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CONTROLLING OFFICER'S REPLY

THB(T)033

(Question Serial No. 0347)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (4) Management of Transport Services
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)
Director of Bureau: Secretary for Transport and Housing

Question:

After the full commissioning of the Central-Wan Chai Bypass (CWB) in 2019, what are the changes in traffic volumes of Connaught Road Central and Gloucester Road during morning and evening peak hours on weekdays? What is the average daily number of vehicles? (Please specify the yearly figures.) What is the traffic accident situation of CWB?

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

Reply:

After the full commissioning of the Central-Wan Chai Bypass (CWB) in February 2019, the traffic volumes of Connaught Road Central and Gloucester Road during morning and evening peak hours on weekdays have decreased by about 27% and 20% respectively. The average daily number of vehicles using CWB on weekdays was about 53 700 in 2021. Since its commissioning, the numbers of traffic accidents¹ in CWB in 2019, 2020 and 2021 are 7, 3 and 5 respectively.

Note 1: The accidents included are those with casualties reported to the Police. Damage-only accidents are not included.

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CONTROLLING OFFICER'S REPLY**THB(T)034****(Question Serial No. 0348)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government has provided support to the public transport sectors through the Anti-epidemic Fund (AEF). Please provide the details of the measures to support the transport sectors under the previous five rounds of the AEF, including: (1) subsidy items; (2) target transport sectors; (3) the average approval time; (4) the number of successful applicants/beneficiaries; (5) the amount of subsidy received by each applicant; and (6) the difference between the approved funding allocation and the actual amount of subsidies disbursed. What are the details of the measures to support the transport sectors under the sixth round of the AEF?

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

The financial impact of measures under the Anti-epidemic Fund (AEF) does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

Details of the measures implemented by the Transport Department to support the transport sectors under various rounds of the AEF as well as the special further support to the cross-boundary passenger transport trade under the AEF are set out in the tables below:

Measures under the first round of the AEF

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries	Funding Allocation (\$ million)	Actual Amount of Subsidy Disbursed (\$ million)
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity	Five franchised bus companies and Hong Kong Tramways (HKT)	1,194.61	1,192.62 (About 99.8% of the funding allocation)

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries	Funding Allocation (\$ million)	Actual Amount of Subsidy Disbursed (\$ million)
	cost for 12 months from 1 July 2019 to 30 June 2020			
Non-franchised bus (NFB) <u>Note (1)</u>	One-off non-accountable subsidy of \$20,000 for each NFB	Registered owners of 7 072 NFBs		
School private light bus (SPLB) and hire car <u>Note (2)</u>	One-off non-accountable subsidy of \$10,000 for each SPLB and hire car	Registered owners of 2 184 SPLBs and 1 240 hire cars		
Taxi and public light bus (PLB)	Fuel subsidy of \$1.0 discount per litre of liquefied petroleum gas (LPG) for LPG taxis and PLBs and reimburse one-third of the actual fuel cost for petrol taxis and diesel PLBs for 12 months from 1 July 2020 to 30 June 2021	46 000 taxi drivers, 2 500 red minibus (RMB) drivers, and 164 green minibus (GMB) passenger service licence (PSL) holders		
Local ferry	Fuel subsidy to reimburse one-third of actual fuel cost for 12 months from 1 July 2019 to 30 June 2020	14 local ferry operators		

Note (1): Cross-boundary coaches were covered.

Note (2): Cross-boundary hire cars were covered.

Measures under the second round of the AEF

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries	Funding Allocation (\$ million)	Actual Amount of Subsidy Disbursed (\$ million)
Franchised bus and tram	Reimbursement of regular repair and maintenance cost and insurance premium for six months from 1 April to 30 September 2020	Five franchised bus companies and HKT	3,136.65	3,110.60 (About 99.2% of the funding allocation)
<u>NFB Note (1)</u>	One-off non-accountable subsidy of \$30,000 for each NFB	Registered owners of 6 978 NFBs		
<u>SPLB and hire car Note (2)</u>	One-off non-accountable subsidy of \$30,000 for each SPLB and hire car	Registered owners of 2 192 SPLBs and 1 238 hire cars		
Taxi and PLB	One-off non-accountable subsidy of \$30,000 for each taxi, RMB and GMB	Registered owners of 18 135 taxis and 995 RMBs and 164 GMB PSL holders		
	Monthly subsidy of \$6,000 for six months from 1 April 2020 to 30 September 2020 for each eligible active taxi and RMB driver or a lump sum of \$7,500	46 000 taxi drivers and 2 500 RMB drivers		
	Wage subsidy of \$6,000 for six months from 1 June 2020 to 30 November 2020	155 GMB operators covering 3 024 employees (first tranche)		

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries	Funding Allocation (\$ million)	Actual Amount of Subsidy Disbursed (\$ million)
	to GMB operators in respect of hiring each eligible employee aged 65 or above	154 GMB operators covering 2 528 employees (second tranche)		
Local ferry	Reimbursement of regular repair and maintenance costs and insurance premium for six months from 1 April to 30 September 2020	Nine local ferry operators		
	Wage subsidy of \$6,000 for six months from 1 June 2020 to 30 November 2020 to local ferry operators in respect of hiring each eligible employee aged 65 or above	Eight local ferry operators covering 133 and 49 employees for the first and second tranche of application respectively		
	One-off non-accountable subsidy of \$20,000 for each vessel deployed in kaito services	55 kaito operators		

Note (1): Cross-boundary coaches were covered.

Note (2): Cross-boundary hire cars were covered.

Measures under the third round of the AEF

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries	Funding Allocation (\$ million)	Actual Amount of Subsidy Disbursed (\$ million)
NFB <u>Note (1)</u>	One-off non-accountable subsidy of \$15,000 for each NFB	Registered owners of 6 874 NFBs	154.8	154.8 (100% of the funding allocation)
SPLB and hire car <u>Note (2)</u>	One-off non-accountable subsidy of \$15,000 for each SPLB and hire car	Registered owners of 2 200 SPLBs and 1 246 hire cars		

Note (1): Cross-boundary coaches were covered.

Note (2): Cross-boundary hire cars were covered.

Special further support measures to cross-boundary passenger transport trade under the AEF (announced in August 2021)

Transport Sectors	Subsidy Items and Details	Beneficiaries	Funding Allocation (\$ million)	Actual Amount of Subsidy Disbursed (\$ million)
Cross-boundary coach (CBC)	One-off non-accountable subsidy of \$30,000 for each CBC	Registered owners of about 1 500 CBCs	63.0	50.3 (as at 2 March 2022; application for subsidy and disbursement are in progress)
Cross-boundary hire car (CBHC)	One-off non-accountable subsidy of \$30,000 for each CBHC	Registered owners of about 600 CBHCs		

Measures under the fifth round of the AEF

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries	Funding Allocation (\$ million)	Actual Amount of Subsidy Disbursed (\$ million)
CBC	One-off non-accountable subsidy of \$30,000 for each CBC	Registered owners of about 1 500 CBCs	63.0	3.99 (as at 2 March 2022; application for subsidy and disbursement are in progress)
CBHC	One-off non-accountable subsidy of \$30,000 for each CBHC	Registered owners of about 600 CBHCs		

The processing and approval time for each subsidy application varies on a case-to-case basis depending on the nature of the subsidy item and whether the applicant has submitted all the required information and supporting documents.

In respect of the measures to support the public transport trades under the sixth round of the AEF, the approved funding allocation is \$2,133.6 million and the details of the measures are provided in the table below:

Measures under the sixth round of the AEF

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries
Franchised bus and tram	Fuel subsidy to reimburse 40% of actual fuel/ electricity cost for five months from 1 February to 30 June 2022	Five franchised bus companies and HKT
	One-off non-accountable subsidy of \$30,000 for each franchised bus registered under the five franchised bus companies/each tramcar of HKT	
NFB	One-off non-accountable subsidy of \$30,000 for each local NFB	Registered owners of 5 500 local NFBs
	One-off non-accountable subsidy of \$30,000 for each CBC	Registered owners of 1 500 CBCs

Transport Sectors	Subsidy Items and Level of Subsidy	Beneficiaries
SPLB and hire car	One-off non-accountable subsidy of \$30,000 for each SPLB and local hire car	Registered owners of 2 112 SPLBs and 732 local hire cars
	One-off non-accountable subsidy of \$30,000 for each CBHC	Registered owners of 600 CBHCs
Taxi and PLB	Fuel subsidy of \$2.0 discount per litre of LPG for LPG taxis and PLBs and reimburse 40% of the actual fuel cost for petrol taxis and diesel PLBs for five months	46 000 taxi drivers, 2 600 RMB drivers, and 165 GMB PSL holders
	One-off non-accountable subsidy of \$30,000 for each taxi, RMB and GMB	Registered owners of 18 163 taxis, 1 015 RMBs and 165 GMB PSL holders
Local ferry	Fuel subsidy to reimburse 40% of actual fuel cost for five months from 1 February to 30 June 2022	11 local ferry operators
	One-off non-accountable subsidy of \$30,000 for each vessel deployed in franchised or licensed ferry services	
	One-off non-accountable subsidy of \$20,000 for each vessel deployed in kaito services	55 kaito operators

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CONTROLLING OFFICER'S REPLY

THB(T)035

(Question Serial No. 0349)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The “water taxi” ferry service (WTFS) in Hong Kong was launched on 1 July 2021. However, due to the epidemic, there were numerous occasions whereby the service could not be provided as usual.

In this connection, please advise the patronage since the launch of WTFS; whether the patronage meets the expectation; the number of staff hired by the operator for providing WTFS; whether the operator is able to sustain its operation; whether the Government has provided subsidy to WTFS to help the ferry operator tide over the difficulties.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 10)

Reply:

The “water taxi” ferry service (WTFS) is primarily for sightseeing and tourism purpose. Amidst the ongoing COVID-19 pandemic and related border control measures, WTFS commenced operation on 1 July 2021 with limited services, providing one departure plying between Hung Hom and Central via Tsim Sha Tsui East on Saturdays. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator also introduced another short-working route with two departures plying between Central and Tsim Sha Tsui East via West Kowloon on Sundays and public holidays starting from 12 November 2021. The total patronage of WTFS in 2021 was 3 569. Twelve staff, who were mostly redeployed from other inner harbour routes run by the same operator, were involved in operating WTFS. In light of the new wave of COVID-19 pandemic and related social distancing measures since January 2022, the two WTFS routes via West Kowloon and Tsim Sha Tsui East were temporarily suspended since 16 January and 9 February 2022 respectively. The Government and the operator will continue to closely monitor the situation.

To help reduce the operating costs of ferry services, the Government has implemented various measures in recent years, including reimbursing pier rental and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme and allowing ferry operators to sub-let premises at piers for commercial purposes. The operator of

WTFS is eligible for the above measures. Furthermore, in view of the difficult business environment facing public transport operators during the 5th wave of the COVID-19 pandemic, the Government has introduced various one-off relief measures under the Anti-epidemic Fund (AEF) 6.0, under which the operator of WTFS is entitled to receive a 40% subsidy on fuel costs for a period of five months and a one-off non-accountable subsidy of \$30,000 per vessel. The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

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CONTROLLING OFFICER'S REPLY

THB(T)036

(Question Serial No. 0374)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please provide the following figures (from its launch up to the present):

1. the total amount of subsidy received by commuters altogether and the average amount of subsidy received by each commuter, with breakdown by the following categories: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400 or above (The Scheme has been enhanced since 1 January 2020. Please give the amounts before and after the Scheme enhancement);
2. the numbers of beneficiaries with expired subsidy with breakdown by month;
3. the monthly amount of government subsidy provided and the related administrative costs under the Scheme. Please list out separately; and
4. the percentage of commuters using Personalised Octopus to claim the subsidy at present.

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

Reply:

1. The Public Transport Fare Subsidy Scheme (the Scheme) was first launched on 1 January 2019, and enhanced on 1 January 2020. From 1 July 2020 to 31 December 2021, special measures were introduced to temporarily relax the monthly public transport expenses threshold and/or increase the monthly subsidy cap under the Scheme. The amount of subsidy and the number of beneficiaries during different periods are set out below:
 - (a) From 1 January 2019 to 31 December 2019 - When the Scheme was first introduced, the fare subsidy rate was one-fourth of the monthly public transport expenses in excess of \$400 and the subsidy cap was \$300 per month per Octopus. The total subsidy amount was about \$1,873.6 million, involving an average of

around 2.14 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$73.

- (b) From 1 January 2020 to 30 June 2020 (after Scheme enhancement) - With Scheme enhancement starting from 1 January 2020, the fare subsidy rate was increased to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised to \$400 per month per Octopus. The total subsidy amount was about \$764.8 million, involving an average of around 1.43 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$89.
- (c) From 1 July 2020 to 31 December 2021 (with special measures) - To alleviate the public's burden of transport expenses during the epidemic, the Government had implemented special measures to temporarily relax the monthly public transport expenses threshold from \$400 to \$200 from 1 July 2020 to 31 December 2021 and to temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021. During the period from July 2020 to December 2021, the total subsidy amount was about \$5,091.1 million, involving an average of around 2.84 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$99.
- (d) January 2022 (after the expiry of special measures) - At present, the Government provides a subsidy amounting to one-third of the commuters' monthly public transport expenses in excess of \$400, subject to a cap of \$400 per month per Octopus. In January 2022, the total subsidy amount was about \$145.8 million, involving an average of around 1.60 million beneficiaries per month. The average amount of monthly subsidy per beneficiary was about \$91.

The distribution of beneficiaries by subsidy amount before and after the Scheme enhancement and implementation of the special measures is listed below:

Subsidy amount	Number of beneficiaries (rounded off to the nearest thousand)			
	Monthly average from January to December 2019	Monthly average from January to June 2020 (after the Scheme enhancement)	Monthly average from July 2020 to December 2021 (with special measures)	January 2022 (after the expiry of special measures)
\$0.1-\$100.0	1 583 000	949 000	1 715 000	1 040 000
\$100.1-\$200.0	438 000	343 000	771 000	398 000
\$200.1-\$300.0	117 000	100 000	260 000	118 000
\$300.1 or above	N/A	37 000	92 000 (Note)	41 000

Note:

The figure includes the monthly average from 1 April 2021 to 31 December 2021, when the monthly subsidy cap was temporarily increased to \$500.

2. Under the Scheme, the subsidy for each month is valid for collection within three months. On average, over 80% of beneficiaries collected the subsidy within the three-month collection period and the subsidy collected amounted to over 90% of the monthly total subsidy amount. The number of beneficiaries with expired subsidy from January 2019 to October 2021 are listed below (the subsidy for November 2021 onwards remains valid for collection as at the end of February 2022 and hence is not included in the table below):

Month	Number of beneficiaries with expired subsidy (rounded to the nearest thousand)
January 2019	326 000
February 2019	259 000
March 2019	403 000
April 2019	363 000
May 2019	395 000
June 2019	387 000
July 2019	396 000
August 2019	390 000
September 2019	375 000
October 2019	314 000
November 2019	257 000
December 2019	421 000
January 2020	383 000
February 2020	105 000
March 2020	133 000
April 2020	106 000
May 2020	187 000
June 2020	241 000
July 2020	530 000
August 2020	402 000
September 2020	527 000
October 2020	721 000
November 2020	693 000
December 2020	430 000
January 2021	403 000
February 2021	374 000
March 2021	457 000
April 2021	345 000
May 2021	340 000
June 2021	304 000
July 2021	322 000
August 2021	307 000
September 2021	335 000
October 2021	313 000

3. The average monthly subsidy amount before and after the Scheme enhancement and the implementation of the special measures are listed below:

Period	Average monthly subsidy amount (\$ million)
January to December 2019	156.1
January to June 2020 (after Scheme enhancement)	127.5
July 2020 to December 2021 (with special measures)	282.8
January 2022 (after the expiry of special measures)	145.8

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2021-22 is \$42.0 million.

