Park Island Transport Company Limited	2016	426	15
	2017	462	18
	2018	494	19
Peng Chau Kai To Limited	2016	14	<1
	2017	17	<1
	2018	20	1
Chuen Kee Ferry Limited	2016	114	10
	2017	114	9
	2018	117	8
Tsui Wah Ferry Service (H.K.) Limited	2016	94	8
	2017	101	11
	2018	103	14

Public transport operator	Calendar year	Average daily passenger trips taken under the Scheme	
		The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
Other ferry operators (Note 4)	2016	698	87
Other ferry operators (Note 4)	2017	775	98
	2018	806	96
Green minibus operators	2016	198 000	26 000
	2017	223 000	29 000
	2018	243 000	31 000

The Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in each of the past three financial years is tabulated below:

Public transport operator	2016-17 Actual $'000		2017-18 Actual $'000		2018-19 Revised Estimate $'000	
	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
MTR Corporation Limited	200,582	42,931	231,463	47,898	255,693	52,732
The Kowloon Motor Bus Company (1933) Limited	227,133	94,390	246,213	100,357	263,610	105,596
Citybus Limited	47,212	16,658	48,582	16,607	51,903	17,536
New World First Bus Services Limited	33,461	12,305	35,067	12,908	37,107	13,693
Long Win Bus Company Limited	6,687	3,093	7,235	3,254	8,126	3,585
New Lantao Bus Company (1973) Limited	4,512	1,395	4,820	1,467	5,150	1,641
New World First Ferry Services Limited	8,942	1,248	10,148	1,461	12,685	1,842
Fortune Ferry Company Limited	444	40	507	43	585	46
The "Star" Ferry Company, Limited (Note 3)	-	2	0	4	0	7
Coral Sea Ferry Service Company Limited	81	7	95	11	111	12
Hong Kong & Kowloon Ferry Limited	2,107	345	2,796	416	3,179	476

Public transport operator	2016-17 Actual $'000		2017-18 Actual $'000		2018-19 Revised Estimate $'000	
	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)	The Elderly (Note 1)	Eligible Persons with Disabilities (Note 2)
Discovery Bay Transportation Services Limited	6,126	555	5,959	564	6,944	746
Park Island Transport Company Limited	1,245	107	1,326	119	1,418	127
Peng Chau Kai To Limited	41	2	44	2	61	3
Chuen Kee Ferry Limited	394	18	375	16	439	17
Tsui Wah Ferry Service (H.K.) Limited	264	24	271	30	323	40
Other ferry operators (Note 4)	2,416	309	2,964	385	3,394	424
Green minibus operators	243,070	32,883	273,968	36,081	315,433	40,479
Total	784,717	206,312	871,833	221,623	966,161	239,002

(Note 1) Persons aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

(Note 3) The "Star" Ferry Company, Limited offers free ride for the elderly, so the information on passenger trips taken by the elderly under the Scheme and the reimbursement of revenue forgone in relation to elderly passengers is not available.

(Note 4) Other ferry operators include Winnertex Limited, Maris Ferry Service Limited and Islands Ferry Company Limited.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5529)

Head: (186) Transport Department

Subhead (No. & title): (927) Hong Kong Society for Rehabilitation - rehabuses (block vote)

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

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Labour and Welfare

Question:

What were the numbers of new rehabuses procured and old rehabuses replaced in the 2018-19 financial year? What are the waiting times for rehabus services for persons with disabilities and the elderly respectively? To what extent can the current procurement help shorten the waiting time? Also, please provide the number of passengers and service utilisation rate of rehabuses in the 2017-18 financial year.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 515)

Reply:

Rehabuses operated by the Hong Kong Society for Rehabilitation (HKSR) provide point-to-point transport services for persons with disabilities (including disabled elders) who have difficulties using normal modes of transport. Rehabuses offer scheduled route (SR) services to carry persons with disabilities to offices, schools and rehabilitation centers, dial-a-ride (DAR) services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities, as well as feeder services to supplement DAR services by providing scheduled services with fixed route and frequency to and from hospitals, clinics and railway stations.

In 2018-19, the Government procured 12 rehabuses and replaced 15 existing ones of higher vehicle age. Among the 12 newly procured rehabuses, four are deployed on SR services, four on DAR services and four on feeder services. During non-peak periods, rehabuses providing SR services are flexibly deployed for provision of DAR services.

