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**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2885)**

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 Logistics

Question:

The problem of shortage of parking spaces has been long-standing in Hong Kong. Under Programme (2), it is mentioned that the Government 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 use”. In this connection, will the Government inform this Committee of the following:

- (1) the number of public car parks planned in government facilities and public open spaces projects in the coming two years; and
- (2) the staff establishment and expenditure involved in this task.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 34)

Reply:

- (1) Following the principle of “single site, multiple use”, 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 progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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 have already commenced construction, including:

- Joint-user Government Office Building in Area 67, 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 (Site 2) in Sheung Shui;
- Public Vehicle Park at Area 99, Tung Chung;
- The development of Chinese Medicine Hospital in Tseung Kwan O;
- Kwun Tong Composite Development Project;
- District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street; and
- Redevelopment of Yuen Long Stadium – demolition and main construction works.

The construction of Joint-user Complex at Site G2, Anderson Road Quarry will commence soon.

As regards other projects including the New Territories East Cultural Centre in Area 11, Fanling, Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po and Town Park with Public Vehicle Park in Area 66, Tseung Kwan O, the Government plans to seek funding approval for the projects from the Legislative Council in the 2023 legislative session.

- (2) The task of taking forward public vehicle park projects is undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB105**

**(Question Serial No. 0474)**

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 Logistics

Question:

Regarding the Government's loan scheme with 100% guarantee for the taxi trade as an incentive for replacing their existing taxis with battery electric taxis (e-taxis), will the Government inform this Committee of the following:

1. the vetting and approval procedures of the scheme's applications;
2. the estimated number of taxis to be replaced;
3. the average amount of loan per application and the maximum length of repayment period;
4. the progress and details of the Government's initiative to install dedicated e-taxi quick chargers in Tung Chung and Tseung Kwan O in addition to launching the loan scheme; and
5. further to the above, whether the Government will consider installing additional dedicated e-taxi quick chargers in other districts to meet the demand from the increasing number of e-taxis in future; and irrespective of yes or no, what are the details.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 25)

Reply:

1. As announced in the 2023-24 Budget, the Government has proposed to introduce a loan scheme with 100% guarantee (the Scheme) for the taxi trade so as to encourage taxi owners to replace their taxis with battery electric taxis (e-taxis). The Government is working closely with the Hong Kong Mortgage Corporation Insurance Limited, as scheme administrator, on the detailed arrangements and preparatory work of the Scheme, and will announce the details in due course.
2. The Scheme serves as an incentive to encourage taxi owners to replace their existing taxis with battery e-taxis. While the Government's target is to introduce 3 000 e-taxis by end-2027 as announced in the 2022 Policy Address, we have not set a specific target for the number of applications to be received under the Scheme, as that would be

affected by various factors (e.g. the financial position of the relevant taxi owners, the age and condition of the existing taxis owned by the taxi owners, etc.). The Government proposed to provide a total commitment of \$6.4 billion for the Scheme, which should be sufficient for all 18 163 taxis in Hong Kong to apply for the loan once.

3. The proposed maximum loan amount is the actual sales price of a battery e-taxi, subject to a cap of \$350,000. If the borrower has also applied for a subsidy under the New Energy Transport Fund (NETF) for purchasing the battery e-taxi, the maximum loan amount will be the actual sales price of the battery e-taxi less the subsidy available to the borrower under the NETF, subject to a cap of \$350,000. The maximum repayment period is proposed to be 10 years from the initial disbursement of the loan by the lending institutions.

4&5. With regard to parts 4 and 5 of the question, upon consulting the Environment and Ecology Bureau, our reply is set out below.

The Government has engaged contractor to provide quick charging service for e-taxis in Lantau Island, and later in Sai Kung District. No less than 10 relevant electric vehicle chargers (see the locations in the table below) are expected to be put into service in phases from mid-2023.

Area	Location	Number of Quick Chargers
<b>Lantau Island</b>		
Tung Chung	Taxi Stand at Tung Chung Waterfront Road, Tung Chung Development Pier	2
Tung Chung	Yat Tung Estate Car Park No. 2	2
Ngong Ping	Taxi Stand at Ngong Ping	2
Mui Wo	Taxi Stand at Ngan Shek Street, opposite Mui Wo Municipal Building	1
<b>Sai Kung District</b>		
Sai Kung	Taxi Stand at Fui Yiu Lane, next to Lakeside Garden	1 (maximum)
Sai Kung	The Jockey Club Kau Sai Chau Public Golf Course Car Park	2 (maximum)
Pak Tam Chung	Taxi Stand at Pak Tam Chung Country Park	2 (maximum)
Tseung Kwan O	Taxi & Minibus Stands at Tseung Kwan O Industrial Estate	2 (maximum)
Tseung Kwan O	Kin Ming Estate Car Park	2 (maximum)

Furthermore, the Government is identifying suitable locations across the territory to provide quick charging service for e-taxis, thereby establishing a comprehensive charging service network for e-taxis and promoting the electrification of taxis. We are also exploring the use of existing quick charging facilities operated by commercial operators to facilitate e-taxi charging, and encourage commercial operators to expand



the public quick charging network. In addition, the Government is studying the feasibility of gradually converting some of the existing petrol filling stations into quick charging stations in the medium to long term for charging various types of vehicles (including e-taxis). Tenders are expected to be invited in 2023-24 for the conversion of the first petrol filling station site into a quick charging station.

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**CONTROLLING OFFICER'S REPLY****TLB106****(Question Serial No. 2045)**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 LogisticsQuestion:

Regarding the extension to Admiralty Station and the conversion from 12-car trains to 9-car trains on the MTR East Rail Line (EAL), would the Government inform this Committee of the following:

1. the average frequency of train service during peak and non-peak hours;
2. the design capacity and the actual patronage of EAL;
3. the number of times of service disruptions each year and the time of occurrence; and
4. the respective numbers of incidents caused by equipment fault and human factors, and the relevant details.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 28)Reply:

1. The following table shows the average train frequency of EAL in 2022 after the commissioning of its cross-harbour extension:

<b>Time</b>	<b>Average Train Frequency of EAL in 2022 (minutes) (Note)</b>
Peak hours	2.7 - 3.2
Non peak hours	5.8 - 8.0

Note

(1) Figures include train frequencies of the different sections of the railway line.

(2) Following the implementation of measures to contain the outbreak of COVID-19 pandemic by the Government, service at Lok Ma Chau and Lo Wu Stations was suspended from 4 February 2020 to 8 January and 6 February 2023 respectively. The figures above refers to train frequencies between Sheung Shui and Admiralty Station only.

2. Under the new signalling system, the design capacity of EAL is 82 500 passenger trips per hour per direction (six persons standing per square metre (ppsm)). The actual carrying capacity is subject to train frequency and service arrangement, passenger demand, etc. The existing carrying capacity of EAL is 62 500 (six ppsm). In 2022, the patronage of the critical link of EAL (i.e. Tai Wai to Kowloon Tong) during the busiest one hour in the morning peak was 37 700.

3.& 4.

The number of incidents caused by factors under the MTR Corporation Limited's control which led to service disruption of eight minutes or above on EAL in 2022 is as follows:

<b>Cause</b>	<b>Number of Incidents</b>
Equipment failure	28
Human factors	1

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**CONTROLLING OFFICER'S REPLY**

**TLB107**

**(Question Serial No. 0204)**

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 Logistics

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 a 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 a breakdown by year, and how the expired subsidy will be handled by the Government;
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.: 5)

Reply:

1. The Scheme was first launched on 1 January 2019 and enhanced on 1 January 2020. After the enhancement, the subsidy rate under the Scheme was increased from one-fourth to one-third, and the monthly subsidy cap was raised from \$300 to \$400. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023. The amount of subsidy, the number of beneficiaries and the average amount of monthly subsidy per beneficiary by year (before and after the Scheme enhancement) are set out in the table below:

<b>Year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Average number of beneficiaries per month (rounded off to the nearest thousand)</b>	<b>Average amount of monthly subsidy per beneficiary (\$)</b>
2019 (before Scheme enhancement)	1,874	2 143 000	73
2020	2,147	1 982 000	90
2021	3,709	2 999 000	103
2022	2,837	2 274 000	104

The distribution of beneficiaries by monthly subsidy amount by year (before and after the Scheme enhancement) is listed below:

<b>Monthly subsidy amount</b>	<b>Monthly average number of beneficiaries (rounded off to the nearest thousand)</b>			
	2019 (before Scheme enhancement)	2020	2021	2022
\$0.1-\$100.0	1 583 000	1 291 000	1 756 000	1 327 000
\$100.1-\$200.0	438 000	490 000	837 000	625 000
\$200.1-\$300.0	117 000	148 000	293 000	226 000
\$300.1 or above	N/A	49 000	108 000	91 000

- Under the Scheme, the subsidy for each month is valid for collection within three months. Since the implementation of the Scheme, the Government has been reminding members of the public to collect their subsidies within the collection period through various publicity campaigns. On average, over 85% 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 expired subsidy was returned to the Government by the Octopus Cards Limited.

The monthly average numbers of beneficiaries with expired subsidy from 2019 to 2022 (up to October) are listed in the table below:

<b>Year</b>	<b>Monthly average number of beneficiaries with expired subsidy (rounded off to the nearest thousand)</b>
2019	357 000
2020	371 000
2021	359 000
2022 (up to October) <sup>(Note)</sup>	212 000

Note:

The subsidy for November 2022 onwards remains valid for collection as at the beginning of March 2023 and hence is not included in the table.

3. The average monthly subsidy amounts by year are listed below:

<b>Year</b>	<b>Average monthly subsidy amount (\$ million)</b>
2019	156.1
2020	178.9
2021	309.1
2022	236.4

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 is \$38.2 million.

4. In 2022, around 32% of commuters entitled to the subsidy used Personalised Octopus.

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**CONTROLLING OFFICER'S REPLY**

**TLB108**

**(Question Serial No. 0205)**

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 Logistics

Question:

The “water taxi” ferry service (WTFS) in Hong Kong was launched in 2021. Please advise this Committee of the following:

1. what is the patronage of respective routes of WTFS and whether the patronage meets the expectation;
2. whether the Government has any measures in place to increase the number of locals and visitors taking water taxis; and
3. whether there are any measures to help reduce the operating costs of the ferry operator.