4. In 2021, around 32% of commuters entitled to the subsidy used Personalised Octopus.

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CONTROLLING OFFICER'S REPLY

THB(T)037

(Question Serial No. 0376)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the continued introduction of practicable measures to enhance traffic management and to alleviate road traffic congestion, will the Government inform this Committee of the following:

1. the expenditure and staff establishment involved in the relevant projects in the past three years, with a breakdown of the staff establishment by type, and the effectiveness of the projects;
2. details of the measures to be implemented in 2022-23; whether these will include, for example, putting in place major comprehensive Park-and-Ride systems at the exits of tunnels such as Tai Lam Tunnel and Siu Lam Tunnel so as to reduce traffic flow to and from the urban areas, and introduction of time variant charging systems for tunnels to charge time-varying tolls or waive tolls; and the estimated expenditure involved and means of effectiveness evaluation; and
3. details of the operation of the Smart Traffic Fund and implementation of automated parking systems (APS) in the past three years, including information on the relevant projects and the expenditure and staff establishment involved, with a breakdown of the staff establishment by type; details of the measures to be implemented in 2022-23, the APS locations, and the estimated expenditure involved and means of effectiveness evaluation.

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

Reply:

1. In 2021, the Transport Department (TD) continued to adopt a multi-pronged strategy to alleviate road traffic congestion, including efforts to expand and enhance the public transport system and manage the use of roads. For example, with effect from 24 February 2021, the First Registration Tax rates and Vehicle Licence Fee levels for private cars have been increased by 15% and 30% respectively, as a fiscal disincentive to curb growth of private cars. TD also continued to study the hierarchy and level of tolls of government tolled tunnels and Control Areas, and take forward a host of measures to increase car parking spaces. The expenditures and manpower involved in

implementing the multi-pronged strategy are absorbed under the overall provision and establishment for TD and cannot be separately identified.

2. TD commenced the Traffic and Transport Strategy Study (TTSS) in December 2021. It will map out a Transport Strategy Blueprint with a planning horizon up to 2050 to provide a safe, reliable, environmentally friendly and efficient traffic and transport system. One of the major study directions is to provide people-centric and efficient public transport services. To this end, the TTSS will explore the feasibility of providing new generation Transport Interchange Hubs (TIHs) in new development areas or at strategic traffic locations, including the tunnel area, with a wide range of passenger facilities under the ‘single site, multiple use’ principle to improve overall connectivity and to enable passengers to enjoy a pleasant travel experience. Park-and-ride facilities will be considered when promoting TIHs with a view to encouraging drivers to park their cars and change to public transport, thereby reducing road traffic to urban areas.

The study on “Congestion Charging” will comprehensively review the toll levels of government tolled tunnels and Control Areas, and explore implementing time-varying tolls with a view to regulating traffic flows and alleviating traffic congestion during peak hours. TD plans to consult the public and Legislative Council (LegCo) on the preliminary proposal of Congestion Charging in 2022. Besides, as announced in the 2019 Policy Address, the Government will waive the existing toll of the Tseung Kwan O Tunnel upon the commissioning of the Tseung Kwan O – Lam Tin Tunnel.

3. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for application. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. As regards TD’s manpower resources, two time-limited civil service posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer) have been created for the period from 2020-21 to 2026-27.

The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has approved 10 applications, with a total funding amount of about \$38 million. Details of the approved projects are at [**Annex**](#).

Six of the approved projects are related to improving road safety, while the other three related to enhancing the efficiency of road network and the remaining one related to enhancing convenience of motorists. Five of the approved projects are anticipated to be completed in 2022-23 and the rest in 2023-24.

The Government has been actively implementing automated parking system (APS) in short-term tenancy (STT) car parks and public works projects. The first APS project taken forward by the Government is located at an STT site on Hoi Shing Road in Tsuen Wan and the system was commissioned in November 2021. For the site at Pak Shek Kok in Tai Po, the Government awarded the tender in December 2021 and the system is expected to be commissioned in the fourth quarter of 2022.

For the APS in public works projects, the construction works in the Joint-user Government Office Building in Area 67 in Tseung Kwan O have commenced for completion in 2025. For the project at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, the Town Planning Board (TPB) approved its planning application in September 2021 and tender preparation is in progress. The District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong is planned to seek funding from LegCo in the second quarter of 2022. For the Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan, TD targets to apply to TPB for planning permission by the end of 2022.

The Transport and Housing Bureau (THB) / TD will continue to explore the use of APS as far as possible in their future public vehicle park projects and in suitable STT car parks, taking into account the site constraints, cost-effectiveness, etc. For future public works projects with public car parks, THB / TD will invite the responsible departments to consider the feasibility of using APS at the planning stage.

For the past three years, the preparatory work for the APS projects is undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved. The estimated expenditures in 2022-23 is \$2.0 million for the engagement of consultants which will offer technical advice on APS for the projects undertaken by THB / TD.

Projects Approved under the Smart Traffic Fund

Project Title	Project Summary	Approved Funding
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data	This project aims to develop a framework for predicting the short-term parking vacancy for both on-street and off-street parking spaces in Hong Kong and disseminate the information to the public via a website and a mobile application.	\$985,034.47
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model	This project aims to develop a 3D geo-spatial model that can be used for safety assessment in driving simulation experiments with an evidence-based decision support tool to identify accident-prone locations and recommend safety improvement measures.	\$1,456,137.92
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO)	This project will extend the developed DISCO prototype for general traffic scenarios, speed up optimisation by parallelisation, AI-based engine, and machine learning, scale up applications to network-wide junctions by decentralisation algorithms and cloud computing, and establish a software-in-the-loop connection with a micro-simulation software for validation. The project will also link the DISCO software platform to an actual traffic signal controller used in Hong Kong for validation, and establish linkage between DISCO and a cloud sensor database, in which traffic data will be imported and used in DISCO for model calibration and optimal signal plan calculation.	\$7,982,521.45
Development of Crane Position Monitoring System	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert driver when the crane is in a dangerous position that would affect road safety. Users can also check the status of a crane and the location of a vehicle on a system online platform.	\$3,240,000.00

Project Title	Project Summary	Approved Funding
Development of Departure Safety Checking System for Minibus	This project aims to develop a system for minibuses comprising sensors and controllers to monitor the minibus environment before and after passengers getting on/off the minibus. If a potential danger is detected, the system can take suitable safety control and alert the driver to check on specific area.	\$3,240,000.00
Big Data AI System for Taxi Safe Driving	This project aims at developing a driving risk assessment model for evaluating taxi drivers' driving risk levels using data collected by the Smart On-Board Units to be installed in taxis. Online platform and mobile application for taxi owners and drivers will be developed for visualising the driving risk data. The project aims at reducing the taxi accident rate and alleviating the issue of high taxi insurance premiums.	\$11,835,000.00
HKSafeDriver	This project aims to collect driving data and analyse the driving behaviours of drivers through mobile application and driving data analytics system.	\$1,162,850.00
Network-wide Traffic Speed-Flow Estimator	This project proposes a model-based data-driven approach to develop a network-wide traffic speed-flow estimator for estimating traffic speeds and traffic flows simultaneously.	\$1,976,187.18
Investigation of an Online Data-driven Intelligent Automation Platform for Drivers Considering the Psychological Condition Instability and Behaviours for a Sustainable and Safe Transportation System	This project aims to develop an online data-driven risk-taking behavioural prediction mechanism by identifying the driver's psychological condition instability using intelligent automation techniques.	\$4,990,230.13

- End -

CONTROLLING OFFICER'S REPLY

THB(T)038

(Question Serial No. 0307)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Matters Requiring Special Attention in 2022-23 include the continuous monitoring of the implementation of the "Franchised Bus Toll Exemption Fund" (the Fund) established by the franchised bus companies for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and road. Will the Government inform this Committee of the following:

1. the operating expenses since the Fund was established in 2019; and list out the withdrawal details of each franchised bus operator (FBO);
2. please advise the Fund's investment strategy; whether it is directly managed by the Transport and Housing Bureau or managed by other organisations; and the investment return in the past two years; and
3. please advise whether the Government has formulated a 5-year budget plan for the Fund. If affirmative, please advise if the financial sustainability of the Fund has been evaluated, in order to achieve the original intention of mitigating fare increase pressure of the corresponding FBO so as to relieve financial burden of bus passengers. If no, please advise the reason.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 8)

Reply:

1. Under the Franchised Bus Toll Exemption Fund (the Fund), all franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. Each franchised bus operator (FBO) is required to set up its own dedicated fund account for keeping the toll saved. When the FBO applies for fare increase and the Chief Executive in Council considers that there is prima facie a justifiable case for fare adjustment, the FBO will be required to offset the increase by using the balance of the Fund such that the magnitude of the fare increase shouldered by the passengers will be lowered.

Since the implementation of the Fund and up to 31 December 2021, the amounts being deposited and withdrawn as well as the balance of the Fund by FBOs are tabulated below.

Franchised bus company	Amount deposited (\$'000) ^(Note)	Amount withdrawn (\$'000)	Balance of the Fund (\$'000)
The Kowloon Motor Bus Company (1933) Limited	493,034	76,450	416,584
New World First Bus Services Limited	126,534	126,534	0
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	104,624	100,340	4,284
Citybus Limited (Franchise for Airport and North Lantau bus network)	34,624	34,080	544
Long Win Bus Company Limited	50,102	49,428	674
New Lantao Bus Company (1973) Limited	18	0	18

Note:

The amount deposited includes the interest (if any) received for the period between 17 February 2019 and 31 December 2021 by the dedicated fund account.

2.&3. In accordance with the agreement with the Government, each FBO should keep its toll saved in a designated bank account of the FBO. The account is an interest-bearing saving account, in which the balance of the Fund is reserved for relieving fare increase pressure of the corresponding FBO and no any other kinds of investment would be made. The operating expenses of maintaining the designated bank accounts are minimal.

The extent of the mitigating effect hinges on the balance of the Fund as well as the frequency and level of fare increases by individual FBOs. The mitigating effect from the Fund has been applied in the following fare increases -

- (a) the overall weighted average rate of fare increase shouldered by the passengers of Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited, implemented on 20 January 2019, was reduced from 9.9% to 7.0% and 5.6% respectively; and
- (b) the overall weighted average rate of fare increase shouldered by the passengers of the solely-operated routes of the Kowloon Motor Bus Company (1933) Limited, implemented on 4 April 2021, was reduced from 8.5% to 5.8%.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)039

(Question Serial No. 0414)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Budget that, during 2022-23, the Transport and Housing Bureau (Transport Branch) will continue to oversee the progress and development of Smart Mobility initiatives including the operation of the Smart Traffic Fund (the Fund) and the implementation of automated parking system (APS) projects. In this connection, will the Government advise this Committee of the following:

- (1) the specific measures to be rolled out by the Government regarding the launch of Smart Mobility initiatives, and the manpower and the expenditures to be involved in 2022-23; and
- (2) the popularity of the “HKeMobility” mobile application among the general public at present and the amount of resources allocated for maintaining the service of the mobile application in each of the past three years.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 7)

Reply:

- (1) The smart mobility initiatives of the Transport Department (TD) are grouped under three key dimensions, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. The estimated expenditures in 2022-23 of the various smart mobility initiatives are tabulated as follows:

Smart mobility initiatives	Estimated expenditures in 2022-23
Smart Transport Infrastructure	
1. Implement Free-flow Tolling System at government tolled tunnels and Tsing Sha Control Area	\$345.3 million

Smart mobility initiatives	Estimated expenditures in 2022-23
2. Install about 1 200 traffic detectors along strategic routes and major roads for collection of real-time traffic information for incident management and dissemination to the public	\$10.4 million
3. Continue to implement pilot real-time adaptive traffic signal system with sensors for pedestrians and vehicles at five road junctions to optimise the green time allocated to vehicles and pedestrians	The estimated expenditure for implementation of the system at the five road junctions is \$1.1 million in 2022-23. Meanwhile, TD will extend the trial of the system to cover eight linked junctions in Tung Chung town centre with an estimated expenditure of \$3.7 million in 2022-23.
4. Continue to facilitate trial and use of autonomous vehicles	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.
5. Complete the trial of geo-fencing technology on vehicles, and continue to study the feasibility of implementing the technology on franchised buses to enhance bus safety	The initiative has been completed and no additional expenditure will be required.
Data Sharing and Analytics	
6. Extend the walking route search function in TD's mobile application "HKeMobility" to cover all 18 districts	The extension of the walking route search function to cover all 18 districts was completed. The walking route information is based on the 3D Pedestrian Network produced by the Lands Department, which will update the information regularly. No additional expenditure will be incurred by TD.
7. Disseminate the real-time arrival information of all green minibus routes by the end of 2022 and continue to encourage public transport (PT) operators to open up their data	\$13.6 million

Smart mobility initiatives	Estimated expenditures in 2022-23
8. Develop a Traffic Data Analytics System to enhance traffic management and efficiency	It is funded by the Office of the Government Chief Information Officer. No additional expenditure will be incurred by TD.
9. Release real-time information of franchised buses through information display panels at 1 300 covered bus stops or government PT interchanges by 2022	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
10. Continue to encourage operators of public car parks to provide real-time parking vacancy information to facilitate motorists' search for parking spaces; and include relevant conditions in land leases and short-term tenancy (STT) agreements requiring relevant public car parks to provide real-time parking vacancy information	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.
Applications and Services	
11. Encourage PT operators to introduce new electronic payment systems, having regard to the systems' reliability, user friendliness and efficiency	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.
12. Set up \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$209.5 million
13. Continue to install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment with a new mobile app "HKeMeter") and provide real-time parking vacancy information	\$116.3 million
14. Commission automated parking system (APS) pilot projects by batches starting from 2021, to pave the way for wider application in STT public car parks and public car parks in government premises and to encourage adoption in public car parks in private developments	\$2.0 million ¹
15. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information by 2022	\$0.83 million

Note 1: The estimated expenditure is for the engagement of consultants which will offer technical advice on APS for the projects undertaken by the Transport and Housing Bureau / TD, while funding for the capital cost of the APS projects will be sought from the Legislative Council.

Except for item 12 about the Fund, the work of TD as tabulated above is undertaken by its existing staff and there is no separate breakdown of the manpower involved. For the Fund, two time-limited civil service posts (including one Senior Engineer and one Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer) have been created from 2020-21 to 2026-27 to assist in implementing the Fund. TD has engaged the Hong Kong Productivity Council (HKPC) as the Secretariat for the Fund, and the administrative expenditure of HKPC will be capped at 15% of the amount of the Fund.