In 2018, the average waiting time of new applicants for SR services was about two months. In early 2019, HKSR introduced four new routes on SR services to cater for eight wheelchair users and 19 non-wheelchair users currently on the waiting list for SR services.

DAR services are operated on a first-come-first-served basis. Intended users are required

to make booking in advance. The booking period for five or more passengers is one year while the booking period for four or less passengers is three months. As the daily demand for DAR services varies considerably, it is not possible to give a precise estimate on the time required in advance to secure the provision of DAR services.

To optimise the use of the fleet of rehabuses and provide services for more persons with disabilities in need, the Labour and Welfare Bureau and the Transport Department are overseeing the HKSR's implementation of the service improvement recommendations put forward in the consultancy study, such as implementation of shared-use of the DAR services in early 2018, according priority to those using the DAR services for attending medical appointments at hospitals, introduction of dedicated recreational routes during holidays, and providing resources to HKSR for replacement of the existing rehabus operating system with a new integrated computerised system, which will allow users to make booking online and facilitate better trip planning and deployment of drivers and rehabuses, etc.

The total numbers of passenger trips and utilisation rates of SR, DAR and feeder services in 2017 and 2018 are provided below:

Rehabus services	Number of passenger trips (Utilisation rate of services)			
	SR services	DAR services	Feeder services [Note]	Total
2017	410 500 (44%)	523 000 (56%)	-	933 500 (100%)
2018	436 000 (46%)	480 000 (50%)	42 300 (4%)	958 300 (100%)

Note: Before 2018, passenger trips made on feeder services were subsumed under the DAR services. Starting from 2018, feeder services have been recorded separately to better reflect the services provided by the HKSR.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7225)

Head: (186) Transport Department

Subhead (No. & title): ( )

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Financial Services and the Treasury

Question:

Regarding measures taken by the Government to facilitate driving by eligible persons with disabilities, will the Government provide the following information:

What were the numbers of applications for exemption from payment of motor vehicles first registration tax on the ground of disability made at the time of purchase of motor vehicles, the numbers of approved applications, the numbers of rejected applications and the reasons, as well as the amounts of the tax forgone in the past five years?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 7162)

Reply:

In accordance with sections 2 and 5 of the Motor Vehicles (First Registration Tax) Ordinance (Cap. 330), a disabled person meeting the relevant definition may be exempted from the first registration tax on the first $300,000 of the taxable value of a motor vehicle for which the disabled person is applying for first registration, on the condition that the disabled person is able to satisfy the Commissioner for Transport that he is fit to drive that vehicle, and he has not registered a motor vehicle subject to the exemption of the motor vehicles first registration tax within the previous five years. In accordance with section 2 of the Road Traffic Ordinance (Cap. 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority stating that such person is suffering from a permanent disease or physical disability that causes him considerable difficulty in walking.

All applicants meeting the above requirements have been granted exemption from payment of the applicable motor vehicles first registration tax in the past five years, without rejected applications. The numbers of approved cases and the amounts of tax exempted are tabulated below:

Year	Number of approved cases	Amount of tax exempted ($ million)
2014	149	14.9
2015	167	17.7
2016	159	15.9
2017	176	18.9
2018	162	18.3

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. S051)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Referring to the reply by the Government to Question Serial No. 1028 (Reply Serial No. THB(T)235) which provided the numbers of additional parking spaces for private cars and commercial vehicles provided under the various measures in 2018-19, please use the table below to provide the relevant information with a breakdown by district:

	Private Cars		**Commercial Vehicles**				
District	**Parking spaces provided within new developments**	**Public parking spaces in new "Government, Institution or Community" (G/IC) facilities and short term tenancy (STT) car parks**	**Night-time on-street parking**	**Parking spaces provided within new developments**	**Public parking spaces in new G/IC facilities and STT car parks**	**Parking spaces within school premises**	**Coach parking spaces and pick-up/ drop-off facilities**
Central and Western							
Wan Chai							
Eastern							
Southern							
……							
……							
Total	8 208	1 486	43	199	484	28	322

Asked by: Hon POON Siu-ping

Reply:

The numbers of additional parking spaces for private cars and commercial vehicles provided under the various measures by district in 2018-19 are as follows:

District	Private Cars		Commercial Vehicles				
	Parking spaces provided within new developments	Public parking spaces in new G/IC facilities and STT car parks	Night-time on-street parking	Parking spaces provided within new developments	Public parking spaces in new G/IC facilities and STT car parks	Parking spaces within school premises	Coach parking spaces and pick-up/drop-off facilities
Central and Western	420	-	-	-	-	-	3
Wan Chai	234	-	3	-	-	-	2
Eastern	637	12	-	41	31	6	42
Southern	275	-	7	100	-	-	105
Yau Tsim Mong	566	-	-	-	-	-	37
Sham Shui Po	195	-	-	2	-	-	-
Kowloon City	716	158	-	-	50	-	50
Wong Tai Sin	19	-	-	2	-	-	-
Kwun Tong	445	-	-	6	-	6	6
Tsuen Wan	1 063	-	-	-	-	-	-
Tuen Mun	321	-	10	-	-	-	-
Yuen Long	34	205	-	10	26	7	8
North	352	131	15	-	40	-	-
Tai Po	76	-	-	-	-	-	-
Sai Kung	1 322	-	-	13	-	5	18
Sha Tin	662	18	3	-	36	-	1
Kwai Tsing	62	268	5	11	287	4	50
Islands	809	694	-	14	14	-	-
Total	8 208	1 486	43	199	484	28	322

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. S052)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Further to the Government's reply provided in response to my question (Question Serial No. 0409; Reply Serial No. THB(T)213), there are 49 approved employees' service serving the Hong Kong International Airport listed at Annex. Please provide the following further information:

- Among the 49 approved employees' services, which of them are operating early in the morning (between mid-night and 6 a.m.)?
- Does the Government keep record of the schedules of services of the non-franchised bus services mentioned above categorised by service areas in terms of District Council boundaries? If yes, please provide information of respective routes in table form.
- Among the 49 approved employees' service, five were jointly applied by different employers. What are the employers involved in these five services?

Asked by: Hon POON Siu-ping

Reply:

As at 28 February 2019, 16 out of the 49 approved employees' services serving the Hong Kong International Airport operate between mid-night and 6 a.m. The respective operating hours, service areas and total number of daily trips are tabulated at Annex 1. The respective employers of the five Multiple Employers Employees' Service serving the Airport Island are provided at Annex 2.

Annex 1

Supplementary information on the approved Employees' Services serving the Hong Kong International Airport

(as at 28 February 2019)

No.	Employer(s)	Service Area(s) (District Council Districts)#	Operation Hours	Total Number of Daily Trips	Operation between 2400 and 0600 hours
1	Cathay Pacific Airways Limited	E, Wch, CW, S, YTM, KC, WTS, KT, SSP, SK, ST, YL, KwT, N, TP, TM, TW, Is	00:27 - 23:27 (Mondays to Fridays, except Public Holidays)	67	Yes
			03:07 - 04:35 (Saturdays, Sundays and Public Holidays)	10	
2		E, Wch, CW, S, YTM, KC, WTS, KT, SSP, SK, ST, YL, KwT, N, TP, TM, TW, Is	17:15 - 17:55 (Mondays to Fridays, except Public Holidays)	26	No
3		E, Wch, CW, SSP, YTM, KC, KT, YL, TM, TW, Is	00:20 - 05:05 (Mondays to Sundays, including Public Holidays)	8	Yes
4	Hong Kong Aircraft Engineering Company Limited	E, Wch, CW, S, YTM, KC, WTS, KT, SSP, SK, ST, YL, KwT, N, TP, TM, TW, Is	06:00 - 20:10 (Mondays to Sundays, including Public Holidays)	140 (Mondays to Fridays, including Public Holidays)	No
				59 (Saturdays, Sundays, including Public Holidays)	
5	Multiple employers represented by Hong Kong Airport Services Limited	Wch, CW, SSP, YTM, KwT, N, SK, TM, TW, Is	According to the flight schedule	According to the flight schedule	Not applicable