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

Reply:

1. WTFS is a recreational service, primarily for sightseeing and tourism purpose. WTFS commenced operation on 1 July 2021 with one sailing plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route) on Saturdays during the time of the COVID-19 pandemic. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator had also operated a short-working route with two sailings plying between Central and TSTE via West Kowloon (Central - TSTE route) on Sundays and public holidays since 12 November 2021. However, in the light of the fifth wave of the COVID-19 pandemic and related social distancing measures in early 2022, the two WTFS routes were temporarily suspended from 16 January and 9 February 2022 respectively. In view of the epidemic development and the gradual lifting of social distancing measures, the Hung Hom - Central route resumed service since 21 May 2022, while the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central on Saturdays since 14 January 2023.

Since the launch of WTFS and up to the end of February 2023, the total patronage of the two routes were 9 331. We anticipate that there will be gradual increase in the demand for WTFS with increase in tourists following the return to normalcy of the society and full resumption of normal travel. The Transport Department (TD) and the operator of

WTFS will continue to closely monitor the situation, and make timely adjustments to the service levels in order to meet the needs of passengers.

2. TD has all along been proactively collaborating with the operator of WTFS, the West Kowloon Cultural District Authority (WKCD) and the Hong Kong Tourism Board (HKTB) to promote WTFS, including setting up eye-catching signage at the West Kowloon Cultural District and disseminating service information of WTFS on the websites of the operator, TD, WKCD and HKTB. The Government will continue to explore possible measures to facilitate the operator in promoting WTFS.
3. The Government has implemented various measures to help reduce the operating costs of ferry services, 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 fifth wave of the COVID-19 pandemic, the Government has introduced various one-off relief measures under the Anti-epidemic Fund (AEF) 6.0 and 2022 Employment Support Scheme<sup>Note</sup>. The operator of WTFS was eligible for reimbursement of 40% subsidy on fuel costs for a period of eight months from February to September 2022; a one-off non-accountable subsidy of \$30,000 per vessel; and wage subsidy to employers for a period of three months from May to July 2022.

Note: 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****TLB109****(Question Serial No. 0206)**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 LogisticsQuestion:

Franchised bus operators (FBOs) established “Franchised Bus Toll Exemption Fund” (the Fund) 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 amount deposit, withdrawn and balance of the Fund of each FBO since the establishment of the Fund. Please list out the details by year with reference to the table below.

FBO	Amount Deposited	Amount Withdrawn	Balance of the Fund

2. FBO should make use of the Fund to mitigate the fare increase magnitude imposed on passengers. Please advise if the Fund in effect helps relieving the fare increase pressure since its establishment.

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

Reply:

1. All franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. A dedicated account has been set up for each franchise, viz. the Franchised Bus Toll Exemption fund (the Fund), to keep the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding FBO. When a franchisee applies for a fare increase and the Chief Executive in Council considers that there is a justifiable need to increase the fare, the magnitude of the increase may be reduced by using the Fund.

The deposit, withdrawal and balance details of each franchise by year since the implementation of the Fund in 2019 are tabulated below.

**2019**

<b>Franchise (Note 1)</b>	<b>Amount Deposited in 2019 (\$'000) (Note2) [A]</b>	<b>Amount Withdrawn in 2019 (\$'000) [B]</b>	<b>Balance of the Fund in 2019 (\$'000) [A] - [B]</b>
KMB	170,559	0	170,559
CTB(F1)	32,551	30,300	2,251
CTB(F2)	18,073	0	18,073
NWFB	40,493	39,020	1,473
LW	25,795	0	25,795
NLB	8.3	0	8.3

**2020**

<b>Franchise (Note 1)</b>	<b>Balance of the Fund Brought Forward from 2019 (\$'000) [A]</b>	<b>Amount Deposited in 2020 (\$'000) (Note 2) [B]</b>	<b>Amount Withdrawn in 2020 (\$'000) [C]</b>	<b>Balance of the Fund in 2020 (\$'000) [D] = [A] + [B] – [C]</b>
KMB	170,559	173,141	0	343,700
CTB(F1)	2,251	36,078	35,000	3,329
CTB(F2)	18,073	15,814	0	33,887
NWFB	1,473	43,370	44,619	224
LW	25,795	23,368	0	49,163
NLB	8.3	9	0	17.3

**2021**

<b>Franchise (Note 1)</b>	<b>Balance of the Fund Brought Forward from 2020 (\$'000) [A]</b>	<b>Amount Deposited in 2021 (\$'000) (Note 2) [B]</b>	<b>Amount Withdrawn in 2021 (\$'000) [C]</b>	<b>Balance of the Fund in 2021 (\$'000) [D] = [A] + [B] – [C]</b>
KMB	343,700	149,334	76,450	416,584
CTB(F1)	3,329	35,995	35,040	4,284
CTB(F2)	33,887	737	34,080	544
NWFB	224	42,672	42,896	0
LW	49,163	939	49,428	674
NLB	17.3	0.4	0	17.7

**2022**

<b>Franchise (Note 1)</b>	<b>Balance of the Fund Brought Forward from 2021 (\$'000) [A]</b>	<b>Amount Deposited in 2022 (\$'000) (Note 2) [B]</b>	<b>Amount Withdrawn in 2022 (\$'000) [C]</b>	<b>Balance of the Fund in 2022 (\$'000) [D] = [A] + [B] – [C]</b>
KMB	416,584	134,849	102,600	448,833
CTB(F1)	4,284	31,040	35,000	324
CTB(F2)	544	602	0	1,146
NWFB	0	34,401	34,401	0
LW	674	867	0	1,541
NLB	17.7	0.2	0	17.9

Note (1):

KMB = The Kowloon Motor Bus Company (1933) Limited

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

CTB(F2) = Citybus Limited (Franchise for Airport and North Lantau bus network)

NWFB = New World First Bus Services Limited

LW = Long Win Bus Company Limited

NLB = New Lantao Bus Company (1973) Limited

Note (2):

The amount deposited includes the interest (if any) received by the dedicated account in the year concerned.

2. The extent of the mitigating effect depends on the balance of the Fund as well as the frequency and level of fare increase of each individual franchise. The Fund has been applied to mitigate the rate of fare increase or reduce the pressure for fare increase in the following occasions:
  - (a) the overall actual weighted average rates of fare increase shouldered by the passengers of CTB(F1) and NWFB, implemented on 20 January 2019, were reduced from 9.9% to 7.0% and from 9.9% to 5.6% respectively;
  - (b) the overall actual weighted average rate of fare increase shouldered by the passengers of the solely-operated routes of the KMB, implemented on 4 April 2021, was reduced from 8.5% to 5.8%;
  - (c) LW's application submitted in September 2018 for increase in fares at a weighted average rate of 8.5% was rejected in March 2021, and LW was allowed to make a one-off draw down of its balance of the Fund as at end-March 2021 instead; and
  - (d) in March 2021, CTB(F2) was allowed to make a one-off draw down of its balance of the Fund as at end-March 2021 similar to LW, to alleviate CTB(F2)'s financial loss and thus reduce the pressure for fare increase.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0209)**

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 Logistics

Question:

Regarding the use of tunnels by public transport operators, please list out in tables the figures of the following in the past three years:

- (1) the number of routes and daily departures of franchised bus, public light bus and non-franchised (i.e. Residents' service) bus plying the three road harbour crossings;
- (2) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three tunnels between Kowloon and Sha Tin; and
- (3) the corresponding toll revenue from franchised bus, public light bus and non-franchised bus.

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

Reply:

(1) & (2)

The numbers of routes and daily departures of franchised buses, green minibuses and residents' service plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin in the past three years are set out below:

Tunnels	Year	Franchised Buses		Green Minibuses		Residents' Service	
		Number of routes	Number of daily departures	Number of routes	Number of daily departures	Number of routes	Number of daily departures
Cross-Harbour Tunnel	2020	32	3 978	1	26	6	150
	2021	32	3 940	1	26	7	95
	2022	31	3 228	1	26	6	89
Eastern Harbour Crossing	2020	23	1 915	2	35	6	24
	2021	24	1 968	2	35	8	101
	2022	24	1 746	2	35	4	90
Western Harbour Crossing	2020	34	2 781	0	0	31	309
	2021	40	3 107	0	0	32	319
	2022	45	2 862	0	0	30	283
Lion Rock Tunnel	2020	30	2 970	8	448	7	63
	2021	30	3 096	7	264	9	127
	2022	30	2 840	7	279	8	122
Tate's Cairn Tunnel	2020	35	3 380	0	0	15	212
	2021	37	3 498	0	0	17	240
	2022	40	3 150	0	0	12	218
Eagle's Nest Tunnel	2020	16	542	0	0	5	28
	2021	20	651	0	0	6	34
	2022	22	682	0	0	4	25

Notes:

- Figures provided are based on year end situation of the respective year.
- For franchised buses, actual number of daily departures is provided. For green minibuses and residents' service, scheduled daily departures are provided. Main and supplementary services of a bus route under the same Schedule of Service are counted as one route only.
- Red minibuses are not included because their route and headway are not subject to regulation.

(3)

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

Tunnels	Toll revenue collected from “buses” (\$ million) (Note 4)			Toll revenue collected from “light buses” (\$ million)		
	2020	2021	2022	2020	2021	2022
Cross-Harbour Tunnel	4.2	5.5	6.2	3.4	3.4	2.6
Eastern Harbour Crossing	9.6	11.3	11.3	5.9	6.8	6.1
Western Harbour Crossing (Note 5)	251.8	251.3	228.7	15.2	15.5	11.4
Lion Rock Tunnel	Not available (Note 6)					
Tate’s Cairn Tunnel	6.7	7.1	6.5	0.9	1.2	1.1
Eagle’s Nest Tunnel	1.7	1.9	2.1	0.3	0.4	0.5

Notes:

4. Toll revenue collected from franchised buses for government tunnels was not included because franchised buses have been exempted from paying tolls for government tolled tunnels, including Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tate’s Cairn Tunnel and Eagle’s Nest Tunnel, since the implementation of the Franchised Bus Toll Exemption Funds on 17 February 2019.
5. Western Harbour Crossing is a “Build-Operate-Transfer” tunnel operated by Western Harbour Tunnel Company Limited. The toll revenue of Western Harbour Crossing is not government revenue.
6. Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep records of the toll collected based on individual vehicle classes, the Transport Department does not have records of the toll revenue collected from buses and light buses using the Lion Rock Tunnel.