- (2) As at February 2022, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate in 2021 was about 50 000.

The operating expenditures incurred (including maintenance, system hosting services and system enhancement) in the last three years are set out below:

Financial Year	Operating Expenditure
2019-20	\$3,320,000
2020-21	\$3,250,000
2021-22	\$4,522,000

- End -

CONTROLLING OFFICER'S REPLY

THB(T)040

(Question Serial No. 0626)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2022-23 under Programme (2), it is mentioned that the Government will “continue to oversee the progress and development of Smart Mobility initiatives including the operation of the Smart Traffic Fund (the Fund) and the implementation of automated parking system (APS) projects”. In this connection, will the Government inform this Committee of the following:

1. It is noted that the Government has earmarked \$1 billion for the Fund which has started to accept applications since 31 March 2021. Please provide the following information of the Fund (from its launch up to the present): (a) number of applications received; (b) number of applications approved; (c) approved amount; and (d) number of approved projects that have commenced;
2. In the past three years, for APS, (a) the expenditure, (b) the number of projects involved, and (c) the location of the projects; and
3. In the coming year, how many APS are expected to be (a) commissioned, and (b) included in planning?

Asked by: Hon CHAN Wing-yan, Joephy (LegCo internal reference no.: 4)

Reply:

1. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for applications. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has received 35 applications and approved 10 applications, with a total funding amount of about \$38 million. Two of the approved projects have commenced their work.

- 2.&3. The Government has been actively implementing automated parking system (APS) in short-term tenancy (STT) car parks and public works projects. The first APS project taken forward by the Government is located at an STT site on Hoi Shing Road in Tsuen Wan and the system was commissioned in November 2021. For the site at Pak Shek Kok in Tai Po, the Government awarded the tender in December 2021 and the system is expected to be commissioned in the fourth quarter of 2022.

For APS in public works projects, the construction works in the Joint-user Government Office Building in Area 67 in Tseung Kwan O have commenced for completion in 2025. For the project at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, the Town Planning Board (TPB) approved its planning application in September 2021 and tender preparation is in progress. The District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong is planned to seek funding from the Legislative Council in the second quarter of 2022. For the Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan, the Transport Department (TD) targets to apply to TPB for planning permission by the end of 2022.

The Transport and Housing Bureau (THB) / TD will continue to explore the use of APS as far as possible in their future public vehicle park projects and in suitable STT car parks, taking into account the site constraints, cost-effectiveness, etc. For future public works projects with public car parks, THB / TD will invite the responsible departments to consider the feasibility of using APS at the planning stage.

For the past three years, the preparatory work for the APS projects is undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved. The estimated expenditure in 2022-23 is \$2.0 million for the engagement of consultants which will offer technical advice on APS for the projects undertaken by the THB / TD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)041

(Question Serial No. 0396)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Matters Requiring Special Attention of the Transport and Housing Bureau (Transport Branch) in 2022-23 include those related to the franchises for three bus companies. Will the Government inform this Committee of the following:

- (a) Whether safeguarding terms specifying remuneration, working hours, occupational safety, etc., for bus captains will be added in the discussion with the concerned bus companies on the new franchises? If yes, what are the details? If no, what are the reasons?
- (b) Whether the Government has reserved provision for expenditure on promoting the bus companies in implementing various measures to safeguard the interests of bus captains, and subsidising the bus captains who are also the frontline staff in the fight against the virus? If so, what is the amount of subsidy for the bus captains? If no, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 6)

Reply:

- (a) Franchised buses in Hong Kong are operated by private companies in accordance with commercial principles. The specific employment terms and arrangements for franchised bus captains are subject to agreement between the companies and their staff.

That being said, the Government attaches great importance to enhancing the working environment and occupational safety and health of bus captains, which is also important to the delivery of quality franchised bus services to the public. Besides, the Government has all along been appealing to the franchised bus companies to, as responsible enterprises, show care for the needs of their staff and respond to their requests in respect of remuneration packages where practicable so as to foster a friendly working environment and harmonious labour relations.

To ensure that bus captains have sufficient rest time, the Transport Department (TD) has promulgated the Guidelines on Bus Captain Working Hours, Rest Times, and Meal

Breaks (the Guidelines) since 1983, and has updated it from time to time for compliance of the franchised bus companies. Following the completion of a comprehensive review, a new set of Guidelines with improvements made in terms of working hours, driving hours and rest times has been fully implemented since mid-2019.

In addition to imposing requirements on working hours, the Government requires franchised bus companies to conduct regular health checks for bus captains. All serving bus captains of franchised bus companies aged 50 or above will be offered 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 as an additional item in the annual health check. To further enhance the health and well-being of bus captains, TD is conducting a consultancy study to carry out a comprehensive research on identification and management of fatigue driving in the franchised bus industry in Hong Kong, and will consider measures to tackle fatigue driving of bus captains as necessary and appropriate in the light of the study findings.

With a view to providing a better working environment for bus captains, the Government granted approval to 26 applications made by franchised bus companies for providing working spaces/rest rooms/resting facilities in 2021, making available a total of 280 bus termini/public transport interchanges over the territory with such facilities.

The current franchises of the Long Win Bus Company Limited and the Citybus Limited in respect of its franchise for the Airport and North Lantau bus network will expire on 1 May 2023, whilst that of New World First Bus Services Limited will expire on 1 July 2023. We are now negotiating with the three franchisees on matters relating to the new franchises. The Government will strive for franchise terms that can meet public demand, including attending to the interests of the frontline staff of franchised bus companies, while taking into account the actual franchised bus operating environment to ensure the sustainability of the bus networks both operationally and financially.

- (b) In light of the impact brought about by the COVID-19 pandemic on the livelihood of individuals and business operation, the Government has launched several rounds of support measures under the Anti-epidemic Fund (AEF) to assist the affected industries and the public. Under the first two rounds of AEF, franchised bus companies received the following subsidies:
- (1) reimbursement of a total amount of about \$340 million being one-third of the actual fuel cost between 1 July 2019 and 30 June 2020;
 - (2) reimbursement of a total amount of about \$320 million being the actual regular repair and maintenance costs and insurance premium from 1 April to 30 September 2020; and
 - (3) disbursement of a total amount of about \$980 million under the Employment Support Scheme for paying wages of their staff from June to November 2020.

Under the sixth round of AEF announced on 14 February 2022, the franchised bus companies will receive reimbursement of 40% of their actual fuel cost incurred during the five-month period between 1 February and 30 June 2022 and a one-off

non-accountable subsidy of \$30,000 for each franchised bus to cope with the operating pressure in the prevailing economic environment. The financial impact of the above measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

Apart from financial support, the Government also provided rapid antigen test kits to franchised bus companies for distribution to their frontline staff.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)042

(Question Serial No. 0794)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

In response to recommendations, the Government commissioned a consultancy study on Automated Parking Systems (APSs) in 2018, in order to promote "smart mobility" and increase the number of parking spaces. The Government subsequently decided to take forward seven projects in different districts. Four years have passed and up till now, only the APS at Hoi Shing Road in Tsuen Wan has commenced operation in November 2021, providing about 78 parking spaces. In this connection, will the Government advise this Committee of the following:

1. Please provide information for the seven APS projects, including the construction and anticipated commissioning timetable, the number of parking spaces, the estimated expenditure, the types of APSs, the monthly parking fee and the average parking time.
2. It is estimated that the APS project at Yen Chow Street in Sham Shui Po will provide 200 parking spaces, which is more than the one at Hoi Shing Road in Tsuen Wan. Has the Government estimated the amount of increase in parking time, if there are vehicles queuing up for parking?
3. Will there be any measures to reduce the nuisance caused by the waiting vehicles to the nearby residents when drivers have to queue up for parking their vehicles in the APSs? Will there be a booking system for the parking spaces?
4. Please list the shortfall of parking spaces for private cars and commercial vehicles in different districts in Kowloon West, according to the Hong Kong Planning Standards and Guidelines. Please also provide measures to increase the supply of parking spaces in Kowloon West.
5. Please list the numbers of fixed penalty notices issued and the figures of complaints on illegal parking for Kowloon West in the past three years.

6. The Transport Department has been taking forward the Universal Accessibility Programme and pedestrian-friendly initiative. Please list the project items, together with their details, for Kowloon West in the coming two years.

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 6)

Reply:

1. Information of the seven Automated Parking System (APS) projects are listed at **Annex I**.
2. For the APS project at Yen Chow Street West in Sham Shui Po, according to the assessments conducted by the consultants, it is estimated that, a driver's parking time will increase by two minutes for every vehicle in front of him/her in the queue.
3. Waiting area for vehicles will be provided, which is designed to be large enough to accommodate the anticipated number of vehicles waiting to enter the car park in order to avoid causing a tail-back onto the public road. Thus, nuisance to the nearby residents will be minimal. Booking system may be considered depending on the future operation needs of the car park. Meanwhile, drivers will be able to access real-time parking vacancy information of the car park via the "HKeMobility" mobile application.
4. The parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) are subject to review from time to time to cope with the prevailing social and economic situation in order to provide a reference for assessing the parking provision for new developments. The Transport Department (TD) has all along been adhering to the prevailing standards under HKPSG when considering the parking provision for developments. To err on the side of caution, we wish to point out that it is not appropriate to apply the latest standards to determine the shortfall of parking spaces of certain districts with developments which were designed in different times according to the prevailing standards.

Moreover, the Government has been actively pursuing a host of short- and medium- to long-term measures to increase the supply of parking spaces in the Kowloon West area, including:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) encouraging schools to allow student service vehicles to park within school premises after school hours;
- (c) requiring new developments to provide more ancillary parking facilities in accordance with the newly revised HKPSG promulgated in August 2021, including increasing the number of ancillary parking spaces for private cars (PCs) in private and subsidised housing developments as well as the type and number of parking spaces for commercial vehicles (CVs) in subsidised housing developments;

- (d) providing public parking spaces in suitable “Government, Institution or Community” facilities and public open space projects in line with the “single site, multiple uses” principle, including the projects of the Open Space with Public Vehicle Park at Yen Chow Street West in Sham Shui Po, Open Space cum Public Vehicle Park at To Wah Road in West Kowloon, and Hoi Ting Road Joint User Complex in Yau Tsim Mong. These projects will provide parking spaces for both CVs and PCs; and
- (e) taking forward APS in suitable public works projects, including the Open Space with Public Vehicle Park at Yen Chow Street West in Sham Shui Po.
5. The numbers of fixed penalty notices issued by the Hong Kong Police Force (HKPF) against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) for Kowloon West in 2019 to 2021 are tabulated below:

Police Region	Year		
	2019	2020	2021
Kowloon West	339 549	631 593	862 992

HKPF does not keep any records on complaint figures about illegal parking.

6. The Highways Department will continue to take forward the lift retrofitting items under the Universal Accessibility Programme in Kowloon West in the coming two years as listed at **Annex II**.

Besides, in line with the pedestrian-friendly initiative, TD will continue to take forward the walkability enhancement measures in Kowloon West in the coming two years as listed at **Annex III**.

Annex I

Project	APS Type	Commencement of Construction (tentative)	Commissioning of APS (tentative)	Total Number of Parking Spaces (including both conventional and APS parking spaces)	Estimated Expenditure
Short-term tenancy (STT) scar park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	The installation of APS commenced in 2020	November 2021 (actual)	245	Funded by the STT operator
STT car park at Pak Shek Kok, Tai Po	Puzzle stacking	The installation of APS commenced in 2021	End-2022	About 240	Funded by the STT operator
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300	\$5,228.4 M ¹ in money-of-the-day (MOD) prices
District Open Space, Sports Centre cum Public Vehicle Park at Sze Mei Street, San Po Kong	Vertical lifting and horizontal sliding	Q2-Q3 2022	2026	About 300	\$1,605.0 M ² in MOD prices
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	2023	2026	About 200	To be determined
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	2024	2028	About 200	To be determined
Joint-user Complex at Chung Kong Road, Sheung Wan	Under planning and to be determined				

Note 1: The figure was for the entire project approved by the Finance Committee in 2020.

Note 2: The figure is the estimated figure for the entire project and will be submitted to the Finance Committee for approval after consulting the Panel on Development and the Public Works Subcommittee, tentatively in Q2 2022.

Remarks : For the APS at Hoi Shing Road in Tsuen Wan, according to the information from the car park operator, the monthly parking fee is \$3,100 for APS parking spaces on the ground level and first level, whereas the monthly parking fee is \$2,900 for APS parking spaces on the topmost level. The parking fees for the other APS projects are yet to be determined. As regards the parking time, it is estimated that the average parking time for these APSs is around two to three minutes.

Annex II

Structure No.	Location	Walkway Type	Tentative Completion Date	Status
Sham Shui Po				
KF98	Across Lung Yuet Road near Chak On Road	Footbridge	Dec 2022	Under construction
SSP02	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Footbridge	Jun 2023	Under construction
SSP01	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Footbridge	Sept 2023	Under construction
KF80	Across Shek Kip Mei Street near Berwick Street	Footbridge	Jul 2026	Under investigation
Yau Tsim Mong				
KF93	Across Jordan Road near Sorrento	Footbridge	Jul 2026	Under design

Annex III

Walkability Enhancement Measures	Tentative Works Commencement Date
Local footpath widening with new crossing at junction of Hai Tan Street and Kweilin Street	Q2 2022
Provision of new crossing and build-outs at junction of Fuk Wing Street and Pratas Street	Q3 2022
Provision of new crossing and build-outs at junction of Fuk Wing Street and Camp Street	Q3 2022
Crossing widening at junction of Un Chau Street and Kweilin Street	Q3 2022
Crossing build-outs at junction of Ki Lung Street and Maple Street	Q4 2022
Provision of new crossing and build-out at junction of Nam Cheong Street and Tai Nan Street	Q4 2022
Widening of crossing with build-outs at junction of Tai Nan Street and Wong Chuk Street	Q4 2022
Crossing build-outs at junction of Ki Lung Street and Wong Chuk Street	Q4 2022
Provision of cover at walkway along Woh Chai Street between MTR Shek Kip Mei Station Exit A and Mei Leong House, Shek Kip Mei Estate	Works in progress, scheduled to complete in Q2 2022
Provision of cover at walkway along Gascoigne Road between Labour Tribunal and Queen Elizabeth Hospital	Works in progress, scheduled to complete in Q2 2022
Area crossing at junction of Yu Chau Street near Pei Ho Street	Q4 2022
Crossing build-outs at junction of Ki Lung Street and Shek Kip Mei Street	Q1 2023 subject to the results of local consultation
Crossing build-outs at junction of Tai Nan Street and Shek Kip Mei Street	Q1 2023 subject to the results of local consultation

Walkability Enhancement Measures	Tentative Works Commencement Date
Crossing build-outs at junction of Yu Chau Street and Shek Kip Mei Street	Q2 2023 subject to the results of local consultation
Footpath widening along Fuk Wing Street between Yen Chow Street and Kweilin Street	Q2 2023 subject to the results of local consultation
Crossing build-outs at junction of Nam Cheong Street and Ki Lung Street	Q2 2023 subject to the results of local consultation
Crossing build-out at junction of Nam Cheong Street and Fuk Wa Street	Q3 2023 subject to the results of local consultation
Crossing build-out at junction of Maple Street and Yu Chau Street	Q3 2023 subject to the results of local consultation
Widening of crossing at junction of Un Chau Street and Pei Ho Street	Q3 2023 subject to the results of local consultation
Crossing build-out at junction of Tai Nan Street and Maple Street	Q3 2023 subject to the results of local consultation
Widening of crossing with build-outs at junction of Po On Road and Tonkin Street	Q4 2023 subject to the results of local consultation

- End -

CONTROLLING OFFICER'S REPLY

THB(T)043

(Question Serial No. 0080)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

On continuing to implement the Smart Traffic Fund (the Fund) to provide funding support for research and application of vehicle-related innovation and technology, please inform this Committee of the following:

1. the projects approved, the number of modes of transport benefitted and the estimated expenditure involved since the launch of the Fund;
2. the names, progress and outcomes of the research projects and new measures to be rolled out in the coming year;
3. whether the Government has encouraged public transport operators to open up their data e.g. big data platform covering the arrival time of all public transport services; if yes, what are the details; if no, what are the reasons; and
4. the amount of resources allocated for promoting intelligent traffic management.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 4)

Reply:

1. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for applications. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has approved 10 applications, with a total funding amount of about \$38 million. Details of the approved projects are at **Annex**.