No.	Employer(s)	Service Area(s) (District Council Districts)#	Operation Hours	Total Number of Daily Trips	Operation between 2400 and 0600 hours
6	Cathay Pacific Airways Limited	YTM, SSP, TW, Is	02:30 (Mondays to Sundays, including Public Holidays)	1	Yes
7	DHL Aviation (Hong Kong) Limited	YTM, TW, TM, YL, Is	00:05 - 23:45 (Mondays to Fridays, including Public Holidays)	73	Yes
			00:08 - 23:45 (Saturdays, Sundays and Public Holidays)	77	
8	Hong Kong Air Cargo Terminals Limited	SSP, YTM, KwT, TW, Is	03:30 (Mondays to Sundays, including Public Holidays)	5	Yes
9		SSP, YTM, WTS, KT, KwT, TW, TM, YL, Is	03:30 (Mondays to Sundays, including Public Holidays)	4	Yes
10		SSP, YTM, WTS, KT, KwT, TW, TM, YL, Is	03:30 (Mondays to Sundays, including Public Holidays)	2	Yes
11	Jardine Air Terminal Services Limited	SSP, YTM, KwT, TW, Is	01:50 - 02:30 (Mondays to Sundays)	2	Yes
12		SSP, YTM, KwT, TW, Is	01:50 - 02:30 (Mondays to Sundays)	2	Yes
13		SSP, YTM, KwT, TW, Is	02:35 (Mondays to Sundays)	1	Yes
14	Air New Zealand Limited	Wch, Is	06:45 - 15:45 (Mondays to Sundays)	2	No

No.	Employer(s)	Service Area(s) (District Council Districts)#	Operation Hours	Total Number of Daily Trips	Operation between 2400 and 0600 hours
15	Austrian Airlines AG	Wch, Is	08:50 - 10:00 (Mondays to Sundays, including Public Holidays)	2	No
16	British Airways	Wch, Is	14:30 - 22:00 (Mondays to Sundays, including Public Holidays)	5	No
17	Cathay Pacific Airways Limited	E, Wch, CW, Is	17:30 (Mondays to Fridays, except Public Holidays)	1	No
18	China National Aviation Corporation (Group) Limited	E, Is	08:00 - 17:05 (Mondays to Fridays, except Public Holidays)	2	No
19	Emirates Airline	Wch, Is	05:35 - 22:40 (Mondays to Sundays, including Public Holidays)	6	Yes
20	John Swire & Sons (Hong Kong) Limited	E, CW, Is	08:30 - 16:30 (Mondays to Fridays, except Public Holidays)	2	No
21	Scandinavian Airlines System	Wch, Is	07:10 - 07:40 (Mondays to Sundays)	2	No
22	Singapore Airlines Limited	Wch, Is	00:00 - 23:00 (Mondays to Sundays)	6	Yes
23	Virgin Atlantic Airways Limited	Wch, Is	17:30 - 21:50 (Mondays to Sundays, including Public Holidays)	2	No
24	Air France	YTM, Is	18:30 - 20:30 (Mondays to Sundays, including Public Holidays)	2	No

No.	Employer(s)	Service Area(s) (District Council Districts)#	Operation Hours	Total Number of Daily Trips	Operation between 2400 and 0600 hours
25	Air Mauritus Limited	YTM, Is	11:15 - 11:30 (Mondays and Fridays only) 11:00 - 11:30 (Thursdays only)	2	No
26	Delta Air Lines, Inc	KC, Is	09:15 - 21:00 (Mondays to Sundays)	2	No
27	Lufthansa German Airlines	KC, Is	16:30 - 21:25 (Mondays to Sundays, including Public Holidays)	6	No
28	United Parcel Service Company	YTM, Is	According to the flight schedule	According to the flight schedule	Not applicable
29	Cathay Pacific Airways Limited	TW, TM, YL, Is	07:32 - 07:40 (Mondays to Fridays, except Public Holidays)	3	No
30		Is	12:10 - 13:50 (Mondays to Fridays, except Public Holidays)	4	No
31	Cathay Pacific Catering Services (Hong Kong) Limited	Is	12:20 - 13:45 (Mondays to Fridays, except Public Holidays)	4	No
32	Cathay Pacific Services Limited	Is	00:02 - 23:50 (Mondays to Sundays, including Public Holidays)	87	Yes
33	China Aircraft Services Limited	Is	08:00 - 08:10 (Mondays to Fridays, except Public Holidays)	2	No