- End -

**CONTROLLING OFFICER'S REPLY****TLB111****(Question Serial No. 0210)**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 LogisticsQuestion:

Please list in table form the allowance/exemption items granted by the Government in respect of franchised bus, non-franchised bus (NFB), tram, taxi, ferry and public light bus (PLB) respectively and the respective expenditure incurred in the past three years and this year up to the present.

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

From 2019-20 to 2022-23, the Government provided various forms of exemption/subsidy items to the public transport trades with details set out in the table below:

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
Franchised bus	Exemption of vehicle licence fees <sup>(Note 1)</sup>	25,845	26,347	23,912	23,338
	Reimbursement of government rent and government land rental <sup>(Notes 1 and 2)</sup>	412,850	110,113	108,917	80,818 <b>(as at 31 December 2022)</b>
	Exemption of tolls of government tunnels and roads <sup>(Note 3)</sup>	279,666	247,549	214,606	150,289 <b>(as at 31 December 2022)</b>
	Exemption of first registration tax	29,413	30,665	23,755	25,676

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
	Waiver of vehicle examination fees for registered commercial vehicles <sup>(Note 4)</sup>	1,308	6,178	5,883	5,293
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	3,410	6,270	9,061	4,129
	Subsidy for installation of safety devices on existing buses <sup>(Note 5)</sup>	Not Applicable	40,555	180,121	119,768
NFB	Waiver of vehicle licence fees for registered commercial vehicles <sup>(Note 4)</sup>	3,665	15,743	14,545	13,820
	Waiver of vehicle examination fees for registered commercial vehicles <sup>(Note 4)</sup>	664	6,195	6,026	5,817
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence (PSL) for eligible types of vehicles <sup>(Note 4)</sup>	56	519	530	497
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence Certificate (PSLC) for eligible types of vehicles <sup>(Note 4)</sup>	307	1,326	1,255	917
	Waiver of fees payable for the new issue or renewal of Closed	106	553	399	448



Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
	Road Permit (CRP) for eligible types of vehicles <sup>(Note 4)</sup>				
Tram	Subsidy for tram track replacement and maintenance	7,609	7,713	-	5,000 <b><u>(as at 6 March 2023)</u></b>
	Reimbursement of government rent and government land rental <sup>(Notes 2 and 6)</sup>	5,698	1,727	1,640	1,252
Taxi	Waiver of vehicle licence fees for registered commercial vehicles <sup>(Note 4)</sup>	12,412	55,892	55,811	50,252
	Waiver of vehicle examination fees for registered commercial vehicles <sup>(Note 4)</sup>	1,276	10,070	10,034	9,081
Ferry	Exemption of vessel licence fees <sup>(Note 7)</sup>	214	227	236	218
	Reimbursement of pier rental <sup>(Note 7)</sup>	8,804	2,384	2,452	2,184
	Reimbursement under Special Helping Measures (SHM) for outlying island ferry routes <sup>(Note 8)</sup>	120,241	122,676	186,691	163,384
PLB	Waiver of vehicle licence fees for registered commercial vehicles <sup>(Note 4)</sup>	8,431	35,638	35,164	31,115
	Waiver of vehicle examination fees for	370	2,789	2,828	2,515

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)			
		2019-20	2020-21	2021-22	2022-23 (as at 28 February 2023)
	registered commercial vehicles <sup>(Note 4)</sup>				
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles <sup>(Note 4)</sup>	43	304	302	283
	Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles <sup>(Note 4)</sup>	215	747	728	658

**Notes:**

1. The Government has exempted franchised buses from payment of annual vehicle licence fees, and reimbursed franchised bus operators the rentals of government land used for franchised bus operations under the Elderly Concessionary Fare Scheme (ECFS).
2. From 2020-21 to 2022-23, the Government has provided 75% rental concession for Short Term Tenancy sites. The Government would continue to provide the 75% rental concession up to June 2023.
3. All franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. A dedicated account has been set up for each franchise, viz. the Franchised Bus Toll Exemption fund (the TEF), to keep the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding FBO. When a franchisee applies for a fare increase and the Chief Executive in Council considers that there is a justifiable need to increase the fare, the magnitude of the increase may be reduced by using the TEF.
4. The Government has waived vehicle licence fees and vehicle examination fees for registered commercial vehicles, as well as fees payable for the new issue or renewal of PSL, PSLC and CRP for eligible types of vehicles for four years from December 2019 to December 2023 under the relief measures announced by the Financial Secretary on 15 August 2019, 15 September 2020, 25 August 2021 and 18 May 2022.
5. To enhance bus safety, the Government subsidises franchised bus operators 80% of the cost of installing electronic stability control, speed limiting retarder and seat belt on all seats in the upper deck on appropriate existing franchised buses. Installation works commenced progressively starting from the third quarter of 2020, and the target is to

complete installation of seat belts in three years and installation of electronic stability control and speed limiting retarder in four years.

6. The Government has reimbursed Hong Kong Tramways (HKT) the rentals of government land used for tram operations under the ECFS.
7. The Government has exempted ferries from annual vessel licence fees, and reimbursed ferry operators the rental of ferry piers used for franchised and licensed ferry operations under the ECFS.
8. Under SHM, subsidies are made through reimbursement of certain expenses associated with the operation of the ferry services, such as vessel-related and pier-related expenses. In 2019-20 to 2022-23, SHM were provided to the six major outlying island ferry routes continuously which include “Central – Cheung Chau”, “Central – Mui Wo”, “Inter-Islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, “Central – Peng Chau”, “Central – Yung Shue Wan”, and “Central – Sok Kwu Wan” routes. From 2020-21 onwards, SHM have been gradually extended to cover another seven outlying island ferry routes, including the “Discovery Bay – Central”, “Ma Wan – Central”, “Ma Wan – Tsuen Wan”, “Aberdeen – Sok Kwu Wan via Mo Tat”, “Discovery Bay – Mui Wo”, “Aberdeen – Yung Shue Wan (via Pak Kok Tsuen)” and “Tuen Mun – Tung Chung – Sha Lo Wan – Tai O” routes starting from their new licence periods. From September 2021, SHM have been provided to a total of 13 outlying ferry routes.

Apart from the above supporting measures, so far the Government has disbursed a total of about \$6.03 billion subsidies under various rounds of the Anti-epidemic Fund (AEF) starting to the public transport trades. The details are set out in the table below:

<b>Public Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million) (as at 28 February 2023)</b>
Franchised bus and tram	Fuel subsidy to reimburse one-third of actual fuel/electricity cost for 12 months from 1 July 2019 to 30 June 2020 under the first-round AEF	344.3
	Reimbursement of regular repair and maintenance cost and insurance premium for six months from 1 April to 30 September 2020 under the second-round AEF	324.0
	Fuel subsidy to reimburse 40% of actual fuel/electricity cost for eight months from 1 February to 30 September 2022 under the sixth-round AEF	174.4
	One-off non-accountable subsidy of \$30,000 for each vehicle under the sixth-round AEF	189.8

<b>Public Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million) (as at 28 February 2023)</b>
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by the franchised bus operators and HKT for five months from April to August 2022 under the sixth-round AEF	6.9
NFB	One-off non-accountable subsidy of \$20,000, \$30,000, \$15,000 and \$30,000 to registered owners of each NFB (including local NFB and cross-boundary coach) under the first three rounds and the sixth-round AEF respectively	648.2
	One-off non-accountable subsidy of \$30,000 to registered owners of each cross-boundary coach under the additional support for cross-boundary passenger transport trade under AEF and the fifth-round AEF respectively	76.5
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by NFB operators for five months from April to August 2022 under the sixth-round AEF	1.4
Taxi and 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 under the first-round AEF	432.5
	One-off non-accountable subsidy of \$30,000 to registered owners of each taxi, red minibus (RMB) and PSL holders of each green minibus (GMB) under the second-round and sixth-round AEF	1,342.6
	Monthly subsidy of \$6,000 for six months for each eligible active taxi and RMB driver or a lump sum of \$7,500 under the second-round AEF	1,666.5

<b>Public Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million) (as at 28 February 2023)</b>
	Wage subsidy of \$6,000 for six months to GMB operators in respect of hiring each eligible employee aged 65 or above under the second-round AEF	99.2
	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 eight months from 1 May 2022 to 31 December 2022 under the sixth-round AEF	567.2
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by GMB operators for five months from April to August 2022 under the sixth-round AEF	0.5
Local ferry	Fuel subsidy to reimburse one-third of actual fuel cost for 12 months from 1 July 2019 to 30 June 2020 under the first-round AEF	47.9
	Reimbursement of regular repair and maintenance costs and insurance premium for six months from 1 April to 30 September 2020 under the second-round AEF	30.8
	Wage subsidy of \$6,000 for six months to local ferry operators in respect of hiring each eligible employee aged 65 or above under the second-round AEF	3.3
	One-off non-accountable subsidy of \$20,000 to kaito operators for each vessel deployed in kaito services under the second-round and the sixth-round AEF respectively	3.2
	Fuel subsidy to reimburse 40% of actual fuel cost for eight months from 1 February to 30 September 2022 under the sixth-round AEF	68.5

<b>Public Transport Modes</b>	<b>Subsidy Details</b>	<b>Amount Disbursed (\$ million) (as at 28 February 2023)</b>
	One-off non-accountable subsidy of \$30,000 to franchised/licensed ferry operators for each vessel deployed in local ferry services under the sixth-round AEF	2.6
	Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by the franchised/licensed ferry operators for five months from April to August 2022 under the sixth-round AEF	0.6

The financial impact of the measures under AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB112**

**(Question Serial No. 0211)**

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 Logistics

Question:

Regarding the provision of parking spaces and facilities, please list:

1. the numbers of commercial vehicle (CV) parking spaces provided by the Government and the private sector respectively in each district in the past three years;
2. the respective proportions of the above government and private sector parking spaces using automated parking systems; and
3. the respective proportions of the above government and private sector parking spaces providing electric vehicle charging facilities.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 12)

Reply:

1. The numbers of parking spaces for CVs (including those provided by the Government and those provided by the private sector) in each of the 18 districts in the past three years are provided at **Annex**.
2. The Transport Department (TD) has kept under review the latest developments in various types of automated parking system (APS) worldwide. TD is planning and implementing various APS projects for private cars in Hong Kong, of which the feasibility of APS is well proven. It is also closely monitoring the development of APS technology for parking of CVs and will introduce suitable trial promptly in Hong Kong when its feasibility becomes more promising.
3. The Environmental Protection Department does not have the figures for the electric vehicle charging facilities at CV parking spaces.