2. Out of the 10 approved projects, five of them (related to improving road safety and enhancing the efficiency of road network) are anticipated to be completed in 2022-23. The Management Committee of the Fund will closely monitor the progress of the approved projects. Where appropriate, the Transport Department (TD) will consider applying the results of these projects to improve its services to the public.
3. TD has been actively liaising with the public transport operators and encouraging them to open up their data. All franchised bus operators and the MTR Corporation Limited (covering Airport Express, Tung Chung Line, Tseung Kwan O Line, Tuen Ma Line, all Light Rail Transit Lines and MTR buses) and 10 licensed ferry operators have opened up their data on the estimated time of arrival (ETA) via “HKeMobility” and the Public Sector Information Portal “DATA.GOV.HK”.

Furthermore, as at February 2022, TD has disseminated the real-time arrival information of 313 green minibus (GMB) routes through “HKeMobility” and “DATA.GOV.HK”, with a view to covering all GMB routes by the end of 2022.

4. TD has been promoting intelligent traffic management through various smart mobility initiatives. In 2022-23, around \$493 million will be allocated to smart mobility initiatives covering implementation of the Free-flow Tolling System, extension of the trial on real-time adaptive traffic signal system, open-up of the ETA data of buses and GMBs, dissemination of the real-time traffic information collected by traffic detectors, installation of new parking meters and enhancement of “HKeMeter”, wider application of automated parking systems, and trial of installing sensors at some non-metered on-street parking spaces, which altogether help drive the development of intelligent traffic management in Hong Kong.

Projects Approved under the Smart Traffic Fund

Project Title	Project Summary	Approved Funding
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data	This project aims to develop a framework for predicting the short-term parking vacancy for both on-street and off-street parking spaces in Hong Kong and disseminate the information to the public via a website and a mobile application.	\$985,034.47
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model	This project aims to develop a 3D geo-spatial model that can be used for safety assessment in driving simulation experiments with an evidence-based decision support tool to identify accident-prone locations and recommend safety improvement measures.	\$1,456,137.92
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO)	This project will extend the developed DISCO prototype for general traffic scenarios, speed up optimisation by parallelisation, AI-based engine, and machine learning, scale up applications to network-wide junctions by decentralisation algorithms and cloud computing, and establish a software-in-the-loop connection with a micro-simulation software for validation. The project will also link the DISCO software platform to an actual traffic signal controller used in Hong Kong for validation, and establish linkage between DISCO and a cloud sensor database, in which traffic data will be imported and used in DISCO for model calibration and optimal signal plan calculation.	\$7,982,521.45
Development of Crane Position Monitoring System	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert driver when the crane is in a dangerous position that would affect road safety. Users can also check the status of a crane and the location of a vehicle on a system online platform.	\$3,240,000.00

Project Title	Project Summary	Approved Funding
Development of Departure Safety Checking System for Minibus	This project aims to develop a system for minibuses comprising sensors and controllers to monitor the minibus environment before and after passengers getting on/off the minibus. If a potential danger is detected, the system can take suitable safety control and alert the driver to check on specific area.	\$3,240,000.00
Big Data AI System for Taxi Safe Driving	This project aims at developing a driving risk assessment model for evaluating taxi drivers' driving risk levels using data collected by the Smart On-Board Units to be installed in taxis. Online platform and mobile application for taxi owners and drivers will be developed for visualising the driving risk data. The project aims at reducing the taxi accident rate and alleviating the issue of high taxi insurance premiums.	\$11,835,000.00
HKSafeDriver	This project aims to collect driving data and analyse the driving behaviours of drivers through mobile application and driving data analytics system.	\$1,162,850.00
Network-wide Traffic Speed-Flow Estimator	This project proposes a model-based data-driven approach to develop a network-wide traffic speed-flow estimator for estimating traffic speeds and traffic flows simultaneously.	\$1,976,187.18
Investigation of an Online Data-driven Intelligent Automation Platform for Drivers Considering the Psychological Condition Instability and Behaviours for a Sustainable and Safe Transportation System	This project aims to develop an online data-driven risk-taking behavioural prediction mechanism by identifying the driver's psychological condition instability using intelligent automation techniques.	\$4,990,230.13

- End -

CONTROLLING OFFICER'S REPLY**THB(T)044****(Question Serial No. 0081)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government strives to promote “Smart Mobility” and advocates three major strategies, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. In this regard, please inform this Committee of the following:

1. the progress of various specific measures, timetables and breakdown of the estimated expenditures for the three major strategies in the past year;
2. the amount of new resources allocated for the three major strategies in the coming year, the areas covered and the names of the projects involved (e.g. central management system, infrastructure development, portable data); and
3. the utilisation of HKeMobility and whether there are new services or information available to the public in the coming year. If yes, what are the details?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 5)Reply:1. & 2.

The smart mobility initiatives of the Transport Department (TD) are grouped under three key dimensions, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. The progress, planned targets and estimated expenditures in 2022-23 of respective smart mobility initiatives are tabulated as follows:

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
Smart Transport Infrastructure		
1. Implement Free-flow Tolling System (FFTS) at government tolled tunnels and Tsing	- The contract for design and development of the backend system commenced in January 2021 for completion by the fourth quarter of 2022.	\$345.3 million

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
Sha Control Area	<ul style="list-style-type: none"> - A toll service provider was engaged in October 2021 for handling toll-related matters. - The Government targets to commission FFTS at government tolled tunnels and Tsing Sha Control Area gradually starting from the end of 2022. 	
2. Install about 1 200 traffic detectors along strategic routes and major roads for collection of real-time traffic information for incident management and dissemination to the public	The installation of traffic detectors has been completed. TD is disseminating real-time traffic snapshots and data to the public via “HKeMobility” and “DATA.GOV.HK”.	\$10.4 million
3. Continue to implement pilot real-time adaptive traffic signal system with sensors for pedestrians and vehicles at five road junctions to optimise the green time allocated to vehicles and pedestrians	<ul style="list-style-type: none"> - The installation of the system at the five road junctions was completed. In general, the system can reduce congestion and delay to pedestrians and traffic. - TD will extend the trial of the real-time adaptive traffic signal system to cover eight linked junctions in Tung Chung town centre. 	<p>\$1.1 million</p> <p>\$3.7 million</p>
4. Continue to facilitate trial and use of autonomous vehicles (AVs)	- TD is preparing legislative amendments to establish a regulatory framework to facilitate wider trial and use of AVs in Hong Kong, and plans to put forward the draft Bill to the Legislative Council (LegCo) in the second half of 2022.	The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
	<ul style="list-style-type: none"> - TD continuously works with the industry, including research and development institutions involved in autonomous driving systems to examine the feasibility of conducting trials of new AVs and related technology on public roads. 	
<p>5. Complete the trial of geo-fencing technology on vehicles, and continue to study the feasibility of implementing the technology on franchised buses to enhance bus safety</p>	<p>The trial of geo-fencing technology has been successfully completed, and the findings have been shared with franchised bus operators for further development of their bus control and monitoring system. The franchised bus operators have already started deploying the technology in actual operation on a trial basis.</p>	<p>The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>
Data Sharing and Analytics		
<p>6. Extend the walking route search function in TD's mobile application "HKeMobility" to cover all 18 districts</p>	<p>The walking route search function has been extended to cover all 18 districts since December 2020.</p>	<p>The walking route information is based on the 3D Pedestrian Network produced by the Lands Department (LandsD), which will update the information regularly. No additional expenditure will be incurred by TD.</p>
<p>7. Disseminate the real-time arrival information of all green minibus (GMB) routes by the end of 2022 and continue to encourage public transport (PT) operators to open up their data</p>	<ul style="list-style-type: none"> - As at February 2022, TD has disseminated the real-time arrival information of 313 GMB routes through "HKeMobility" and "DATA.GOV.HK", with a view to covering all GMB routes by the end of 2022. - The estimated time of arrival data of all franchised buses, the Airport Express, Tung 	<p>\$13.6 million.</p>

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
	<p>Chung Line, Tuen Ma Line and Tseung Kwan O Line, all Light Rail Transit Lines and buses of the MTR Corporation Limited (MTRCL), and 10 licensed ferry services have been opened up via “HKeMobility” and “DATA.GOV.HK”.</p>	
<p>8. Develop a Traffic Data Analytics System to enhance traffic management and efficiency</p>	<p>The traffic data processing and analytics functions of the Traffic Data Analytics System were launched in November 2021 for trial use by TD. TD targets to disseminate analytics results relevant to the public via “HKeMobility” and “DATA.GOV.HK” starting from the second half of 2022.</p>	<p>It is funded by the Office of the Government Chief Information Officer. The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>
<p>9. Release real-time information of franchised buses through information display panels at 1 300 covered bus stops or government public transport interchanges</p>	<ul style="list-style-type: none"> - All franchised bus operators have been providing real-time arrival information through their websites and mobile applications, “HKeMobility” and “DATA.GOV.HK”. - The production, delivery and installation of the display panels have been affected by the COVID-19 pandemic situation. As at the end of February 2022, display panels at 1 018 covered bus stops and government public transport interchanges have been installed. We target to complete the remaining installation works by the second quarter of 2022. 	<p>The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.</p>
<p>10. Continue to encourage operators of public car parks to provide real-time parking vacancy</p>	<ul style="list-style-type: none"> - The number of public car parks releasing parking vacancy information via “HKeMobility” has increased from about 220 in July 2018 to 	<p>The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
<p>information to facilitate motorists' search for parking spaces; and include relevant conditions in land leases and short-term tenancy (STT) agreements requiring relevant public car parks to provide real-time parking vacancy information</p>	<p>510 as at the end of February 2022, of which 387 are non-government car parks.</p> <ul style="list-style-type: none"> - Since mid-2018, LandsD has incorporated provisions in all new STT agreements of public car parks, requiring operators to provide parking vacancy information to TD. LandsD has also incorporated similar provisions in appropriate new land leases since February 2021, requiring developers to provide TD with real-time parking vacancy information after completion of the developments. 	
Applications and Services		
<p>11. Encourage PT operators to introduce new electronic payment systems, having regard to the systems' reliability, user friendliness and efficiency</p>	<ul style="list-style-type: none"> - TD issued the "Guidelines on Introduction of New Electronic Payment System for Fare Collection in Public Transport Sector" in June 2017 to facilitate PT operators to introduce new electronic systems for fare collection. - The MTRCL introduced QR code for fare payment in the MTR domestic network in January 2021. - Franchised bus operators have implemented or are conducting trials on QR code and contactless payments. - Some GMB, taxi and ferry operators have been accepting payment by various electronic means. 	<p>The work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.</p>

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
12. Set up \$1 billion Smart Traffic Fund to promote research and application of vehicle-related innovation and technology	As at the end of February 2022, 10 applications have been approved, with a total funding amount of about \$38 million.	\$209.5 million
13. Continue to install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment with a new mobile app “HKeMeter”) and provide real-time parking vacancy information	The installation of all 10 000 new parking meters was completed in January 2022.	\$116.3 million
14. Commission automated parking system (APS) pilot projects by batches starting from 2021, to pave the way for wider application in STT public car parks and public car parks in government premises and to encourage adoption in public car parks in private developments	<ul style="list-style-type: none"> - The APS project located at a STT site on Hoi Shing Road in Tsuen Wan was commissioned in November 2021. For the site at Pak Shek Kok in Tai Po, the Government awarded the tender in December 2021 and the system is expected to be commissioned in the fourth quarter of 2022. - For the APS in public works projects, the construction works in the Joint-user Government Office Building in Area 67 in Tseung Kwan O have commenced for completion in 2025. - For the project at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, the Town Planning Board approved the planning 	\$2.0 million ¹

Smart mobility initiatives	Progress and planned targets	Estimated expenditures in 2022-23
	<p>application in September 2021, and tender preparation is in progress.</p> <p>- The District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong is planned to seek funding from LegCo in the second quarter of 2022. For the Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan, TD targets to apply to the Town Planning Board for planning permission by the end of 2022.</p>	
15. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information by 2022	The contract for installing sensors at about 250 non-metered on-street parking spaces commenced in November 2020. TD targets to disseminate real-time parking vacancy information to the public via “HKeMobility” and “DATA.GOV.HK” in 2022.	\$0.83 million

Note 1: The estimated expenditure is for the engagement of consultants which will offer technical advice on APS for the projects undertaken by the Transport and Housing Bureau / TD, while funding for the capital cost of the APS projects will be sought from the LegCo.

3.

As at February 2022, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate in 2021 was about 50 000.

TD will continue to bring in new functions and enhance existing functions of “HKeMobility” to address the need of users. For example, we will add traffic / transport information for cross-boundary travellers and cycling route search function to “HKeMobility” in 2022.

CONTROLLING OFFICER'S REPLY

THB(T)045

(Question Serial No. 0291)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (4) Management of Transport Services
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Transport Department's work in co-ordinating the maintenance and renovation works of ferry piers, will the Government inform this Committee of the following:

1. whether there were any ferry piers which have the relevant works completed in the past two years. If yes, what were the details;
2. what is the completion timetable for the relevant works; and
3. what is the staff establishment involved and the estimated expenditure of the works.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 9)

Reply:

Regarding the maintenance and renovation works of ferry piers, the Transport Department (TD) takes up the co-ordinating role while the relevant works departments such as the Architectural Services Department (ArchSD), the Civil Engineering and Development Department and the Electrical and Mechanical Services Department are responsible for the repair and maintenance of those ferry piers. These routine works include repair and maintenance of pier facilities such as lift and ramp, lighting, fender system, fire service installations and toilet facilities. These works are covered by the recurrent expenditure of the respective works departments.