No.	Employer(s)	Service Area(s) (District Council Districts)#	Operation Hours	Total Number of Daily Trips	Operation between 2400 and 0600 hours
34	China State Const. Eng. (Hong Kong) Limited	Is	07:00 - 18:35 (Mondays to Saturdays, except Public Holidays)	27	No
35		Is	07:45 - 17:15 (Mondays to Saturdays, except Public Holidays)	20	No
36		Is	07:45 - 17:45 (Mondays to Saturdays, except Public Holidays)	2	No
37	G4S Secure Solutions (Hong Kong) Limited	TM, YL, Is	06:00 - 19:45 (Mondays to Sundays, including Public Holidays)	4	Yes
38	Hong Kong Air Cargo Terminals Limited	Is	08:30 - 19:00 (Mondays to Fridays, except Public Holidays)	14	No
39		Is	08:45 - 19:00 (Mondays to Fridays, except Public Holidays)	12	No
40	Hong Kong Aircraft Engineering Company Limited	Is	06:55 - 20:05 (Mondays to Sundays, including Public Holidays)	12 (Mondays to Fridays) 9 (Saturdays, Sundays and Public Holidays)	No
41	Kai Shing Management Services Limited	TW, Is	09:00 - 18:10 (Mondays to Fridays, except Public Holidays)	44	No
42	Kai Shing Management Services Limited - AFFC	Is	08:00 - 20:05 (Mondays to Fridays, except Public Holidays)	54	No
			08:00 - 13:32 (Saturdays, except Public Holidays)	24	

No.	Employer(s)	Service Area(s) (District Council Districts)#	Operation Hours	Total Number of Daily Trips	Operation between 2400 and 0600 hours
43	Multiple employers represented by Airport Authority Hong Kong	Is	07:45 - 23:45 (Mondays to Sundays, including Public Holidays)	42	No
44	Waihong Environmental Services Limited	TM, YL, Is	00:10 (Mondays to Sundays, including Public Holidays)	1	Yes
45	ZHEC-CCCC-CDC Joint Venture	Is	07:50 - 17:50 (Mondays to Sundays)	26	No
46	Airport Authority Hong Kong	Is	09:00 - 17:50 (Mondays to Fridays, except Public Holidays)	4	No
47	Multiple employers represented by Airport Authority Hong Kong	Is	11:30 - 14:35 (Mondays to Fridays, except Public Holidays)	79	No
48		Is	00:00 - 02:00 (Mondays to Sundays, including Public Holidays)	7	Yes
49	Multiple employers represented by Hong Kong Airport Services Limited	Is	12:05 - 14:05 (Mondays to Fridays, except Public Holidays)	17	No

Abbreviation of District Council Districts

CW:	Central and Western	SSP:	Sham Shui Po
E:	Eastern	ST:	Sha Tin
Is:	Islands	TM:	Tuen Mun
KC:	Kowloon City	TP:	Tai Po
KT:	Kwun Tong	TW:	Tsuen Wan
KwT:	Kwai Tsing	Wch:	Wan Chai
N:	North	WTS:	Wong Tai Sin
S:	Southern	YL:	Yuen Long
SK:	Sai Kung	YTM:	Yau Tsim Mong

Annex 2

Employers involved in
the Multiple Employers Employees' Service (MEES)
serving the Hong Kong International Airport

Number in Annex 1	Employer Representative	Employers Involved in the MEES
5	Hong Kong Airport Services Limited	1. Hong Kong Airport Services Limited 2. Cathay Pacific Airways Limited 3. Hong Kong Dragon Airlines Limited
43	Airport Authority Hong Kong	1. Airport Authority Hong Kong 2. Hong Kong Observatory 3. Civil Aviation Department
47	Airport Authority Hong Kong	1. Airport Authority Hong Kong 2. Hong Kong Dragon Airlines Limited 3. Civil Aviation Department 4. Cathay Pacific Airways Limited 5. Asia Airfreight Terminal Company Limited 6. Tradeport Hong Kong Limited-Tradeport Logistics Centre 7. DHL Aviation (Hong Kong) Limited 8. Hong Kong Business Aviation Centre Limited 9. Hong Kong Air Cargo Terminals Limited 10. Cathay Pacific Services Limited 11. Airport Freight Forwarding Centre Company Limited 12. Hong Kong Aircraft Engineering Company Limited 13. Dah Chong Hong-Dragonair Airport GSE Service Limited
48	Airport Authority Hong Kong	1. Airport Authority Hong Kong 2. Airport Freight Forwarding Centre Company Limited 3. Asia Airfreight Terminal Company Limited 4. Cathay Pacific Catering Services (Hong Kong) Limited 5. Cathay Pacific Services Limited 6. Gate Gourmet Hong Kong Limited 7. Hong Kong Air Cargo Terminals Limited 8. LSG Lufthansa Service Hong Kong Limited
49	Hong Kong Airport Services Limited	1. Hong Kong Airport Services Limited 2. Cathay Pacific Airways Limited 3. Hong Kong Dragon Airlines Limited