**Numbers of Parking Spaces for CVs by District in the Past Three Years**

<b>District</b>	<b>Situation as at</b>	<b>Number of Parking Spaces for CVs^</b>	
		<b>Parking Spaces Provided by the Government</b>	<b>Parking Spaces Provided by the Private Sector</b>
Central and Western	Feb 2023	644	515
	Feb 2022	647	521
	Feb 2021	693	537
Wan Chai	Feb 2023	284	181
	Feb 2022	280	182
	Feb 2021	261	185
Eastern	Feb 2023	537	1 617
	Feb 2022	537	1 626
	Feb 2021	510	1 682
Southern	Feb 2023	331	1 049
	Feb 2022	381	1 066
	Feb 2021	387	1 124
Yau Tsim Mong	Feb 2023	789	864
	Feb 2022	779	976
	Feb 2021	787	1 022
Sham Shui Po	Feb 2023	1 447	2 277
	Feb 2022	1 454	2 262
	Feb 2021	1 418	2 279
Kowloon City	Feb 2023	419	1 068
	Feb 2022	417	1 074
	Feb 2021	382	1 152
Wong Tai Sin	Feb 2023	442	950
	Feb 2022	465	943
	Feb 2021	457	943
Kwun Tong	Feb 2023	665	2 810
	Feb 2022	659	2 811
	Feb 2021	672	2 861
Tsuen Wan	Feb 2023	227	2 228
	Feb 2022	209	2 204
	Feb 2021	201	2 163
Tuen Mun	Feb 2023	631	2 105
	Feb 2022	564	2 100
	Feb 2021	575	2 102
Yuen Long	Feb 2023	696	1 797
	Feb 2022	661	1 752
	Feb 2021	659	1 749
North	Feb 2023	800	916
	Feb 2022	802	855
	Feb 2021	817	901



District	Situation as at	Number of Parking Spaces for CVs <sup>^</sup>	
		Parking Spaces Provided by the Government	Parking Spaces Provided by the Private Sector
Tai Po	Feb 2023	658	692
	Feb 2022	638	673
	Feb 2021	640	666
Sai Kung	Feb 2023	614	1 242
	Feb 2022	682	1 261
	Feb 2021	625	1 248
Sha Tin	Feb 2023	622	2 335
	Feb 2022	579	2 368
	Feb 2021	561	2 376
Kwai Tsing	Feb 2023	960	10 282
	Feb 2022	962	10 275
	Feb 2021	955	10 518
Islands	Feb 2023	266	890
	Feb 2022	307	887
	Feb 2021	192	1 027
Total	<b>Feb 2023</b>	<b>11 032</b>	<b>33 818</b>
	<b>Feb 2022</b>	<b>11 023</b>	<b>33 836</b>
	<b>Feb 2021</b>	<b>10 792</b>	<b>34 535</b>

<sup>^</sup> 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 departments, organisations, 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****TLB113****(Question Serial No. 0212)**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 LogisticsQuestion:

Please list the fare increase applications for various public transport services received by the Transport Department (TD) in the past year, including the routes involved, proposed rates of fare increase and results of assessment, with a breakdown by mode of public transport.

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

As public transport services are closely related to people's livelihoods, the Government will handle fare increase applications in a prudent manner as we have always been, taking into account the operators' financial situation and prospects, public acceptability and affordability, etc., and continue to play our gatekeeper role. The fare adjustment applications of public transport services received by TD in 2022 are as follows:

**(A) Franchised Bus**

No.	Franchised Bus Operators	Fare Increase Rate Applied	Result
1.	Long Win Bus Company Limited	8.5%	Being processed
2.	Kowloon Motor Bus Company (1933) Limited	9.5%	Being processed
3.	New Lantao Bus Company (1973) Limited	9.8%	Being processed
4.	Citybus Limited (Franchise 1) and New World First Bus Limited	\$2 flat fare increase	Being processed
5.	Citybus Limited (Franchise 2)	23% on all routes except airbus services  50% on airbus services (i.e. "A" and "NA" routes) <sup>Note</sup>	Being processed

Note: "A" routes refer to airport routes and "NA" routes refer to overnight airport routes.

**(B) Green Minibus (GMB)**

No.	GMB Route	Fare Increase Rate Applied	Result
<b>Hong Kong Island</b>			
1.	HKI 1	10.1%	Being processed
2.	HKI 1A	9.4%	Being processed
3.	HKI 2	10.0%	Being processed
4.	HKI 3	10.0%	Being processed
5.	HKI 3A	10.0%	Being processed
6.	HKI 9	13.3%	Being processed
7.	HKI 12	25.0%	Being processed
8.	HKI 13	38.1%	Being processed
9.	HKI 26	14.9%	Increased by 11.9%
10.	HKI 27	21.2%	Being processed
11.	HKI 27A	42.9%	Being processed
12.	HKI N27	150%	Being processed
13.	HKI 28	10.4%	Being processed
14.	HKI 28M	10.1%	Being processed
15.	HKI 28S	10.4%	Being processed
16.	HKI 29	47.1%	Being processed
17.	HKI 29A	35.4%	Being processed
18.	HKI 29X	25.0%	Being processed
19.	HKI 49M	17.9%	Being processed
20.	HKI 50	25.0%	Being processed
<b>Kowloon</b>			
21.	KLN 13	20.0%	Being processed
22.	KLN 13A	37.1 %	Being processed
23.	KLN 16	11.8%	Being processed
24.	KLN 16A	13.2%	Being processed
25.	KLN 16B	13.2%	Being processed
26.	KLN 16S	13.2%	Being processed
27.	KLN 23	21.2%	Increased by 12.1%
28.	KLN 23B	18.2%	Increased by 11.4%
29.	KLN 23C	21.2%	Increased by 12.1%
30.	KLN 23M	21.2%	Increased by 12.1%
31.	KLN 23S	20.0%	Increased by 13.3%
32.	KLN 24	23.8%	Increased by 11.9%
33.	KLN 24M	18.4%	Increased by 13.2%
34.	KLN 26	14.7%	Being processed
35.	KLN 26A	13.5%	Being processed
36.	KLN 26H	18.9%	Being processed
37.	KLN 26W	18.9%	Being processed
38.	KLN 26X	14.7%	Being processed
39.	KLN 27M	12.7%	Being processed
40.	KLN 27MS	18.9%	Being processed
41.	KLN 28M	12.5%	Being processed
42.	KLN 28MS	18.9%	Being processed

No.	GMB Route	Fare Increase Rate Applied	Result
43.	KLN 29A	19.2%	Being processed
44.	KLN 29B	19.2%	Being processed
45.	KLN 34M	13.5%	Being processed
46.	KLN 34S	13.5%	Being processed
47.	KLN 35	12.5%	Being processed
48.	KLN 36A	13.5%	Being processed
49.	KLN 43M	12.5%	Being processed
50.	KLN 47	12.1%	Being processed
51.	KLN 56	10.2%	Being processed
52.	KLN 57M	22.2%	Being processed
53.	KLN 59	9.8%	Being processed
54.	KLN 59M	6.0%	Being processed
55.	KLN 60	13.2%	Being processed
56.	KLN 62S	11.5%	Being processed
57.	KLN 63	14.8%	Being processed
58.	KLN 74	14.3%	Increased by 11.4%
59.	KLN CX1	25.0%	Increased by 25.0%
60.	KLN 74S	14.3%	Increased by 11.4%
61.	KLN 76A	11.9%	Being processed
62.	KLN 76B	11.9%	Being processed
63.	KLN 82	41.0%	Being processed
64.	KLN 83A	25.0%	Being processed
65.	KLN 83M	25.0%	Being processed
66.	KLN 87	30.6%	Being processed
<b>New Territories</b>			
67.	NT 1	13.4%	Increased by 6.2%
68.	NT 1A	13.4%	Increased by 6.2%
69.	NT 1S	12.4%	Increased by 7.1%
70.	NT 2	11.8%	Increased by 7.8%
71.	NT 2 (Special)	12.3%	Increased by 6.2%
72.	NT 7	12.2%	Increased by 4.6%
73.	NT 9	12.2%	Increased by 6.8%
74.	NT 9A	11.5%	Increased by 5.3%
75.	NT 19S	10.4%	Withdrawn
76.	NT 25A	6.3%	Increased by 6.3%
77.	NT 25B	5.9%	Increased by 5.9%
78.	NT 25K	6.3%	Increased by 6.3%
79.	NT 27	13.9%	Being processed
80.	NT 27A	11.8%	Being processed
81.	NT 27B	11.8%	Being processed
82.	NT 29	17.1%	Being processed
83.	NT 33	19.8%	Being processed
84.	NT 34A	19.4%	Being processed
85.	NT 35	20.4%	Being processed
86.	NT 39	10.8%	Being processed
87.	NT 39A	10.8%	Being processed

<b>No.</b>	<b>GMB Route</b>	<b>Fare Increase Rate Applied</b>	<b>Result</b>
88.	NT 43	12.3%	Being processed
89.	NT 43A	11.9%	Being processed
90.	NT 43B	12.4%	Being processed
91.	NT 43C	12.7%	Being processed
92.	NT 43S	12.3%	Being processed
93.	NT 65A	8.6%	Being processed
94.	NT 65K	13.9%	Being processed
95.	NT 65M	12.7%	Being processed
96.	NT 65S	8.2%	Being processed
97.	NT 66K	13.9%	Being processed
98.	NT 67A	22.7%	Being processed
99.	NT 67K	15.6%	Being processed
100.	NT 79S	20.0%	Being processed
101.	NT 81	8.6%	Being processed
102.	NT 81M	13.2%	Being processed
103.	NT 82	8.6%	Being processed
104.	NT 82M	11.4%	Being processed
105.	NT 83A	15.3%	Increased by 8.5%
106.	NT 84	14.6%	Being processed
107.	NT 85	15.3%	Increased by 8.5%
108.	NT 86	15.3%	Increased by 8.5%
109.	NT 86A	14.1%	Increased by 9.0%
110.	NT 86M	15.3%	Increased by 8.5%
111.	NT 88A	21.6%	Being processed
112.	NT 88C	19.0%	Being processed
113.	NT 88F	21.6%	Being processed
114.	NT 88G	19.0%	Being processed
115.	NT 88M	16.9%	Being processed
116.	NT 89	59.6%	Being processed
117.	NT 89A	59.6%	Being processed
118.	NT 89B	59.6%	Being processed
119.	NT 89M	59.6%	Being processed
120.	NT 89P	59.2%	Being processed
121.	NT 89S	59.2%	Being processed
122.	NT 98	59.2%	Being processed
123.	NT 101M	11.5%	Being processed
124.	NT 102	11.7%	Being processed
125.	NT 102B	11.7%	Being processed
126.	NT 102S	12.2%	Being processed
127.	NT 103	9.6%	Being processed
128.	NT 103M	10.8%	Being processed
129.	NT 104	9.6%	Being processed
130.	NT 108A	14.0%	Being processed
131.	NT 109M	13.2%	Increased by 7.9%
132.	NT 111	11.7%	Being processed
133.	NT 308A	11.1%	Being processed