TD, supported by ArchSD, carried out a pilot renovation project for upgrading the Yung Shue Wan Ferry Pier starting from July 2019. The project included refurbishment of the whole ferry pier to enhance passenger waiting environment and provision of new facilities such as toilets and a baby-care room for the convenience of passengers. The project was substantially completed in December 2021. The total expenditure for the project was around \$29 million. There is no separate breakdown on the manpower involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)046****(Question Serial No. 0292)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the bus route rationalisation programmes, will the Government inform this Committee of the following:

- (a) the numbers of bus routes involved in each district regarding the planned bus route rationalisation programmes within this financial year;
- (b) the staff establishment involved; and
- (c) In view of the decreased passenger demand for franchised bus services due to COVID-19 pandemic, what are the measures to be taken by the Government to ensure that the bus route rationalisation programmes implemented during the pandemic can meet the passengers' commuting needs when the pandemic alleviate?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 10)

Reply:

- (a) The numbers of bus routes involved in each district under the annual bus route rationalisation programme planned in 2022 is set out below:

District	Numbers of Bus Routes ^(Note)
Central and Western	7
Eastern	11
Southern	13
Wan Chai	3
Kowloon City	6
Kwun Tong	11
Sham Shui Po	9
Wong Tai Sin	4
Yau Tsim Mong	2
Islands	3
Kwai Tsing	15
North	10

District	Numbers of Bus Routes ^(Note)
Sai Kung	8
Sha Tin	34
Tai Po	11
Tsuen Wan	8
Tuen Mun	10
Yuen Long	10
Total	175

Note : As many routes travel across more than one district, the counting is based on the origins of the routes to avoid double counting.

- (b) The work in relation to bus route rationalisation is undertaken by the existing staff of the Transport Department (TD) as part of their normal duties. There is no separate breakdown of manpower involved.
- (c) When formulating the annual bus route rationalisation programmes, TD would strive to optimise the existing bus service network having regard to factors including local developments, demographic changes, completion of new transport facilities, existing and planned public transport services in the districts concerned, etc. Meanwhile, in the light of the development of COVID-19 pandemic and associated social distancing measures, the resulting drop in patronage and higher staff absence rates due to infection or isolation/quarantine requirements, the franchised bus companies were approved to temporarily adjust their service levels to cope with the situations and make better use of resources. TD will continue to closely monitor the pandemic development and changes in passenger demand, and make timely adjustments to the bus service levels in order to meet the travelling needs of commuting passengers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)047

(Question Serial No. 0102)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (1) Planning and Development
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)
Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2022-23, it is mentioned that the Government will “continue to enhance the safety of franchised bus, including providing subsidy to the franchised bus companies and monitor their installation of appropriate safety devices on existing buses, monitoring the safety performance of franchised bus companies, studying new initiatives in respect of bus captain training, fatigue management and working environment, exploring the latest technology development on vehicles and for assisting safe driving, implementing traffic management and road improvement measures, and implementing measures to enhance bus maintenance”. In this connection, will the Government inform this Committee of the following:

- a. the amount of resources and the staff establishment involved in realising this policy initiative; and
- b. the latest progress of measures to enhance the safety of franchised bus implemented by franchised bus companies.

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 10)

Reply:

The Government strives to ensure that safe and reliable franchised bus service is provided to public. To strengthen the Transport Department (TD)'s effort in enhancing franchised bus safety, the Committee on Enhancement of Franchised Bus Safety (the Committee) (chaired by TD) was formed in early 2019 to serve as a standing platform for the Government, all franchised bus operators and relevant experts to discuss, study, implement and promote measures to further enhance franchised bus safety in Hong Kong.

Under the steer of the Committee, all franchised bus operators have taken forward enhancement measures in several major areas, which include:

1. installing and enhancing in-vehicle devices/technologies to assist safe driving;
2. enhancing the work environment of bus captains; and
3. strengthening safety performance management.

A brief account of the progress on the related improvement measures is appended below:

Installation of in-vehicle safety devices

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). As for the existing buses, having regard to the results of cost-benefit analyses, franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing seat belts on all seats on the upper deck of around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder. As at the end of February 2022, the numbers of buses installed with seat belts, ESC and speed limiting retarder were 1 025, 1 506 and 1 521 respectively, involving a total government subsidy of around \$210.2 million. The number of buses installed with safety devices by respective franchised bus operators are set out in the table below:

Franchised bus operators	Total numbers of buses installed with safety devices (Position as at the end of February 2022)		
	Seat belts	ESC	Speed limiting retarder
The Kowloon Motor Bus Company (1933) Limited (KMB)	579	901	921
New World First Bus Services Limited (NWFB)	156	214	214
Citybus Limited (CTB)	214	321	321
Long Win Bus Company Limited (LWB)	65	65	65
The New Lantao Bus Company (1973) Limited (NLB)	11	5	0
Total	1 025	1 506	1 521

Moreover, franchised bus operators have been conducting trials on various advanced driver assistance systems, including anti-collision and lane keeping warning systems, as well as driver monitoring system. As at the end of February 2022, KMB has installed the devices on about 1 100 buses travelling via expressway, while CTB and LWB have installed the

devices on all buses operating on the airport/North Lantau routes (about 240 and 280 buses respectively) at their own costs. The franchised bus operators will continue to monitor the use of these driving assistance and monitoring systems so as to establish the effectiveness of these add-on devices in different operational environment before deciding whether such devices should be used on all routes.

Enhancing working environment of bus captains

Franchised bus operators have fully implemented the enhanced driving hours and rest break arrangements stipulated in the latest Guidelines on Bus Captain Working Hours, Rest times and Meal Breaks promulgated by TD in February 2018. Furthermore, with a view to providing a better working environment for bus captains, the Government granted approval to 26 applications made by franchised bus operators for providing working spaces/rest rooms/resting facilities at bus termini/public transport interchanges in 2021, making a total of 280 such facilities over the territory. The numbers of applications approved in 2021 for respective franchised bus operators are set out in the table below:

Franchised bus operators	Numbers of applications approved in 2021
KMB	20
LWB	1
NWFB	1
CTB	3
NLB	1

To further enhance the health and well-being of bus captains, TD is conducting a consultancy study to carry out a comprehensive research on identification and management of fatigue driving in the franchised bus industry in Hong Kong. In addition, TD is reviewing the franchised bus operators' training course modules and syllabi for bus captains to ensure the quality of training provided for bus captains.

Safety performance management

TD has drawn up a new set of 19 safety performance indicators (SPIs) to monitor the safety performance of franchised bus operators, including general safety issues, bus passenger safety, bus operation and network safety, bus engineering safety, safety of bus captains at work as well as safety management and assurance systems. Franchised bus operators have started compiling these SPIs from 2020 onwards.

Also, franchised bus operators conduct route risk assessment on each bus route on a regular basis, which consists of assessment on actual operational environment and situation of each bus route as well as driving instructions to bus captains having regard to the unique operating situation of each bus route.

Road safety and bus-friendly measures

In addition to the above measures implemented by the franchised bus operators, TD has all along been taking a proactive role in formulating road safety and bus-friendly measures and

conducting comprehensive review on franchised bus-related accident trends, with a view to enhancing the safety performance of franchised bus operators.

TD set up a dedicated Bus Safety Team responsible for enhancing bus safety in 2021. As at the end of February 2022, the Team comprises two directorate officers (one Principal Transport Officer and one Chief Electrical and Mechanical Engineer) and nine non-directorate officers (viz. one Chief Transport Officer, one Senior Transport Officer, one Senior Electrical and Mechanical Engineer, one Senior Traffic Engineer, one Traffic Engineer, one Statistician, two Electrical and Mechanical Engineers and one Transport Officer II). The Team is to be headed by a Safety Director, for which an open recruitment exercise is being conducted to fill the post. The staff costs for the Bus Safety Team in terms of notional annual mid-point salary is \$15.752 million in 2022-23.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)048

(Question Serial No. 0737)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2022-23 under Programme (2), it is mentioned that the Transport and Housing Bureau will continue to oversee the addition of public car parks in suitable "Government, Institution or Community" facilities and public open space projects in line with the principle of "single site, multiple uses". In this connection, will the Government inform this Committee of the following:

- (1) the numbers, locations and charges of additional public parking spaces provided by the Government under the principle of "single site, multiple uses" in the past three years;
- (2) the numbers, locations and charges of additional public parking spaces to be provided by the Government under the principle of "single site, multiple uses" in the next five years, and their percentages in the total number of parking spaces; and
- (3) the implementation progress of various recommendations set out in the consultancy study on parking for commercial vehicles, whether parking demand has been relieved, and the manpower and estimated expenditure involved.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 10)

Reply:

(1) & (2)

Following the principle of "single site, multiple uses", the Transport Department (TD) has been proactively exploring the incorporation of new public car parks in suitable "Government, Institution or Community" facilities and public open space projects. Subject to the technical feasibility assessments and funding approval on schedule, it is expected that there are about 20 suitable works projects, providing a total of around 5 100 parking spaces by batches starting from 2024-25.

Several projects, including the Joint-user Government Office Building in Area 67 in Tseung Kwan O, Water Supplies Department Headquarters with Hong Kong and Islands Regional Office and Correctional Services Department Headquarters Building

in Chai Wan, Public Vehicle Park at Areas 4 and 30 (Site2) in Sheung Shui, Public Vehicle Park at Area 99 in Tung Chung and Chinese Medicine Hospital have already commenced construction, while the construction of Kwun Tong Composite Development is going to commence soon.

As regards other projects including the District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong, Redevelopment of Yuen Long Stadium, New Territories East Cultural Centre in Area 11 in Fanling, and Joint-user Complex at Site G2 of Anderson Road Quarry, the Government plans to obtain funding approval from the Legislative Council in 2022.

The fees of public parking spaces to be provided by these projects have yet to be determined. Generally speaking, when setting the parking fees of government public car park, a number of factors will be taken in account including charges of nearby public car parks operated by the private sector, public acceptability, and the utilisation rate, etc.

- (3) The recommendations arising from the consultancy study on parking for commercial vehicles (CVs) are being taken forward by TD as continuous measures to increase the provision of parking spaces for CVs. The recommendations and the latest progress of implementation are tabulated at Annex. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their regular duties and hence there is no separate breakdown of the expenditure involved.

**Recommendations of
the Consultancy Study on Parking for CVs and
the Latest Progress of Implementation**

Recommendations	Latest Progress
(1) Designate suitable on-street locations as night-time CV parking spaces and to provide on-street parking spaces and picking-up/setting-down facilities for coaches	As at December 2021, TD has designated a total of 1 737 and 860 on-street parking spaces for night-time CV parking and coaches respectively. A total of 405 picking-up/setting-down facilities have also been provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	So far, a cumulative total of 32 schools have provided about 95 parking spaces for student service vehicles.
(3) Specify in the tenancy agreement of suitable short-term tenancy (STT) car parks a minimum number of parking spaces for CVs	As at December 2021, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 38 STT car parks, involving a total of some 2 000 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	<p>Eight potential sites are identified for providing CV parking spaces. The latest progress of taking forward four out of the eight sites as at the end of March 2022 is as follows:</p> <p><u>(1) Amenity Complex in Area 103, Ma On Shan, and (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai</u></p> <p>Consultations with relevant District Councils and technical feasibility assessments have been completed. The projects are in the design stage.</p> <p><u>(3) Open Space cum Public Vehicle Park at To Wah Road, West Kowloon, and (4) Sports Centre and Open Space at Aldrich Bay, Shau Kei Wan</u></p> <p>Relevant District Councils have been consulted and technical feasibility assessments are being conducted.</p> <p>The remaining four sites in Tung Chung,</p>

Recommendations	Latest Progress
	Tuen Mun, Kowloon City and Hung Hom are currently in the preliminary planning stage. Subject to technical feasibility assessments, TD will work out the layouts of the proposed public CV parks and the number of parking spaces for consultation with relevant stakeholders.
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) with a view to increasing the parking provision	TD has completed the review of the standards on parking spaces and loading/unloading spaces stipulated in the HKPSG in July 2021 and the revised parking standards were promulgated in August 2021 on Planning Department's website. The revision has increased the number of parking spaces for private cars in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments.
(6) Stipulate the opening up of part of ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs	New lease conditions to require the owners of new developments to open up part of the ancillary parking spaces and loading/unloading bays for night-time public parking of CVs have been incorporated in the Conditions of Sale for suitable new Government land sale sites.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)049

(Question Serial No. 0460)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The responsibilities and the work of the Transport and Housing Bureau include overseeing the implementation of the subsidy scheme for retrofitting safety devices on the existing franchised buses. In this connection, will the Government inform this Committee of the following:

- a) the numbers of safety devices installed on franchised buses in the past three years (by franchised bus companies and by subsidised items);
- b) What is the timetable for the completion of the retrofitting of existing franchised buses with safety devices?
- c) What was the total amount of subsidy for retrofitting existing franchised buses with safety devices in the past three financial years?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 2)

Reply:

a) and b)

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators 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).

As for the existing buses, having regard to the results of cost-benefit analyses, franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing seat belts on all seats in the upper deck on around 1 900 buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for franchised bus operators.

The subsidy scheme for the retrofitting of safety devices on existing buses started from 2020-21. Installation works have commenced progressively since the third quarter of 2020 for target completion in three years for installation of seat belts, and four years for installation of ESC and speed limiting retarder. The number of buses installed with safety devices by respective franchised bus operators in 2020-21 and 2021-22 (up to February 2022), is set out in the table below:

Franchised bus operators	Total numbers of buses installed with safety devices					
	Seat belts		ESC		Speed limiting retarder	
	2020-21	2021-22 (up to Feb 2022)	2020-21	2021-22 (up to Feb 2022)	2020-21	2021-22 (up to Feb 2022)
The Kowloon Motor Bus Company (1933) Limited	150	429	147	754	147	774
New World First Bus Services Limited	23	133	76	138	76	138
Citybus Limited	37	177	45	276	45	276
Long Win Bus Company Limited	0	65	0	65	0	65
The New Lantao Bus Company (1973) Limited	6	5	3	2	0	0
Total	216	809	271	1 235	268	1 253

c)

The total amount of government subsidy for retrofitting existing franchised buses with safety devices in 2020-21 and 2021-22 (up to February 2022) are set out in the table below:

Financial Year	Total Amount of Subsidy (\$ million)
2020-2021	40.6
2021-2022 (up to February 2022)	169.6

- End -

CONTROLLING OFFICER'S REPLY

THB(T)050

(Question Serial No. 0464)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (3) District Traffic and Transport Services
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)
Director of Bureau: Secretary for Transport and Housing

Question:

In 2021-22, the work of the Transport Branch included overseeing the planning or implementation of a number of road projects. It is noted that the planning and implementation of some of the road projects may have great implications on the external traffic of Yuen Long and Tuen Mun districts. In this connection, will the Government inform this Committee of the following:

- a) the specific implementation timetable for (i) the Tuen Mun Bypass; (ii) the widening and addition of slip roads at Lung Fu Road / Tuen Mun Road / Wong Chu Road / Hoi Wing Road; (iii) the widening of Fuk Hang Tsuen Road (between Castle Peak Road - Lam Tei and Fuk Hang Tsuen Lane); (iv) Route 11 (section between Yuen Long and North Lantau); (v) Tsing Yi - Lantau Link; (vi) the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen); and
- b) the projected increase in traffic volume and the relevant road capacity when residents of Tuen Mun and Yuen Long travel to urban areas upon completion of the traffic and road planning work mentioned in item a) above.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 6)

Reply:

- a) To meet the expected traffic demand arising from the progressive development in the Northwest New Territories, the Government plans to complete a series of road infrastructure projects in stages from 2031 to 2036, so as to enhance the internal and external connectivity of the area. As for the connection to the urban areas, the Government has been implementing Route 11 (section between Yuen Long and North Lantau), Tsing Yi - Lantau Link and Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen). The investigation study for Route 11 (section between Yuen Long and North Lantau) commenced in September 2021, and the engineering studies for Tsing Yi - Lantau Link and Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) are conducted in parallel. As regards road connection to the Airport and Lantau, the Government has

been implementing the Tuen Mun Bypass which links up Lam Tei and Tuen Mun Area 40 as well as Tuen Mun-Chek Lap Kok Tunnel. At the same time, works to widen and add additional lane to major roads in Tuen Mun will also be implemented to enhance the capacity of the district road network. The investigation study for the road projects at Lung Fu Road, Wong Chu Road and Hoi Wing Road commenced in September 2021, whereas that for Tuen Mun Bypass commenced in March this year.