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. S055)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Following up on 'Question No.: 2783' and 'Reply No.: THB(T)218':

According to the reply of the Government, whatever processing the renewal of vehicle licence and the refund of licensing fee on the same day for the same vehicle, or processing the transfer of ownership twice or more on the same day for the same vehicle, the number of the vehicle classes of motorcycles and motor tricycles involved was more than that of private cars involved. Does the Government know the reason(s) for these?

Can the Government at the same time provide the numbers of transactions involving the transfer of ownership of the same vehicle at present (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle)?

Numbers of Transactions Involving the Transfer of Ownership of the Same Vehicle	Private Car	Motorcycle and Motor Tricycle
1		
2-10		
11-20		
21-30		
31-40		
41-50		
More than 50		

Besides, according to the present record, what is the highest number of transaction of transfer of ownership of the same vehicle?

Asked by: Hon TAM Man-ho, Jeremy

Reply:

Under the current legislation, vehicle registration marks (VRMs) cannot be transferred from one person/company to another one direct. As required under Regulation 16 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E) (the "Regulations"), the VRM of a motor vehicle may be transferred only to a motor vehicle owned by the person who owns or previously owned the vehicle from which the VRM is to be transferred. Registered owner of a vehicle can hold a registration mark for a period of not exceeding 12 months. On the other hand, VRM can be transferred together with a vehicle. The Transport Department (TD) handles transfer of vehicle ownership in accordance with Regulation 17 of the Regulations.

Applications for the renewal of vehicle licence and the refund of fee on surrender of vehicle licence (i.e. refund of a portion relating to the unexpired period) are processed in accordance with Regulations 21 and 24 of the Regulations. The current legislation provides that the Commissioner, on the surrender to him of a valid vehicle licence, may make a refund of a portion of the licence fee paid for the licensing of the motor vehicle relating to the unexpired period of the surrendered vehicle licence in accordance with Schedule 6 of the Regulations.

Under the Regulations, registered owners of vehicles may submit applications to the TD for renewal of vehicle licence and refund of licensing fee, as well as transfer of ownership of the vehicles according to their own needs. The TD does not require the applicants to provide reasons for such requests.

As of 11 April 2019, the numbers of transactions involving the transfer of ownership of the same vehicle in respect of (i) private car and (ii) motorcycle and motor tricycle are tabulated below:

Numbers of Transactions Involving the Transfer of Ownership of the Same Vehicle	Private Car	Motorcycle and Motor Tricycle
1	132 963	12 463
2-10	204 920	28 826
11-20	2 020	3 581
21-30	36	2 181
31-40	0	1 514
41-50	0	1 119
More than 50	0	3 655

According to the Regulations, if a registered vehicle has not been issued / renewed with a vehicle licence for a period exceeding two years, the vehicle registration will be cancelled. To avoid cancellation of the registration of a vehicle, the registered owner of the vehicle

may renew the vehicle licence concerned even if the vehicle is not intended to be used on roads. According to the TD's record, the highest number of transactions involving transfer of ownership of the same vehicle was 1 791 times. The TD will examine the existing arrangement to see if there is any ground to review the relevant legislative provisions such that vehicle owners' genuine need to retain VRMs in case of change of vehicle ownership are catered for, while safeguarding that any facilitating arrangement would not be subject to abuse and hence giving rise to undue administrative burden on the vehicle licencing regime or undesirable roadworthiness concern.

- End -