<b>No.</b>	<b>GMB Route</b>	<b>Fare Increase Rate Applied</b>	<b>Result</b>
134.	NT 308M	11.1%	Being processed
135.	NT 312	9.9%	Being processed
136.	NT 313	10.3%	Being processed
137.	NT 404M	12.7%	Increased by 7.3%
138.	NT 405	12.1%	Increased by 6.1%
139.	NT 406	12.1%	Being processed
140.	NT 407	11.5%	Being processed
141.	NT 407A	12.1%	Being processed
142.	NT 407B	12.3%	Being processed
143.	NT 413	27.6%	Being processed
144.	NT 501A	20.4%	Being processed
145.	NT 501C	20.4%	Being processed
146.	NT 501K	20.4%	Being processed
147.	NT 501S	20.0%	Being processed
148.	NT 806A	9.3%	Being processed
149.	NT 806B	9.3%	Being processed
150.	NT 806C	9.5%	Withdrawn
151.	NT 807A	20.8%	Being processed
152.	NT 807B	19.7%	Being processed
153.	NT 807C	20.8%	Being processed
154.	NT 807K	20.0%	Being processed
155.	NT 807S	20.0%	Being processed
156.	NT 807X	20.0%	Being processed

### **(C) Franchised Ferry Service**

<b>No.</b>	<b>Franchised Ferry Service</b>	<b>Fare Increase Rate Applied</b>	<b>Result</b>
1.	Central to Tsim Sha Tsui	100%	Increased by \$1.0 to \$2.3 per trip, with an average fare increase rate of 55.2%
2.	Wan Chai to Tsim Sha Tsui		

### **(D) Licensed Ferry Service**

<b>No.</b>	<b>Licensed Ferry Service</b>	<b>Fare Increase Rate Applied</b>	<b>Result</b>
1.	Central to Peng Chau	100%	Being processed
2.	Central to Yung Shue Wan		
3.	Central to Sok Kwu Wan		
4.	Central to Cheung Chau	45.0%	Being processed
5.	Central - Mui Wo		
6.	Inter-Islands		

<b>No.</b>	<b>Licensed Ferry Service</b>	<b>Fare Increase Rate Applied</b>	<b>Result</b>
7.	Central - Hung Hom	22.2%	Being processed
8.	North Point - Kwun Tong - Kai Tak	28.6%	Being processed
9.	Ma Wan - Central	21.5% to 33.3%	Increased by 12.6% to 33.3%
10.	North Point - Hung Hom	45.0%	Being processed
11.	North Point - Kowloon City		
12.	North Point - Kwun Tong (Dangerous Goods Vehicular Ferry Services)	16.7% to 20.0%	Increased by 15.0% - 15.6%

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0347)**

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 Logistics

Question:

The Transport Department (TD) will plan for territory-wide roll-out of real-time adaptive traffic signal systems at suitable junctions. In this regard, please provide the following information: the relevant projects and the expenditure and staff establishment involved, with a breakdown of the staff establishment by type in the past three years; and details of the measures to be implemented in 2023-24 including the locations involved, estimated expenditure and means of effectiveness evaluation.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 16)

Reply:

In 2021, TD completed the pilot project of implementing real-time adaptive traffic signal system at the following five junctions:

- (1) Victoria Road/Sandy Bay Road
- (2) King Cho Road/Lim Cho Street
- (3) Yen Chow Street/Cheung Sha Wan Road
- (4) Castle Peak Road/So Kwun Wat Road
- (5) Castle Peak Road/Ka Wo Li Hill Road

In 2023-24, TD will continue to implement real-time adaptive traffic signal system at the following eight junctions:

- (1) Yu Tung Road and Shun Tung Road
- (2) Shun Tung Road and Tat Tung Road (East)
- (3) Shun Tung Road and Tat Tung Road (West)
- (4) Tat Tung Road and Hing Tung Street
- (5) Tat Tung Road near One Citygate
- (6) Tat Tung Road and Mei Tung Street
- (7) Tat Tung Road and Fu Tung Street
- (8) Yu Tung Road and Chung Yan Road



These junctions are in Tung Chung. This is a further pilot of linked signalised junctions incorporating with real-time adaptive traffic signal.

The expenditure associated with the implementation of the system in 2020-21, 2021-22 and 2022-23 are \$2.6 million, \$1.9 million and \$3.0 million respectively; while the estimated expenditure associated with the implementation of the system in 2023-24 is \$4.0 million. The work of TD for the above projects is undertaken by its existing staff. Whilst the envisaged performance of the systems will vary depending on the locations of the specific junctions, the date/time and the prevailing traffic conditions, we expect the system will in general achieve traffic improvements through reduction of traffic queue and delay at the junctions. For instance, for the pilot project in 2021, we have observed improvement in reducing 5-18% delay to vehicles and pedestrians.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB115**

**(Question Serial No. 0351)**

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 Logistics

Question:

Please provide 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 2023-24, the APS locations, the estimated expenditure involved and means of effectiveness evaluation.

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

Reply:

Smart Traffic Fund (the Fund)

The \$1 billion Fund was launched in March 2021 for application. The Hong Kong Productivity Council has been engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. As regards the manpower resources of the Transport Department (TD) to manage the Fund, 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 applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at **Annex 1**.

The Secretariat will continue its outreach efforts, e.g. seminars/webinars, sounding out exercises, advertisement, etc. to encourage trades and academic institutions to submit innovative projects.

## Automated Parking System (APS)

The Government has been actively implementing APS in short-term tenancy (STT) car parks and public works projects. Two STT car parks with APS have already commenced operation. Details of the APS projects taken forward by the Government in the past three years are set out at **Annex 2**.

The Transport and Logistics Bureau (TLB) / TD will continue to explore the use of APS as far as possible in future public vehicle park projects and in suitable STT car parks, taking into account a host of factors including the site constraints and cost-effectiveness. For future public works projects with public car parks, TLB / 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 APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved. The estimated expenditures in 2023-24 is \$2.0 million for the engagement of consultants to offer technical advice on APS for the projects undertaken by TLB / TD.

**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00
Computer Vision-based Smart Bike Flow Estimation	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43
Development of a Personalised and Connected Advanced Driver Assistance System	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83
Designing of an Intelligent Human-machine Cooperative Driving System	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53
Development of Advanced Bollard with Smart Materials for Improving Road Safety	This project aims to develop three different types of traffic bollards for various vehicle types and speeds by utilising smart protection materials with novel structures.	\$17,925,946.31
Smart Minibus 2.0	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97
Virtual Reality-based Driving Training System	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter	\$3,820,680.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
	in conventional driving practice sessions in the training to enrich the learning experience.	
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72
Intelligent Driving Training and Evaluation System for Container Trucks	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Using Generalised Linear Model and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device, and conducting analysis with Generalised Linear Model and Machine Learning.	\$11,254,796.94

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00
Development of an A.I. Intelligent Traffic Enforcement Robot	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on public transport vehicles.	\$1,349,416.67
Development of an Augmented Reality-Assisted Head-up Display Mechanism for Recommending Driving Strategy	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00
AI Driven Barrier-Free Smart Mobility Platform - BoBo	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Automatic On-The-Move Anti-Congestion System	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00
Prediction of Traffic Speed and Volume Considering Malfunctioning Detectors using Deep Learning	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park	This project aims to develop a 5G-enabled autonomous people mover service in a Hong Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.	\$19,730,872.00
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	\$1,682,512.30

Project Title	Project Summary	Approved Funding
	virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	
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
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



<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
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

**APS Projects Taken Forward by the Government in the Past Three Years**

<b>Project Type</b>	<b>Project Location</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Implementation Progress</b>
APS in STT car park	STT Car Park at Hoi Shing Road, Tsuen Wan	245	Commissioned in November 2021.
	STT Car Park at Pak Shek Kok, Tai Po	250	Commissioned in December 2022.
	STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	About 210	Tender was awarded in February 2023 and the APS is expected to be commissioned in the first quarter of 2024.
	STT Car Park at Hoi Wang Road, Yau Ma Tei	About 200	The project is expected to be tendered in the second quarter of 2023.
APS in public works projects	Joint-user Government Office Building in Area 67, Tseung Kwan O	Over 300	The construction work has commenced and is expected to be completed in 2025.
	District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	About 300	The construction work has commenced and is expected to be completed in 2026.
	Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	About 200	We plan to seek funding approval from the Legislative Council in the 2023 Legislative Session. Construction of the project is

<b>Project Type</b>	<b>Project Location</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Implementation Progress</b>
			targeted for commencement in 2023 subject to Finance Committee's funding approval.
	Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	About 200	The project is in planning stage and the design is being refined.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB116**

**(Question Serial No. 0353)**

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 Logistics

Question:

Regarding the continued introduction of practicable measures to enhance traffic management and to alleviate road traffic congestion, please advise on the following: 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; details of the measures to be implemented in 2023-24; whether these measures 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 the estimated expenditure involved and means of effectiveness evaluation.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 22)

Reply:

The Government 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. In 2021, the First Registration Tax rates and Vehicle Licence Fee levels for private cars were increased by 15% and 30% respectively, as a fiscal disincentive to curb growth of private cars. Since then, the number of licensed private cars was reduced from 581 000 in December 2021 to 572 000 in January 2023.

Last year, the East Rail Line cross-harbour extension, Tseung Kwan O - Lam Tin Tunnel and Cross Bay Link were commissioned. With these new infrastructure projects in place, the carrying capacity of cross-harbour public transport was greatly enhanced and the traffic conditions at Tseung Kwan O Tunnel were significantly improved. Taking the opportunity of taking over the Western Harbour Crossing in August 2023, the Transport Department (TD) is proposing to adjust the tolls of the three road harbour crossings in a progressive manner with a view to regulating traffic demand and thereby alleviate congestion at the tunnels during peak hours.