Meanwhile, the Government plans to consult the Panel on Transport tentatively in the second quarter of 2022 on the Widening of Fuk Hang Tsuen Road (between Castle Peak Road - Lam Tei and Fuk Hang Tsuen Lane) for target completion in 2025.

- b) The projected volume/capacity (v/c) ratios of major roads connecting the Northwest New Territories with the urban areas during morning peak hours in 2036 before and after completion of the road projects mentioned in part (a) are tabulated at **Annex**.

Volume/Capacity Ratios¹ during Morning Peak Hours in 2036		
Major Roads	Before Completion of Road Projects²	Upon Completion of Road Projects²
Tuen Mun Road (Siu Lam Section)	1.2	1.0
Tuen Mun Road (Sham Tseng Section)	1.2	1.1 ³
Tai Lam Tunnel	1.2	0.7
Ting Kau Bridge	1.1	0.7
Lantau Link	1.1	1.0
Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	1.1	0.9

Note 1 The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of 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 that the congestion is getting serious.

Note 2 The road projects are those mentioned in part (a) of the reply.

Note 3 This value is the v/c ratio for lanes other than the bus-only lane on Tuen Mun Road (Sham Tseng Section). The v/c ratio for the bus-only lane on Tuen Mun Road (Sham Tseng Section) will be below 1.0, indicating smooth traffic on the bus-only lane.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)051****(Question Serial No. 0281)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

- Under Programme (1) Planning and Development of the Transport Department, the provision for 2022-23 is \$1,530 million higher than the revised estimate for 2021-22, which is increased by 119%, mainly due to net increase of three posts in 2022-23, additional provision of Special Helping Measures for outlying island ferry routes under the long-term operation model for outlying island ferry services, increased requirement in operating expenses and increase in non-recurrent expenditure. In this connection, please provide the respective expenditures of the above three reasons; and
- The Government announced the setting up of the Smart Traffic Fund in 2019. Its balance at present is over \$1 billion. Please provide in table form the following information up to 2021: the names and content of the projects approved, how they can be applied to facilitate Smart Mobility, and the funding involved.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 30)

Reply:

- The increase in provision for 2022-23 over the revised estimate for 2021-22 under Programme (1) are due to:

Items	\$ million
Additional net non-recurrent expenditure mainly for the provision of funding to the Vessel Subsidy Scheme for outlying island ferry routes	1,218.2
Additional requirement in operating expenses mainly for providing COVID-19 testing services to frontline staff of public transport operators and subsidising cross-boundary goods vehicle drivers to undergo nucleic acid tests	206.8
Additional provision for Special Helping Measures under the long-term operation model for outlying island ferry services	101.3

Items	\$ million
Net increase of three posts in 2022-23	3.3
Total	1,529.6

2. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for applications. The Hong Kong Productivity Council is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and application of innovation and technology with the objectives of enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at the end of February 2022, the Fund has approved 10 applications, with a total funding amount of about \$38 million. Details of the approved projects are at [Annex](#).

Six of the approved projects are related to improving road safety, while the other three related to enhancing the efficiency of road network and the remaining one related to enhancing convenience of motorists. Five of the approved projects are anticipated to be completed in 2022-23 and the rest in 2023-24.

Projects Approved under the Smart Traffic Fund

Project Title	Project Summary	Approved Funding
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data	This project aims to develop a framework for predicting the short-term parking vacancy for both on-street and off-street parking spaces in Hong Kong and disseminate the information to the public via a website and a mobile application.	\$985,034.47
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model	This project aims to develop a 3D geo-spatial model that can be used for safety assessment in driving simulation experiments with an evidence-based decision support tool to identify accident-prone locations and recommend safety improvement measures.	\$1,456,137.92
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies	This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	\$1,682,512.30
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO)	This project will extend the developed DISCO prototype for general traffic scenarios, speed up optimisation by parallelisation, AI-based engine, and machine learning, scale up applications to network-wide junctions by decentralisation algorithms and cloud computing, and establish a software-in-the-loop connection with a micro-simulation software for validation. The project will also link the DISCO software platform to an actual traffic signal controller used in Hong Kong for validation, and establish linkage between DISCO and a cloud sensor database, in which traffic data will be imported and used in DISCO for model calibration and optimal signal plan calculation.	\$7,982,521.45
Development of Crane Position Monitoring System	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert driver when the crane is in a dangerous position that would affect road safety. Users can also check the status of a crane and the location of a vehicle on a system online platform.	\$3,240,000.00

Project Title	Project Summary	Approved Funding
Development of Departure Safety Checking System for Minibus	This project aims to develop a system for minibuses comprising sensors and controllers to monitor the minibus environment before and after passengers getting on/off the minibus. If a potential danger is detected, the system can take suitable safety control and alert the driver to check on specific area.	\$3,240,000.00
Big Data AI System for Taxi Safe Driving	This project aims at developing a driving risk assessment model for evaluating taxi drivers' driving risk levels using data collected by the Smart On-Board Units to be installed in taxis. Online platform and mobile application for taxi owners and drivers will be developed for visualising the driving risk data. The project aims at reducing the taxi accident rate and alleviating the issue of high taxi insurance premiums.	\$11,835,000.00
HKSafeDriver	This project aims to collect driving data and analyse the driving behaviours of drivers through mobile application and driving data analytics system.	\$1,162,850.00
Network-wide Traffic Speed-Flow Estimator	This project proposes a model-based data-driven approach to develop a network-wide traffic speed-flow estimator for estimating traffic speeds and traffic flows simultaneously.	\$1,976,187.18
Investigation of an Online Data-driven Intelligent Automation Platform for Drivers Considering the Psychological Condition Instability and Behaviours for a Sustainable and Safe Transportation System	This project aims to develop an online data-driven risk-taking behavioural prediction mechanism by identifying the driver's psychological condition instability using intelligent automation techniques.	\$4,990,230.13

- End -

CONTROLLING OFFICER'S REPLY

THB(T)052

(Question Serial No. 0175)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding illegal parking, will the Government advise this Committee of the following:

1. the numbers of fixed penalty notices (FPNs) issued by the Hong Kong Police Force (HKPF) against illegal parking in each of the past three years with a breakdown by District Council district;
2. the current numbers of on-street, Government and privately operated parking spaces with a breakdown by District Council district and vehicle type;
3. the annual numbers of electronic FPNs withdrawn due to human errors since the launch of the e-Ticketing Pilot Scheme;
4. the effectiveness of the pilot scheme on Intelligent Traffic Enforcement Robot (ITER) implemented by the Traffic Hong Kong Island of HKPF; and whether the pilot scheme will be extended to all districts. If yes, what are the details; if no, what are the reasons;
5. whether modern underground smart car parks will be provided at "Government, Institution or Community" sites or park sites following the principle of "single site, multiple uses". If yes, what are the details; if no, what are the reasons; and
6. whether the parking standards under the Hong Kong Planning Standards and Guidelines (HKPSG) will be reviewed to increase the provision of parking spaces in newly built housing estates. If yes, what are the details; if no, what are the reasons.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 9)

Reply:

1. The Hong Kong Police Force (HKPF) keeps information on fixed penalty notices (FPNs) issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by Police Region. The relevant enforcement figures in each of the five Police Regions in 2019 to 2021 are tabulated below:

Numbers of FPNs issued against illegal parking			
Police Region	Year		
	2019	2020	2021
Hong Kong Island	287 149	599 218	688 592
Kowloon East	251 430	489 901	570 466
Kowloon West	339 549	631 593	862 992
New Territories South	296 732	512 831	584 706
New Territories North	249 884	474 326	595 404
Total	1 424 744	2 707 869	3 302 160

- The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks as at February 2022 in each of the 18 districts by vehicle type are tabulated at [Annex 1](#), [Annex 2](#) and [Annex 3](#) respectively.
- In March 2020, the e-Ticketing Pilot Scheme commenced and frontline officers may print FPNs using portable printers after capturing details of the traffic contraventions using the smart phones. Under the pilot scheme, the number of FPNs issued against illegal parking that have to be withdrawn due to human errors in 2020 and 2021 are tabulated below:

	Year	
	2020	2021
Number of electronic FPNs issued	1 068 795	2 366 658
Number of electronic FPNs withdrawn due to human errors (%)	160 (0.015%)	400 (0.017%)

- Trial of Intelligent Traffic Enforcement Robot is currently taking place on different road sections in Hong Kong Island Region. Subject to the trial result, HKPF will further consider how to take forward the trial.
- The Government has been actively pursuing the introduction of Automated Parking Systems (APS) in public works projects under the principle of “single site, multiple uses”, as listed below.

Project	Current Status
Joint-user Government Office Building in Area 67 in Tseung Kwan O	Construction works have commenced and are expected to be completed in 2025.
District open space, Sports Centre cum Public Vehicle Park project at Sze Mei Street in San Po Kong	Funding is planned to be sought from the Legislative Council in the second quarter of 2022.
Open space with public vehicle park at Yen Chow Street West in Sham Shui Po	The Town Planning Board (TPB) approved its planning application in September 2021 and tender preparation is in progress.
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan	The Transport Department (TD) targets to apply to TPB for planning permission by the end of 2022.

The Transport and Housing Bureau / TD will continue to explore the use of APS as far as possible in our future public vehicle park projects, taking into account the project characteristics, design requirements, site constraints and cost-effectiveness. For future public works projects with public vehicle parks, we will ask the responsible departments to consider the feasibility of adopting APS at the planning stage.

6. TD completed the review of the standards for the provision of ancillary parking spaces for commercial vehicles (CVs) and private cars (PCs) under the Hong Kong Planning Standards and Guidelines (HKPSG) in July 2021, and the revised parking standards were promulgated in August 2021 on Planning Department's website. The revision has increased the number of parking spaces for PCs in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments.

TD will continue to conduct regular review on the parking standards under HKPSG and make timely amendments to cope with the latest changes in social and economic environment.

Numbers of on-street parking spaces in 18 districts by vehicle type as at February 2022

District	Private Car*	Goods Vehicle	Coach/Bus	Motorcycle	Total ^μ
Central and Western	520	191	14	609	1 334
Wan Chai	991	25	17	684	1 717
Eastern	514	91	62	779	1 446
Southern	625	53	135	442	1 255
Yau Tsim Mong	1 491	368	137	1 311	3 307
Sham Shui Po	1 213	223	15	801	2 252
Kowloon City	2 274	135	143	931	3 483
Wong Tai Sin	301	144	0	463	908
Kwun Tong	446	117	37	769	1 369
Tsuen Wan	814	52	31	600	1 497
Tuen Mun	1 302	332	44	869	2 547
Yuen Long	1 216	431	87	681	2 415
North	1 258	380	21	426	2 085
Tai Po	1 539	336	84	218	2 177
Sai Kung	1 993	385	165	439	2 982
Sha Tin	1 548	310	66	511	2 435
Kwai Tsing	393	368	21	694	1 476
Islands	496	44	65	175	780
Total	18 934	3 985	1 144	11 402	35 465

* The figures refer to on-street parking spaces for vehicles such as private cars, taxis, light buses, tricycle and light goods vehicles with similar vehicle dimensions while medium and heavy goods vehicles, buses, motor cycles and pedal cycles are not included according to the Road Traffic (Parking) Regulations (Cap. 374C).

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

**Numbers of parking spaces provided at the Government car parks in 18 districts
by vehicle type as at February 2022[^]**

District	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central and Western	3 926	428	14	335	4 703
Wan Chai	2 754	227	11	280	3 272
Eastern	3 150	351	33	373	3 907
Southern	2 670	182	11	483	3 346
Yau Tsim Mong	1 064	254	20	39	1 377
Sham Shui Po	3 844	1 183	33	481	5 541
Kowloon City	3 198	134	5	237	3 574
Wong Tai Sin	4 245	296	25	563	5 129
Kwun Tong	7 744	468	37	1 425	9 674
Tsuen Wan	1 906	122	4	232	2 264
Tuen Mun	3 494	142	46	166	3 848
Yuen Long	3 353	104	39	236	3 732
North	2 687	374	27	113	3 201
Tai Po	787	210	8	73	1 078
Sai Kung	1 841	70	62	167	2 140
Sha Tin	4 378	170	33	441	5 022
Kwai Tsing	4 836	563	10	840	6 249
Islands	1 717	181	17	102	2 017
Total	57 594	5 459	435	6 586	70 074

[^] The above parking information is collated from the data provided by various departments or the concerned car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

Numbers of parking spaces provided at privately-operated car parks in 18 districts by vehicle type as at February 2022[^]

District	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central and Western	34 065	464	57	480	35 066
Wan Chai	35 483	85	97	352	36 017
Eastern	42 750	1 388	238	1 451	45 827
Southern	36 610	877	189	1 008	38 684
Yau Tsim Mong	33 351	869	107	747	35 074
Sham Shui Po	25 133	1 900	362	794	28 189
Kowloon City	44 296	962	112	848	46 218
Wong Tai Sin	16 192	880	63	1 285	18 420
Kwun Tong	40 159	2 766	45	2 323	45 293
Tsuen Wan	35 108	1 817	387	773	38 085
Tuen Mun	37 595	2 007	93	808	40 503
Yuen Long	38 001	1 516	236	989	40 742
North	17 610	825	30	343	18 808
Tai Po	28 674	619	54	827	30 174
Sai Kung	40 273	1 129	132	2 553	44 087
Sha Tin	68 768	2 224	144	2 139	73 275
Kwai Tsing	30 808	9 876	399	1 350	42 433
Islands	13 732	697	190	370	14 989
Total	618 608	30 901	2 935	19 440	671 884

[^] The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the carpark providers, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)053

(Question Serial No. 0246)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the issue of parking for commercial vehicles (CVs), will the Government inform this Committee of the following:

1. During 2021-22, the Transport Department took forward the recommendations of the study on parking for CVs. Please advise the latest progress in this regard, including the number of additional parking spaces provided as a result of implementing various measures and the expenditure involved.
2. The latest vehicle-to-parking space ratios for various types of CVs.
3. During the COVID-19 pandemic, the anti-epidemic measures imposed by the Government have resulted in an abrupt decline in the flow of people in the street at night time and thus a keen demand for overnight parking facilities among public transport vehicles such as taxis and public light buses (PLBs). At present, taxis and PLBs are ticketed from time to time by the Hong Kong Police Force for illegal parking even when parked at taxi stands and light bus stands. What is the latest progress on the Government's initiative of gradually opening up taxi stands and light bus stands for overnight parking by taxis and PLBs? Will temporary car parks be provided for overnight parking by public transport vehicles? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 2)

Reply:

1. The recommendations arising from the consultancy study on parking for commercial vehicles (CVs) are being taken forward by the Transport Department (TD) as continuous measures to increase the provision of parking spaces for CVs. The recommendations and latest progress of implementation are tabulated at Annex. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their regular duties and hence there is no separate breakdown of the expenditure involved.