With a view to encouraging the public to make good use of the public transport network for their journeys and minimise their reliance on private cars, TD is exploring the feasibility of providing new-generation Transport Interchange Hubs (TIHs) in new development areas or at strategic traffic locations 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. When exploring the provision of TIHs, Park-and-Ride facilities will be considered with a view to encouraging drivers to park their cars and change to public transport, thereby reducing road traffic to urban areas.

The above tasks are mainly conducted by existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure and manpower could be provided for these tasks.

- End -

**CONTROLLING OFFICER'S REPLY****TLB117****(Question Serial No. 0488)**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 LogisticsQuestion:

Please provide in tabular form the changes in the loading (in terms of the service standard of four persons (standing) per square metre (ppsm)) of relevant railway lines during peak hours and non-peak hours since the commissioning of the Shatin-Central Link.

Peak hours

	Shatin-Central Link	Tuen Ma Line	Kwun Tong Line	Island Line	Tsuen Wan Line
Before commissioning					
After commissioning					

Non-peak hours

	Shatin-Central Link	Tuen Ma Line	Kwun Tong Line	Island Line	Tsuen Wan Line
Before commissioning					
After commissioning					

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 31)Reply:

The East Rail Line (EAL) cross-harbour extension was commissioned on 15 May 2022. The passenger loading of the critical links of various railway lines during the busiest one hour in the morning per direction before and after the commissioning of the EAL cross-harbour extension are as follows:

	<b>Before commissioning</b> (Note)		<b>After commissioning</b> (Note)	
	<b>Critical link</b>	<b>Passenger loading (four ppsm)</b>	<b>Critical link</b>	<b>Passenger loading (four ppsm)</b>
East Rail Line	Sha Tin to Tai Wai	60%	Tai Wai to Kowloon Tong	73%
Tuen Ma Line	Kam Sheung Road to Tsuen Wan West	76%	Kam Sheung Road to Tsuen Wan West	77%
Island Line	North Point to Fortress Hill	73%	Tin Hau to Causeway Bay	74%
Kwun Tong Line	Shek Kip Mei to Prince Edward	73%	Choi Hung to Kowloon Bay	65%
Tsuen Wan Line	Yau Ma Tei to Jordan	83%	Sham Shui Po to Prince Edward	66%

Note: Refer to the weekly average figure for the week before and after commissioning of the EAL cross-harbour extension.

According to the information provided by the MTR Corporation Limited (MTRCL), in general, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in similar time. The travelling pattern of passengers in the non-peak hours and evening peak hours is relatively more dispersed than that in the morning peak hours. As such, when evaluating the service demand for individual railway lines, the MTRCL will assess the most crowded scenario for the railway line concerned mainly on the basis of the passenger loading during the morning peak hours.

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**CONTROLLING OFFICER'S REPLY**

**TLB118**

**(Question Serial No. 0155)**

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 Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2023-24 under Programme (1) that the Government will “continue to implement the Smart Traffic Fund (the Fund) to provide funding support for research and application of vehicle-related innovation and technology”. In this connection, will the Government inform this Committee of the following:

1. the Fund has been set up with funding of \$1 billion and has started to accept applications since 31 March 2021. What are the approved projects and the respective amounts of grant involved?
2. as at the end of March 2023, of the approved projects, how many are (a) completed, (b) ongoing and (c) planned to commence and what are the respective completion/target completion schedules of these three types of projects?
3. of the funded research projects, how many have their research results eventually commercialised in Hong Kong or overseas? What are the estimated benefits of their industrialisation?
4. what specific measures will be taken by the Government to implement the Fund in 2023-24? What are the respective manpower and estimated expenditure involved in providing “funding support for research and application of vehicle-related innovation and technology”?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 6)



Reply:

1. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at **Annex**.

2. Out of the approved 36 applications, two projects have been completed and 25 projects are ongoing, while the remaining nine projects are planned to commence in 2023.
3. For project approved under the type of “research and application”, the applicant will arrange commercialising the research deliverable(s) upon completion of the project. 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.
4. The \$1 billion Fund was launched in March 2021 for application. The Hong Kong Productivity Council has been engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. The Secretariat will continue its outreach efforts, e.g. seminars/webinars, sounding out exercises, advertisement, etc. to encourage trades and academic institutions to submit innovative projects.

As regards TD’s manpower resources to manage the Fund, 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.

**Projects Approved under the Smart Traffic Fund****(A) Completed**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Completion Date</b>
Network-wide Traffic Speed-Flow Estimator <sup>1</sup>	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	January 2022	January 2023
Development of Departure Safety Checking System for Minibus <sup>2</sup>	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	March 2022	March 2023

**(B) Ongoing**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
HKSafeDriver <sup>2</sup>	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	February 2022	August 2023
Development of Crane Position Monitoring System <sup>2</sup>	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert	\$3,240,000.00	March 2022	August 2023

Project Title	Project Summary	Approved Funding	Commencement Date	Anticipated Completion Date
	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.			
Big Data AI System for Taxi Safe Driving <sup>2</sup>	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	March 2022	September 2023
Intelligent Traffic Control with Use of IoT and Reinforcement Learning Technologies <sup>1</sup>	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	April 2022	September 2023
Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data <sup>1</sup>	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	May 2022	April 2023

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
Automatic On-The-Move Anti-Congestion System <sup>2</sup>	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00	May 2022	December 2023
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety <sup>2</sup>	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00	May 2022	November 2023
Development of Adaptive Traffic Control System - Dynamic Intersection Signal Control Optimisation (DISCO) <sup>1</sup>	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	\$7,982,521.45	May 2022	April 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
	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.			
Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model <sup>1</sup>	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	June 2022	November 2023
Prediction of Traffic Speed and Volume considering Malfunctioning Detectors using Deep Learning <sup>1</sup>	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00	June 2022	November 2023
AI driven Barrier-Free Smart Mobility Platform – BoBo <sup>2</sup>	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00	July 2022	December 2023
Pilot Project of 5G-enabled Autonomous	This project aims to develop a 5G-enabled autonomous people mover service in a Hong	\$19,730,872.00	August 2022	July 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
People Mover Service in a Residential Park <sup>2</sup>	Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.			
Development of an A.I. Intelligent Traffic Enforcement Robot <sup>2</sup>	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00	September 2022	February 2024
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 <sup>1</sup>	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	September 2022	August 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera <sup>1</sup>	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00	October 2022	September 2024
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong <sup>2</sup>	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00	October 2022	October 2024
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles <sup>1</sup>	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on public transport vehicles.	\$1,349,416.67	November 2022	October 2024
Using Generalised Linear Model and Machine Learning to develop an Analytical	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device,	\$11,254,796.94	January 2023	June 2024

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident <sup>2</sup>	and conducting analysis with Generalised Linear Model and Machine Learning.			
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway <sup>2</sup>	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50	January 2023	January 2024
Development of an Augmented Reality-Assisted Head-up Display Mechanism for Recommending Driving Strategy <sup>1</sup>	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35	January 2023	December 2024
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information <sup>1</sup>	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00	February 2023	July 2024



<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services <sup>1</sup>	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72	March 2023	September 2024
Intelligent Driving Training and Evaluation System for Container Trucks <sup>2</sup>	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00	March 2023	February 2025
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience <sup>2</sup>	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46	March 2023	March 2025
Virtual Reality-based Driving Training System <sup>2</sup>	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying	\$3,820,680.00	March 2023	March 2025

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
	real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter in conventional driving practice sessions in the training to enrich the learning experience.			

**(C) To commence**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies <sup>1</sup>	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60	June 2023	May 2025
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving <sup>1</sup>	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00	August 2023	July 2025
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses <sup>1</sup>	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>
Computer Vision-based Smart Bike Flow Estimation <sup>1</sup>	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>
Development of a Personalised and Connected Advanced Driver Assistance System <sup>1</sup>	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>
Designing of an Intelligent Human-machine Cooperative Driving System <sup>1</sup>	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>
Development of Advanced Bollard	This project aims to develop three different types of traffic bollards for various vehicle	\$17,925,946.31	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>	<b>Commencement Date</b>	<b>Anticipated Completion Date</b>
with Smart Materials for Improving Road Safety <sup>2</sup>	types and speeds by utilising smart protection materials with novel structures.			
Smart Minibus 2.0 <sup>2</sup>	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97	To be confirmed <sup>3</sup>	To be confirmed <sup>3</sup>

Note 1: Pure Research Project

Note 2: Research and Application Project

Note 3: Commencement and completion dates for newly approved projects to be confirmed upon signing of funding agreement

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**CONTROLLING OFFICER'S REPLY**

**TLB119**

**(Question Serial No. 0156)**

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 Logistics

Question:

It is mentioned in the “Matters Requiring Special Attention in 2023-24” under Programme (3) that “the Government will disburse government subsidies to franchised bus operators (FBOs) for provision of real-time bus arrival display panels and seats at bus stops and termini”. In this regard, will the Government advise this Committee the following:

1. how many bus stops and bus termini have completed relevant installation works in the past three years and please provide the breakdown of the “seat installations” and “display panel installations” by District Council districts respectively;
2. in 2023-24, the location of the bus stops and bus termini for relevant installation works; and the timetable for the relevant works; and
3. what are the breakdowns of expenditures involved in the entire subsidy for the installation of “display panels” and “seats”; in 2023-24, what are the respective budgets for the funding involved in the subsidy; and whether all the above information will be submitted to the Government for free in “HKeMobility” mobile application?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 7)

Reply:

The Government has earmarked \$88.27 million to subsidise FBOs to install seats and real-time bus arrival information display panels (display panels) at covered bus stops with electricity supply in the territory. The Government provides subsidy for installation of seats in full, whereas subsidy for installation of display panels is provided to FBOs on a one-to-one matching basis.

According to the latest plan after taking into account of site conditions, the total number of bus stops to be installed with seats and display panels are 2 481 and 1 114 respectively. As at the end of February 2023, FBOs completed installing seats and display panels at 2 450 and 1 086 covered bus stops respectively. The expenditures involved \$13 million for seats and \$15 million for display panels. The distribution of bus stop with seats or display panels in the 18 districts is set out in the table below. The full list of locations of the covered bus stops

already installed with seats and display panels under the government subsidy scheme is provided on the Transport Department's website ([https://www.td.gov.hk/en/transport\\_in\\_hong\\_kong/public\\_transport/buses/index.html](https://www.td.gov.hk/en/transport_in_hong_kong/public_transport/buses/index.html)).

<b>District</b>	<b>No. of covered bus stops installed with seats</b>	<b>No. of covered bus stops installed with display panels</b>
Eastern	80	34
Wan Chai	60	51
Central and Western	85	46
Southern	77	50
Islands	27	11
Kowloon City	143	69
Kwun Tong	246	106
Kwai Tsing	171	77
North	116	43
Sai Kung	149	71
Sham Shui Po	118	57
Sha Tin	341	138
Tuen Mun	146	68
Tai Po	138	71
Tsuen Wan	103	31
Wong Tai Sin	156	61
Yuen Long	169	54
Yau Tsim Mong	125	48
<b>Total</b>	<b>2 450</b>	<b>1 086</b>

Note: Due to site constraints, seats and display panels could not be installed at 330 and 253 covered bus stops respectively as originally planned.

FBOs will further install seats at 31 bus stops and display panels at 28 stops for completion by the end of 2023. The locations of the bus stops are listed at **Annex I** and **Annex II**. The expenditures in 2023-24 in respect of seats and display panels are estimated to be \$1 million and \$2 million.

Besides, FBOs have identified and planned to install one additional seat each at 105 existing covered bus stops where feasible to better serve passengers with target completion by the end of 2023. The locations of these bus stops are listed at **Annex III**.

**31 planned bus stops to be installed with seats in 2023**

Castle Peak Road Ko Hang near L/P FA8399
Castle Peak Road Mai Po near L/P FC4103
Castle Peak Road Mai Po near L/P FC4104
Castle Peak Road near Tsing Chuen Wai opp. L/P FA8099
Castle Peak Road O/S Tai Wo Hau Sports Centre
Chatham Road North near Cooke Street L/P K9729-7
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza
Choi Hung Road near Tung Tai Lane
Clear Water Bay Road near Ying Yip Road
Clear Water Bay Road Pak Shek Wo
Hang Hong Street near Hang Kam Street
Kam Sheung Road Tin Sam near L/P U8366
Kam Tin Road Mung Yeung Primary School near L/P FB5696
Kam Tin Road near Pat Heung Fire Station near L/P H4498
Kwun Tong Road O/S Kwun Tong Road Sitting-Out Area
Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474
Luen Wo Hui Bus Terminus
Nam Wan Road Sun Hing Garden near L/P N3221
Po Heung Street Luk Heung Public School opp. L/P N3267
Sai Sha Road Che Ha
Sai Sha Road near Wu Kai Sha Sun Chuen
Sha Tin Central Bus Terminus
Tai Mong Tsai Road near Pak Tam Road near Sheung Yiu near L/P N2601
Tai Mong Tsai Road Tsam Chuk Wan
Tai Po Road Kwong Fuk Estate near L/P EA7874
Tai Po Road near Keng Hau Road
Tin Ha Road opp. San Uk Tsuen near L/P FB9086
Tin King Road Leung Tin Sports Centre near L/P FA2635
Tsuen Wan West Railway Station B/T [2]
Wang Chiu Road O/S Kai Yip Bus Terminus

Note: The number in the square brackets denotes the number of bus stops with seats to be installed in the same location.

**28 planned bus stops to be installed with display panels in 2023**

Castle Peak Road Fung Kat Heung near L/P FA9214
Castle Peak Road Ko Hang near L/P FA8399
Castle Peak Road Pak Shek Au Interchange near L/P EA2978
Fan Kam Road Ta Shek Wu Tsuen opp. L/P BD1139
Hang Hong Street near Hang Kam Street
Kam Sheung Road Dao Uk Tsuen near L/P U8451
Kam Sheung Road Shui Lau Tin near L/P U8413
Kam Tin Road opp. Ko Po Tsuen near L/P AD1658
Kam Ying Court B/T
Kowloon Bay Bus Terminus
Lai Chi Kok Road O/S IVE (Haking Wong)
Luen Wo Hui Bus Terminus
Nathan Road O/S House No. 630 Bank Centre [2]
Nathan Road O/S House No. 760 near Allied Plaza
Nathan Road O/S Peninsula Hotel
Po Lam Road North near Yan Kuk House Yan Ming Court
Prince Edward Road East near Sa Po Road
Route Twisk Country Park Management Centre near L/P FA7879
Sau Mau Ping Road near Sau Hong House Sau Mau Ping Estate
Sha Tau Kok Road near Loi Tung near L/P EA9225
Sheung Shing Street Sheung Lok Street near L/P AA1123-8
Siu Lek Yuen Road near Tai Chung Kiu Road
So Uk Bus Terminus
Tai Chung Kiu Road O/S Block 13, City One Shatin
Tuen Mun Heung Sze Wui Road near Siu Lun Court opp. L/P DD0064
Tung Wui Road near Ng Ka Tsuen near L/P AD7113
Tung Wui Road near Sha Tin Hang Tsuen opp. L/P AD7062

Note: The number in the square brackets denotes the number of bus stops with display panels to be installed in the same location.



**105 planned bus stops to be installed with one additional seat**

Boundary Street O/S Beverly Villas
Castle Peak Road near Chung On Street
Castle Peak Road near Shek Ying Path
Castle Peak Road near Yiu Wing Lane
Che Kung Miu Road opp. Chun Shek Estate
Cheung Sha Wan Road O/S Cheung Sha Wan Plaza [2]
Cheung Sha Wan Road O/S Yee Ching Court
Cheung Wing Road O/S Sun Fung Centre
Ching Hong Road beside Cheung Ching Estate B/T
Ching Hong Road O/S Ching Wai House Cheung Ching Estate
Ching Hong Road O/S Hong Shun House Cheung Hong Estate [2]
Ching Hong Road outside Ching Shing Court
Choi Hung Road O/S House No. 8 near Ning Yuen Street
Choi Hung Road O/S Ng Wah Catholic Secondary School
Chuen On Road B/T near Nethersole Hospital
Chuk Yuen Road opp. Baptist Rainbow Primary School
Chun Wah Road O/S Lok Nga Court
Chung Mei Road near Hong Shun House Cheung Hong Estate
Chung Mei Road O/S Hong Fu House Cheung Hong Estate
Chung Nga Road outside Heng Wing House Fu Heng Estate
Fung Shue Wo Road opp. Yee Yat House
Fung Tak Road O/S Fung Tak Park
Fung Tak Road O/S House No. 75
Hin Keng Bus Terminus
Hin Keng Street near Hin Pui House
Hip Wo Street O/S Hiu Kwong Street Sports Centre
Hip Wo Street O/S Wo Lok Estate
Hiu Kwong Street opp. Hiu Lai Court
Hung Mui Kuk Road opp. Sun Yuet House
Kwai Chung Road near Kwai Yik Road
Kwai Chung Road near Kwong Fai Circuit
Kwai Fong Station Bus Terminus [2]
Kwai Fuk Road O/S Kwai Tsing Theatre

Kwai Shing East Bus Terminus
Kwong Fuk Road near Tung Sau Square
Kwong Yuen Bus Terminus
Kwun Tong Road O/S Kai Yip Estate
Kwun Tong Road O/S Millennium City
Lai Chi Kok Bus Terminus
Lai Chi Kok Road O/S House No. 808 Good Luck Industrial Centre
Lee On Road near Shun Lee Fire Station
Lee On Road O/S Lee Hang House Shun Lee Estate
Lee On Road O/S Lee Yip House Shun Lee Estate
Lee On Road O/S Shun On Restaurant Shun On Estate
Lung Cheung Road O/S Temple Mall North
Lung Mun RoadO/S Lung Mun Station
Ma Tau Wai Road House No. 29
Ma Tau Wai Road North of Station Lane near Ka Wai Chuen
Mei Foo Bus Terminus
Mei Tin Road O/S Holford Garden
Ming Kum Road O/S Po Tin Estate
Mong Kok East Station Bus Terminus
New Clear Water Bay Road O/S Pak Hung House Choi Wan Estate
New Clear Water Bay Road opp. Pak Hung House Choi Wan Estate
Ngan Shing Street opp. Yue Tin Court
Ngau Pei Sha Street O/S Yu Chui Court
Ngau Tau Kok Road opp. Amoy Gardens
On Cheung Road Eightland Gardens near L/P EB3767
On Cheung Road Tai Po Civic Centre opp. L/P EB3767
On Po Road Tai Po Central Bus Terminus opp. L/P EB3785
On Yam near Tak Yam House
Prince Edward Road East near Sa Po Road [2]
Prince Edward Road East opp. Rhythm Garden
Prince Edward Road East opp. The Latitude
Prince Edward Road West near Padek Palace
Prince Edward Road West O/S Grandco Mansion
Prince Edward Road West O/S House No. 239
Prince Edward Road West O/S Prince Edward Station
Prince Edward Road West opp. The Lamma Palace
Sau Mau Ping (Central) Bus Terminus

Sau Ming Road opp. Sau On House
Sha Kok Street O/S Sha Kok Estate
Sha Tin Central Bus Terminus [3]
Shek Pai Street opp. Block 1, Shek Lei Estate
Shun Tin Bus Terminus
Siu Lek Yuen Road O/S Siu Lek Yuen Village
Star Ferry B/T [2]
Tai Po Central Bus Terminus
Tin Sam Street O/S Tin Sam Village
Tsing Yi Pier Bus Terminus
Tsing Yi Road O/S Ching Tao House Cheung Ching Estate
Tsuen Fu Street near Tsuen Fu Street Garden
Tsuen Wan (Nina Tower) B/T
Tsun Wen Road near Tai Hing Police Station
Tsun Wen Road O/S Tsing Chung Koon
Tuen Fat Road O/S Waldorf Garden
Tuen Mun Pier Head B/T
Tuen Mun Road near Hung Kiu
Tuen Mun Road near Tuen Yan Street
Wo Yi Hop Road O/S Hong Shue House Lei Muk Shue Estate
Wo Yi Hop Road opp. Wing Shue House Lei Muk Shue Estate
Wu King Road O/S Wu Poon House Wu King Estate
Wu King Road O/S Wu Tsui House Wu King Estate
Wu Shan Road O/S Siu Shan Court
Yeung Uk Road opp. Yeung Uk Road Market
Yue Man Square O/S House No. 16-18
Yuen Long (West) Bus Terminus
Yuk Wah Street O/S Lok Moon House Tsz Lok Estate