2. As at the end of December 2021, there were 63 702 licensed goods vehicles (excluding van-type light goods vehicles that can be parked at private car parking spaces) and 6 958 licensed coaches/buses in Hong Kong, while there were a total of 40 329 and 4 578 parking spaces for goods vehicles and coaches/buses respectively. The ratios of the number of parking spaces to the number of the licensed vehicles are therefore 0.63 and 0.66 for goods vehicles and coaches/buses respectively.
3. The Government has all along been implementing measures and identifying suitable land to meet the parking demand of public light buses (PLBs) and taxis.

As for PLBs, to cater for the operational needs and optimise the use of limited land resources, the Government permits PLBs to park at some designated PLB stands during night time provided that the parking would not affect road safety or cause obstruction to road users. TD will continue to liaise with the PLB trade to assess the feasibility for provision of PLB parking spaces at other PLB stands.

As for taxis, they generally operate round the clock. However, the pandemic situation has resulted in reduced demand for taxi services especially during the night shift. Currently, the taxi trade can park taxis at some government multi-storey car parks managed by TD at a fee per month or per quarter. The taxi trade may also use the concessionary night parking service (\$55/\$65 per night) provided at some TD's car parks (namely, Rumsey Street Car Park, Star Ferry Car Park, City Hall Car Park and Kwai Fong Car Park). Moreover, TD has arranged with the MTR Corporation Limited to release 480 parking spaces at Hong Kong West Kowloon Station for storage of idle taxis at a fee per month.

In addition to the measures provided by the Government as mentioned above, there are short-term tenancy (STT) car parks in various districts providing parking spaces for different types of vehicles including PLBs and taxis. Taking into consideration the limited land resources in Hong Kong and the pandemic situation, the Government will continue to closely monitor the parking demand of such vehicles and liaise with relevant departments for exploring the feasibility of providing more parking spaces for use by PLBs and taxis.

**Recommendations of
the Consultancy Study on Parking for CVs and
the Latest Progress of Implementation**

Recommendations	Latest Progress
(1) Designate suitable on-street locations as night-time CV parking spaces and to provide on-street parking spaces and picking-up/setting-down facilities for coaches	As at December 2021, TD has designated a total of 1 737 and 860 on-street parking spaces for night-time CV parking and coaches respectively. A total of 405 picking-up/setting-down facilities have also been provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	So far, a cumulative total of 32 schools have provided about 95 parking spaces for student service vehicles.
(3) Specify in the tenancy agreement of suitable STT car parks a minimum number of parking spaces for CVs	As at December 2021, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 38 STT car parks, involving a total of some 2 000 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	<p>Eight potential sites are identified for providing CV parking spaces. The latest progress of taking forward four out of the eight sites as at the end of March 2022 is as follows:</p> <p><u>(1) Amenity Complex in Area 103, Ma On Shan, and (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai</u></p> <p>Consultations with relevant District Councils and technical feasibility assessments have been completed. The projects are in the design stage.</p> <p><u>(3) Open Space cum Public Vehicle Park at To Wah Road, West Kowloon, and (4) Sports Centre and Open Space at Aldrich Bay, Shau Kei Wan</u></p> <p>Relevant District Councils have been consulted and technical feasibility assessments are being conducted.</p> <p>The remaining four sites in Tung Chung,</p>

Recommendations	Latest Progress
	Tuen Mun, Kowloon City and Hung Hom are currently in the preliminary planning stage. Subject to technical feasibility assessments, TD will work out the layouts of the proposed public CV parks and the number of parking spaces for consultation with relevant stakeholders.
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) with a view to increasing the parking provision	TD has completed the review of the standards on parking spaces and loading/unloading spaces stipulated in the HKPSG in July 2021 and the revised parking standards were promulgated in August 2021 on Planning Department's website. The revision has increased the number of parking spaces for private cars in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments.
(6) Stipulate the opening up of part of ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs	New lease conditions to require the owners of new developments to open up part of the ancillary parking spaces and loading/unloading bays for night-time public parking of CVs have been incorporated in the Conditions of Sale for suitable new Government land sale sites.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)002

(Question Serial No. S024)

Head: (186) Transport Department
Subhead (No. & title): (700) General Non-recurrent
Programme: (1) Planning and Development
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Reply Serial No. THB(T)051, please provide the following information:

For the \$1 billion Smart Traffic Fund (the Fund), the Hong Kong Productivity Council (HKPC) is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. As at 31 March this year, the Government has approved 14 projects involving \$80 million. What is the amount of administrative fee so far paid to the HKPC? If the administrative cost exceeds 15% of the funding approved, how will the Government ensure that the final cost will be controlled within the limit of 15% of the \$1 billion funding of the Fund?

Asked by: Hon TSE Wai-chuen, Tony

Reply:

The Hong Kong Productivity Council (HKPC) is engaged as the Secretariat for administrating the Smart Traffic Fund (the Fund). Their duties involve promoting the Fund, making recommendations on the applications and monitoring the performance of the approved projects. The cap for the administrative fee of not exceeding 15% of the budget is in line with the practice of similar government funding schemes and is specified in the agreement signed between the Government and HKPC. The administrative expenditure of HKPC is not allowed to go beyond the cap. Up to 31 March 2022, the administrative fee incurred is about \$9.5 million, which is about 12% of the funding amount approved in 2021-22. The administrative fee for 2022-23 is projected to be at similar level of the estimated funding amount to be approved in the same year.

- End -

CONTROLLING OFFICER'S REPLY

SV-THB(T)001

(Question Serial No. SV005)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Report of the Independent Review Committee on Hong Kong's Franchised Bus Service released by the Government in 2019 has put forward a number of recommendations on enhancing the safety of franchised buses. What is the latest position of the implementation of these recommendations?

Asked by: Hon LAM Chun-sing

Reply:

The Government has been actively pursuing the recommendations put forward by the Independent Review Committee on Hong Kong's Franchised Bus Service in collaboration with the franchised bus operators. As at end of February 2022, among the 45 recommendations, 43 have been implemented or are being implemented (with some of them becoming on-going measures or actions). The Government is formulating the next steps for the remaining two recommendations, the implementation of which involve legislative amendments or hinge on the implementation progress of the other initiatives. The latest progress of the follow-up actions on the recommendations is at 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) Transport Department (TD) to establish a structure to develop a proactive approach to bus safety	<u>Being implemented</u> TD has set up a dedicated Bus Safety Team responsible for enhancing bus safety in 2021. The Team will be headed by a Safety Director, for which an open recruitment exercise is being conducted to fill the post.
(2) TD to appoint a Safety Director and a small bus safety team	
(3) Franchised bus (FB) operators to appoint their own Safety Directors	<u>Completed</u> All FB operators have appointed their own Safety Directors.
(ii) Permanent Working Group on the Enhancement of Safety of FBs	
(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to FB safety	<u>Completed</u> <ul style="list-style-type: none">• The Working Group on the Enhancement of Safety of FB was turned into a permanent setup, and was revamped and renamed as the Committee on Enhancement of FB Safety (FB Safety Committee) in early 2019. Two local academic experts joined as members ^{Note¹}.• There are two sub-committees under the FB Safety Committee, namely the "Sub-Committee on In-vehicle Safety Devices and Technologies" and the "Sub-Committee on Training, Fatigue and Work Hour Management of Bus Captains". The sub-committees focus on the discussion of respective topics and the monitoring of relevant follow-up

Note ¹ Members of the FB Safety Committee include representatives from TD and all FB operators as well as two local academic experts, i.e. Professor Wong Sze-chun, Associate Dean (Development and External Relations) of the Faculty of Engineering and Chair of the Department of Civil Engineering at the University of Hong Kong, and Professor Chetwyn Chan, Vice President (Research and Development) of the Education University of Hong Kong.

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
	<p>actions, and report their work progress to the FB Safety Committee.</p> <ul style="list-style-type: none"> From 2019 to 2021, the FB Safety Committee and the two sub-committees held a total of 20 meetings.
(iii) Technological safety devices: TD's technology team	
(5) A dedicated technology team to be formed urgently in TD	<p><u>Completed</u></p> <p>TD has set up a dedicated Bus Safety Team responsible for enhancing bus safety in 2021. The Team is dedicated to handling matters on FB safety and installation of technological safety devices.</p>
(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	<p><u>Completed (became an on-going task)</u></p> <p>TD has already established lines of communication with well-respected authorities in overseas jurisdictions, including TfL of the United Kingdom (UK) and LTA of Singapore, to share information. TD will maintain and further strengthen the lines of communications and exchanges with relevant overseas authorities.</p>
(7) FB operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with FB operators in well-respected overseas jurisdictions to share information	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> Local FB operators have already established lines of communications with FB operators in overseas jurisdictions to share information. The Safety Directors of the FB operators have made co-ordinated efforts in handling matters on technological safety devices and strengthening lines of communication and exchanges with non-local FB operators, including visits to overseas (e.g. Singapore, Japan and the UK, etc.) and Mainland China to communicate and exchange with local bus operators and manufacturers in respect of topics such as bus safety and application of advanced technologies, etc.

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
<i>(iv) Subsidies</i>	
(8) TD to establish a small fund to provide grants to FB operators to promote the uptake of new safety technology	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has reviewed various existing funds established by the Government, and learnt that the scope of funding of the Innovation and Technology Fund (ITF) under the Innovation and Technology Commission should be able to cover new safety technology of FBs. The ITF (including its Partnership Research Programme and Technology Voucher Programme) provides financial support to local universities, public research institutions, local enterprises, trade associations, etc. to encourage and help them upgrade the technological level and introduce more innovative ideas into their businesses. ● TD has informed FB operators of the funding scope of the ITF and encouraged them to apply for the fund to facilitate the research and application of new technology to enhance the safety and operations of FBs. ● In addition, TD has been providing subsidies to FB operators for retrofitting existing double-deck buses with electronic stability control (ESC) and speed limiting retarders, as well as seat belts on the upper decks. Details of which are at Item 10.
(9) 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 FBs	<p><u>Completed</u></p> <ul style="list-style-type: none"> ● TD engaged an independent consultant^{Note 2} to conduct a cost / benefit analysis in respect of retrofitting seat belts on FBs in February 2019. The study was completed in September 2019. It was revealed from the analysis that the

^{Note 2} The study was conducted by an independent consultant, i.e. a team of the Department of Civil and Environmental Engineering of the Hong Kong Polytechnic University. The study report has been submitted to the FB Safety Committee and uploaded on TD's website.

<p style="text-align: center;">Recommendations by the Independent Review Committee</p>	<p style="text-align: center;">Latest progress on the follow-up actions</p>
	<p>Government should consider installing seat belts on the upper decks of double-deck buses registered in or after 2016 (around 1 900 buses). Moreover, the study also opined that those buses fitted with seat belts should first be deployed to routes operating via expressways and with longer journey distance.</p> <ul style="list-style-type: none"> ● In the light of the study findings, TD and FB operators are arranging for the installation of seat belts on the upper deck of around 1 900 existing double-deck buses. The installation works have commenced progressively from the third quarter of 2020 for target completion within three years. The Government subsidises FB operators 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators. ● In addition, all new buses procured from July 2018 onwards have all their seats installed with seat belts. As at the end of February 2022, about 980 newly procured buses with seat belts installed have been put into service. ● Upon completion of the retrofitting works within three years (counting from the third quarter of 2020), it is estimated that there would be more than 3 000 buses (including newly procured buses) fitted with seat belts. TD and FB operators will arrange to deploy these buses with priority given to long-haul routes operating via expressways with relatively fewer bus stops.
<p>(10) TD to engage an independent consultant to conduct cost / benefit analyses in respect of the retrofitting of ESC and speed limiters with retardation function (speed limiting retarder), and all</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> ● Given the proven effectiveness of ESC and speed limiting retarder, TD has conducted a cost / benefit review based on the cost information provided by bus manufacturers and FB operators with

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
<p>other safety devices proved to be technically successful, before TD requires installation of those devices by FB operators</p>	<p>reference to findings of relevant overseas studies. The review has been completed and the findings revealed that the Government should consider retrofitting all existing buses (around 4 000 buses) with ESC and speed limiting retarder if technically feasible.</p> <ul style="list-style-type: none"> ● In the light of the study findings, TD and FB operators are arranging for the retrofitting of ESC and speed limiting retarder on around 4 000 existing double-deck buses. The installation works have commenced progressively from the third quarter of 2020 for target completion within four years. The Government subsidises FB operators 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators. ● In addition, all new buses procured from July 2018 onwards have been installed with ESC and speed limiting retarder. Upon completion of the retrofitting works within four years (counting from the third quarter of 2020), it is estimated that there would be more than 5 500 buses (including newly-procured buses) equipped with ESC and speed limiting retarder.
<p>(v) Safety Performance Indicators (SPIs)</p>	
<p>(11) TD to establish more nuanced SPIs</p>	<p><u>Completed (became an on-going task)</u></p>
<p>(12) TD to seek elucidation and clarification from TfL of the SPIs adopted by TfL</p>	<ul style="list-style-type: none"> ● Drawing reference from the SPIs of TfL, TD has finalised the SPIs to be adopted in Hong Kong and standardised the relevant data format with FB operators. ● The number of items covered in the newly adopted SPIs has increased from two ^{Note 3} to 19. These items cover six

^{Note 3} The two items were: (i) safety-related defects per bus examination; and (ii) number of buses involved in accidents per million vehicle-km.

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
	<p>areas (including general safety, bus passenger safety, operation and network safety, bus engineering safety, safety of employees at work, and management and assurance systems), with a view to reviewing the performance and trends of FB operators' safety in a holistic manner, so as to facilitate targeted studies and measures for further enhancement of FB safety.</p> <ul style="list-style-type: none"> ● TD and FB operators have adopted the new set of SPIs to measure safety performance since January 2020.
<p>(vi) <i>FB accident data</i></p>	
<p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public</p>	<p><u>Completed (became an on-going task)</u></p> <p>TD has consolidated the data and finalised relevant publishing arrangement with FB operators. Since 2020, FB operators have made public the accident data in the Bus Safety Chapter of the FPP via their websites annually.</p>
<p>(14) TD to require the FB operators to report all FB accidents to TD on a monthly basis</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has required FB operators to report all accidents involving FBs to TD on a monthly basis. ● TD has been maintaining a database on bus accidents since 2019 and has standardised with FB operators the reporting / analysis arrangement for regular reporting to the FB Safety Committee and follow-up actions as appropriate.
<p>(15) Consideration should be given by TD to instituting a common reporting / analysis system of FB accident data</p>	
<p>(16) TD to stipulate to the FB operators common thresholds for reporting instances of excessive speeding and harsh braking</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has completed the setting of target common thresholds in respect of instances of excessive speeding and harsh braking. All FB operators have implemented the common thresholds since end 2020. Real-time alerts are
<p>(17) TD to stipulate to the FB operators common thresholds of excessive acceleration</p>	

<p style="text-align: center;">Recommendations by the Independent Review Committee</p>	<p style="text-align: center;">Latest progress on the follow-up actions</p>
<p>(vii) Real-time alerts</p>	<p>provided to bus captains and records are generated for taking follow-up actions with the bus captains concerned. Relevant thresholds are as follows:</p>
<p>(18) TD to require the FB operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events</p>	<p>(i) Excessive speeding Real-time alerts – speed exceeding 50km/h or 70km/h (depending on speed limit of the road section); Generation of record – speed exceeding 55km/h or 75km/h consecutively for 10 seconds; and</p> <p>(ii) Harsh braking Generation of record – force exceeding 0.4G.</p>
<p>(19) TD and FB 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 FB operators Control Room, permitting communication with the bus if appropriate</p>	<p><u>Being studied</u> TD is reviewing with FB operators on the implementation of common thresholds for providing real-time alerts to bus captains on excessive speeding and harsh braking, and would further explore the feasibility of providing real-time or near real-time alerts to the FB operators Control Room.</p>
<p>(viii) Bus captain training</p>	
<p>(20) TD to collaborate with the FB operators to identify key indicators of the effectiveness of the bus captain training system</p>	<p><u>Completed (became an on-going task)</u> TD has all along formulated the “Practice Note on Training Framework for Franchised Bus Captains” (the Practice Note) for adoption by the FB operators. At end 2020, TD completed the review with various FB operators on the implementation of the Practice Note, including the setting of common key performance indicators, which have been implemented from January 2021 onwards. The relevant key performance indicators are as follows:</p> <p>(i) Number of blameworthy traffic accidents with person injury that involve bus captains after training; and</p>

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
	<p>(ii) Number of substantiated complaints that involve bus captains after training.</p>
<p>(21) TD to stipulate that fatigue management form part of the training courses provided to bus captains</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> ● At present, FB captain training courses have already included elements of fatigue management. Bus captains are reminded to, amongst others, have enough rest to recover their mental and physical strength, avoid fatigue from prolonged working, be mindful of their personal physical conditions and endurable working hours to ensure they are mentally fit for driving, do more exercises to maintain good health, etc. ● In studying the topic of fatigue identification and management, TD will also explore the feasibility of further strengthening the relevant training to bus captains. <p>[Please also refer to Items 25 to 27 below.]</p>
<p>(22) TD to provide funding for a special course / programme for bus captains to deal with abusive and angry passengers</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> ● TD produced training materials for FB captains on how to handle difficult passengers in November 2021. The teaching materials, mainly in the form of short videos, cover the following three topics: <ul style="list-style-type: none"> (i) Emotional and psychological qualities of bus captains for dealing with difficult passengers; (ii) Dealing with difficult passengers in daily bus operations; and (iii) Dealing with difficult passengers in contingencies.
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Guidelines)</i></p>	
<p>(24) An expert(s) on fatigue identification and management to</p>	<p><u>Completed</u></p>

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>be appointed as an ad hoc member of the Permanent Working Group</p>	<p>TD has appointed local experts to be members of the FB Safety Committee.</p> <p>[Please refer to Item 4 above.]</p>
<p>(23) The Guidelines on working hours, etc. to be stipulated in regulations</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> ● In 2018, TD issued the latest revised Guidelines, which have been fully implemented by all FB operators since the second quarter of 2019. ● Taking into account that FB operators are required to address the transportation needs of the public during the morning and afternoon peak hours, bus companies are allowed to make appropriate arrangements under the revised Guidelines in such a way that the maximum duty hours of a special shift will not exceed 14 hours. Nonetheless, all FB operators have implemented the arrangement of having not more than 13 hours per shift. ● In addition to following up on and monitoring the implementation of the revised Guidelines by FB operators, TD has been studying matters relating to fatigue identification and management. ● After studying overseas research reports and practices, as well as discussing with expert members of the FB Safety Committee and two other local experts ^{Note 4}, TD has appointed independent local expert(s) to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong, including: <ul style="list-style-type: none"> (i) understanding the overall situation of fatigue driving of bus captains, the root of the problem and the causes;
<p>(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</p>	
<p>(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</p>	
<p>(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 FB fares</p>	

Note 4 One is a registered occupational therapist, chartered safety and health practitioner, certified work capacity evaluator and registered driving assessor, and the other is an industrial engineer whose research focuses on the application of human factors on health care work system.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
	<ul style="list-style-type: none"> (ii) studying the correlation between FB captains' working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and (iii) exploring corresponding improvement strategies and measures. <ul style="list-style-type: none"> ● The study has commenced since March 2021. FB operators and their bus captains have been engaged in the study. ● TD expects that the study results and recommendations can form the basis for formulating comprehensive fatigue identification and management strategies, covering the following three aspects: <ul style="list-style-type: none"> (i) A comprehensive review on bus captains' working hours, rest times, rest days, duty roster arrangement, route deployment, etc.; (ii) In respect of the management of FB operators, how to provide an appropriate working environment (such as resting facilities, depot design, arrangement of the driver's cab, etc.), manage and identify whether the state of an individual bus captain is suitable for work, and further enhance bus captain training; and (iii) In respect of bus captains, how to promote and cultivate a fatigue management culture, and formulate guidelines on personal life routines for bus captains to reduce the risk of fatigue driving. ● As regards the recommendation to stipulate the Guidelines on working hours in the regulations, it will be followed up as part of the study on identification and management of fatigue driving.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and TD to work closely together to ensure that CTB / NWFB provides adequate rest facilities for drivers working on split shifts</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● Currently, there are 311 bus termini in Hong Kong (including those of MTR bus routes). FB operators have been progressively providing additional toilets and resting facilities at existing bus termini to cater for the needs of bus captains. At present, toilets are either located at or within a walking distance of three minutes at over 95% of the bus termini. For the remaining bus termini, toilets are basically located within a walking distance of around four to seven minutes. Besides, about 90% of the bus termini have been provided with resting facilities for bus captains. ● From 2017 to 2021, the Government has granted approval to 121 applications made by FB operators for providing working spaces / rest rooms / resting facilities for bus captains, making up a total of 280 such facilities across the territory.
<p>(x) <i>Part-time bus captains: other employment</i></p>	
<p>(29) TD to stipulate to the FB 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</p>	<p><u>Completed (became an on-going task)</u></p> <p>At present, each FB operator has already put in place its own mechanism for the part-time captains to report other employment.</p>
<p>(30) TD to require New Lantao Bus (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</p>	<p><u>Completed (became an on-going task)</u></p> <p>As required by TD, NLB has obtained information and maintained records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by other supplier(s) of buses and drivers.</p>

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
driving duties for NLB, they are compliant with the Guidelines	
(xi) <i>The provision of rest and toilet facilities for bus captains</i>	
(31) 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	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● In August 2019, TD revised the relevant provisions in the TPDM to include guidelines on the requirement of providing fundamental facilities such as rest rooms, toilets etc. for bus captains and staff in the planning of new public transport interchanges and bus termini, and provided a layout template with the concerned area provision for the planners' reference. ● In December 2019, the Planning Department amended the relevant provisions in the HKPSG.
(32) 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	
(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	
(34) TD to invite a representative of the Secretary for Transport and Housing to become a member of TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini	<p><u>Completed (became an on-going task)</u></p> <p>The Transport and Housing Bureau's representative has joined and participated in the inter-departmental meetings co-ordinated by TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>
(xii) <i>Abuse and assaults on bus captains</i>	
(35) 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 that abusing a bus captain performing	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● In 2019, TD rolled out a series of television and internet Announcements in the Public Interest (API) to raise passengers' awareness of safety and

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>his duties is not only unacceptable but also a criminal offence</p>	<p>courtesy (including respect for bus captains) when using public transport services.</p> <ul style="list-style-type: none"> ● TD and HKPF have formulated the long-term publicity programme to raise awareness on matters such as passenger safety and behaviours, etc. through various channels (including internet and radio APIs, Road Safety Bulletin, etc.). TD and HKPF will review the implementation of the publicity programme on a regular basis.
<p>(36) TD to require the FB operators to display notices to remind FB passengers that abusing a bus captain is unacceptable and constitutes a criminal offence</p>	<p><u>Completed</u></p> <p>TD has standardised the content of the notices, and FB operators have displayed them inside bus compartments to remind passengers not to disturb bus captains while driving.</p>
<p>(37) TD to require the FB operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated</p>	<p><u>Completed</u></p> <p>FB operators have retrofitted audio-recording equipment on their buses installed with CCTV at bus captain cabins, and have activated the function concerned.</p>
<p>(38) 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</p>	<p><u>Being studied</u></p> <p>TD is reviewing relevant existing legislative provisions to see if they are adequate for the prosecution of a passenger who makes threatening, abusive or insulting communication towards a bus captain who is performing public duties. TD will consult relevant government bureaux / departments in parallel.</p>
<p><i>(xiii) Illegal stopping by vehicles at and near FB stops</i></p>	
<p>(39) Legislative provisions to be presented to the Legislative Council (LegCo) 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,</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> ● On technology-assisted traffic enforcement, HKPF launched an Electronic Fixed Penalty Tickets (E-Ticketing) pilot scheme in all police districts in Hong Kong in April 2020, allowing frontline enforcement officers to

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>and to permit service by E-ticket</p>	<p>retrieve data on illegally parked vehicles via mobile devices and instantly print out fixed penalty notices. HKPF expanded the pilot scheme in March 2021 to cover traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) (e.g. vehicles illegally parked at bus stops, vehicles allowing passengers to board / alight or load / unload goods in restricted areas, etc.).</p> <ul style="list-style-type: none"> ● To facilitate the serving of fixed penalty notices under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and Cap. 240 by electronic means, HKPF is now developing a Traffic e-Enforcement System, with funding approved by LegCo Finance Committee in June 2021. To provide legal basis for the proposed traffic e-enforcement, the Government plans to introduce an amendment bill into the LegCo in the second half of 2022.
<p>(40) TD and 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</p>	<p><u>Being implemented</u></p> <p>HKPF conducted a territory-wide pilot scheme in 2018. Under the scheme, Police officers used hand-held video cameras to record traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), including vehicles illegally parked at bus stops, vehicles allowing passengers to board / alight or load / unload goods in restricted areas, etc., and delivered fixed penalty tickets to the offending drivers by mail afterwards. Upon completion of the review, HKPF decided to regularise this pilot scheme as one of the traffic law enforcement modes.</p>
<p>(41) FB operators to co-operate with the police to make available CCTV recordings obtained by cameras mounted on FBs of illegal stopping by vehicles at and near franchised bus stops</p>	<p><u>Completed (became an on-going task)</u></p> <p>FB operators have liaised with HKPF on the matter, and have been providing HKPF with CCTV footages of illegal stopping of vehicles at and near franchised bus stops from time to time to facilitate follow-up actions by HKPF.</p>

<p style="text-align: center;">Recommendations by the Independent Review Committee</p>	<p style="text-align: center;">Latest progress on the follow-up actions</p>
<p><i>(xiv) Priority measures for FBs</i></p>	
<p>(42) TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway</p>	<p><u>Completed (became an on-going task)</u></p> <p>TD has launched the new bus-friendly traffic measure comprising the use of a newly designed “Give way to bus” traffic sign and road markings to encourage motorists to give way for FBs to exit more easily from bus bays to adjacent traffic lanes. The trial scheme completed in early 2020. In view of the positive results, TD has included the measure as one of the standard traffic management tools in the TPDM. TD is now extending this new measure to other suitable bus stops.</p>
<p>(43) TD to make greater use of bus lanes in appropriate locations</p>	<p><u>Completed (became an on-going task)</u></p> <p>TD is committed to taking forward this item wherever possible. As at end February 2022, there are 85 bus-only lanes and 15 designated bus gates in the territory. TD will continue to set up more bus-only lanes in appropriate locations.</p>
<p><i>(xv) Route risk assessment</i></p>	
<p>(44) TD to require the FB operators to provide TD with a route risk assessment for each of the routes on which their buses ply</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has finalised detailed arrangement for route risk assessment with various FB operators. When conducting route risk assessment, FB bus operators must check and evaluate the actual operating conditions of each bus route (including road sections, nearby environment, other vehicular or pedestrian activities, etc.), and provide adequate and appropriate driving instructions to the bus captains in the light of the unique operating conditions of each bus route. ● By end 2020, FB operators have completed route risk assessment on all of their bus routes, provided adequate and appropriate driving instructions to the bus captains and submitted the reports to TD. FB operators will regularly review route

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
	risk assessments for each route (at least once every two years).
<i>(xvi) Speed limits</i>	
(45) TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h	<p><u>Completed (became an on-going task)</u></p> <p>TD conducted a trial of low speed limit zone (30km/h) in 2020 at Wai Chi Street, Sham Shui Po (the section between Woh Chai Street and Nam Cheong Street) with traffic calming measure and found that it is an effective traffic initiative for road safety improvement. TD is planning to select other suitable locations for further trials in 2022.</p>

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. SV006)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

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 \$2 Scheme), please provide the actual amount of the Government's reimbursement of the revenue forgone to the participating public transport operators in the financial year 2021-22 and the estimated amount of reimbursement for the financial year 2025-26, and their percentages in the overall expenditure of the \$2 Scheme.

Asked by: Hon IP LAU Suk-ye, Regina

Reply:

The revised estimate of the annual operating expenditure of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) for 2021-22 is about \$1.5 billion. Of this, the revised estimate of the Government's reimbursement of the revenue forgone to the participating public transport operators is about \$1.419 billion, accounting for 95% of the annual operating expenditure.

The revised estimate for 2021-22 is lower than its original estimate of \$2.744 billion. This is mainly due to a significant drop in patronage in view of the pandemic. In 2022-23, the estimated expenditure for reimbursing the participating public transport operators for the revenue forgone is about \$6.04 billion, which mainly covers the full-year expenditure for lowering the eligible age to 60 and extending the \$2 Scheme to red minibuses, kaito and tram in the year, and the anticipated seven-month expenditure for including eligible routes of residents' service from September 2022. In drawing up the estimate for 2022-23, the Government has taken into account that people aged between 60 and 64 are more socially active than those aged 65 or above and around 47% of the former age group are employed, and thus assumed that the number of average daily trips taken by people aged between 60 and 64 on public transport is about 2 to 3 times as many as that taken by people aged 65 or above. Future expenditure of the \$2 Scheme will depend on a number of factors including changes in the population of eligible beneficiaries, potential increase in patronage induced by the enhancement measures, fare adjustments, effectiveness of the anti-abuse measures,

etc. The Government will closely monitor the operation of the \$2 Scheme and build up a more solid basis for projecting the relevant expenditure of each year and reflecting them in the respective estimates.

- End -