Note: The number in the square brackets denotes the number of bus stops with additional seats to be installed in the same location.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0161)**

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 Logistics

Question:

The 2017 Policy Address mentioned that the Government had committed to upgrading the existing covered public transport interchanges (hereinafter referred to as “interchanges”) on a pilot basis in order to improve the public transport facilities. In Programme (1) “Matters Requiring Special Attention in 2023-24”, it is mentioned that the Government will “continue to renovate the Ma On Shan Public Transport Terminus on a pilot basis to enhance its design and facilities so as to provide passengers with a more comfortable waiting environment”. In this regard, will the Government inform this Committee of the following:

1. the paper of the Sha Tin District Council in June 2022 mentioned that the renovation project had been commenced in June 2021 for anticipated completion in the first half of 2023. What is the latest progress of the above project and whether the current project cost is within the budget?
2. has the Government arranged manpower to conduct on-site questionnaire surveys during the refurbishment of the public transport terminus to collect passengers’ views on the work arrangement and their expectations after the renovation works? If yes, what are the details and the manpower involved; and
3. has the Government conducted any statistical survey on how many “interchanges” that have commissioned for over 20 years and whether there is a timetable for comprehensive improvement of “interchanges”? If yes, how would the Government set out the standard for improvement and what are the estimated expenditures?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 9)

Reply:

1. The works on the pilot renovation project at Ma On Shan Town Centre Public Transport Interchange (MOS PTI) commenced in June 2021 and is currently expected to be completed in the second quarter of 2023. The estimated total expenditure of the project is about \$29 million and the anticipated project cost is within budget.

2. The Transport Department (TD), supported by the Architectural Services Department (ArchSD), consulted the Traffic and Transport Committee of the Sha Tin District Council as well as the franchised bus companies on the design of the planned renovation works, the works programme as well as the associated temporary traffic and transport arrangements during different stages of works before commencement of the project. TD and ArchSD also arrange site inspections to monitor the works and the temporary traffic and transport arrangements and would make adjustments as and when required to facilitate construction works and at the same time to ensure smooth bus operations and reduce impact on the users of the MOS PTI to a minimum. While there is no separate survey to collect views specifically about this project, passengers or locals can provide their views to TD through the existing established platforms and channels including the District Council, letters, emails and the 1823 enquiry hotline, etc.
3. Currently, there are 49 government-owned covered interchanges which have commissioned for over 20 years. The Government will take into account the outcome of the pilot project and passengers' feedback to consider further renovation projects at other interchanges.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB121**

**(Question Serial No. 0162)**

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 Logistics

Question:

Currently, the disbursement of subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) is mainly through Octopus Card. In Matters Requiring Special Attention in 2023-24 under Programme (6), it is mentioned that the Transport Department (TD) will “assist the Transport and Logistics Bureau in taking forward the incorporation of suitable e-payment platform into the Fare Subsidy Scheme”. In this connection, will the Government advise this Committee of the following:

1. how many e-payment platforms are currently involved in subsidy disbursement under the Scheme? Is any administrative cost charged? If yes, what is the amount involved?
2. the disbursement of consumption vouchers by the Government involves different e-payment platforms, whether the Government will draw reference from this mode and increase subsidy disbursement platforms under the Scheme? If yes, what is the estimated change in administrative cost of the Scheme?
3. in view of the epidemic, TD has implemented special measures to relax the monthly expenses threshold from \$400 to \$200 and increase the monthly subsidy cap from \$400 to \$500. Please give a breakdown of the number of beneficiaries of the Scheme by the following categories of monthly subsidy amount: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400, and \$401 to \$500 or above.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 10)

Reply:

1. At present, commuters can collect the public transport fare subsidy through Octopus under the Scheme. The total amount paid to the Octopus Cards Limited (OCL) is about \$26.6 million in 2021-22, representing less than 1% of the annual subsidy amount. This covers the calculation and collection of subsidies and the operation and maintenance of relevant hardware and software by the OCL, as well as other support

services provided by third-party service providers entrusted by the OCL such as the dedicated customer support hotline and other enquiry services.

2. We note the emergence of various e-payment platforms and are exploring ways to expedite the inclusion of suitable e-payment systems into the Scheme in a progressive manner. It should however be noted that the considerations for identifying suitable e-payment systems for the Scheme will be different from those of the Consumption Voucher Scheme. We need to consider whether the relevant e-payment platform has been generally adopted by various public transport operators for the collection of transport fares. Besides, as the Scheme involves a high volume of transactions every day, e-payment platforms to be incorporated under the Scheme would need to meet certain operational requirements, including those concerning the uploading and verification of transaction records, the arrangement of subsidy calculation and collection, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.

The Government has been striving to lower the administrative fee of the Scheme as far as possible. The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 and 2023-24 are both around 1% of the annual subsidy amount.

3. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023.

The distribution of beneficiaries by monthly subsidy amount during different periods (up to January 2023) are set out below:

Monthly subsidy amount	Number of beneficiaries (rounded off to the nearest thousand)			
	Monthly average from July 2020 to March 2021 (with special measures)	Monthly average from April to December 2021 (with special measures)	Monthly average from January to April 2022 (without special measures)	Monthly average from May 2022 to January 2023 (with special measures)
\$0.1-\$100.0	1 643 000	1 786 000	737 000	1 642 000
\$100.1-\$200.0	640 000	902 000	254 000	812 000
\$200.1-\$300.0	194 000	327 000	74 000	299 000
\$300.1-\$400.0	60 000	92 000	27 000	87 000
\$400.1 or above	N/A	32 000 (Note)	N/A	35 000 (Note)

Note:

The monthly subsidy cap was temporarily increased to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB122**

**(Question Serial No. 1400)**

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 Logistics

Question:

Under the "Walk in HK" initiative, there are four pillars of walkability, i.e. "make it connected", "make it safe", "make it enjoyable" and "make it smart", which include decluttering of non-essential traffic signs and pedestrian railings. In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport Department (TD) will "continue to assist the Transport and Logistics Bureau in fostering a pedestrian-friendly environment, promoting "Walk in HK". In this connection, will the Government inform this Committee of the following:

1. to reclaim space for pedestrians, thereby fostering a pedestrian-friendly environment, the Government decluttered a total of about 290 numbers of non-essential traffic signs and about 3.5km of pedestrian railings in both pilot areas of Central and Sham Shui Po. Please list in a table the locations of the above-mentioned decluttered pedestrian railings and the number of cases of pedestrians jaywalking due to the removal of railings; and whether there have been any traffic accidents due to the decluttering of pedestrian railings; and
2. to enhance the walking environment, TD will provide covers at suitable sections of public walkways and implement walkability enhancement measures in the selected pilot areas (Central and Sham Shui Po). Please list in a table the pilot areas of the provision of covered walkways, the project details and target results.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 11)

Reply:

1. To foster a pedestrian-friendly environment, a minimum approach in the provision of pedestrian railings is adopted. The locations of removal of the non-essential pedestrian railings in the pilot areas in Central & Western and Sham Shui Po districts are listed below. Risk of jaywalking is one of the major considerations when selecting these locations, and hence removal of existing railings was avoided in locations where the pedestrian flow and vehicular traffic were high. According to our records, there were no traffic accident involving pedestrians due to the removal of railings at these locations.

TD will continue to review and monitor the provision of railings to enhance walking environment without compromising safety.

<b>Locations of removal of non-essential pedestrian railings in pilot area in Central and Western District</b>	
1.	Chung King Road
2.	Chung Kong Road
3.	Connaught Place near Man Cheung Street
4.	Connaught Road West between Des Voeux Road Central and Morrison Street
5.	Connaught Road West near Sun Yat Sen Memorial Park
6.	Connaught Road West near Eastern Street North
7.	Connaught Road Central near China Merchants Tower
8.	Harcourt Road near Rodney Street
9.	Legislative Council Road
10.	Lung Wui Road and Lung Hop Street
11.	Lung Wo Road between Edinburgh Place and Legislative Council Road
12.	Man Kwong Street near Man Yiu Street
13.	Tim Mei Avenue
14.	Western Fire Service Street
<b>Locations of removal of non-essential pedestrian railings in pilot area in Sham Shui Po District</b>	
1.	Cheung Sha Wan Road between Shek Kip Mei Street and Wong Chuk Street
2.	Cheung Sha Wan Road near Pei Ho Street
3.	Cheung Sha Wan Road near Tonkin Street
4.	Lai Chi Kok Road between Kweilin Street to Yen Chow Street
5.	Lai Chi Kok Road near Sham Shui Po Park
6.	Nam Cheong Street between Cheung Sha Wan Road and Lai Chi Kok Road
7.	Nam Cheong Street near Un Chau Street
8.	Tonkin Street near Un Chau Street
9.	Un Chau Street between Camp Street and Tonkin Street
10.	Yen Chow Street between Cheung Sha Wan Road and Castle Peak Road
11.	Yu Chau Street near Pei Ho Street

2. To provide better walking environment for pedestrians, the following walkway cover proposals are being taken forward in Central & Western and Sham Shui Po districts:

<b>District (Status)</b>	<b>Location</b>	<b>Length (m)</b>
Sham Shui Po (Works completion by March 2023)	Walkway at Woh Chai Street between Exit A of MTR Shek Kip Mei Station and Mei Leong House of Shek Kip Mei Estate	120
Sham Shui Po (Design in progress)	Caritas Medical Centre at Wing Hong Street and Castle Peak Road	240
Central & Western (Design in progress)	Walkway at Rock Hill Street from MTR Kennedy Town Station Exit B to Axeford Villa	125

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1423)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2023-24 under Programme (2), it is mentioned that the Transport Department (TD) will continue to assist the Transport and Logistics Bureau in matters relating the formulation of measures to combat the illegal carriage of passengers by motor vehicles for hire or reward. In this connection, will the Government inform this Committee of the following:

1. the numbers of enforcement actions against illegal carriage of passengers for hire or reward in each of the past four years with a breakdown by Legislative Council (LegCo) Geographical Constituency. Has the situation improved after the Government imposed these measures to combat illegal carriage of passengers for hire or reward?
2. given that among the cases in which fines were imposed for the offence of illegal carriage of passengers in 2021-22, as many as 70% were cases in which the convicted persons were only fined \$2,000 or below, whether it has assessed if this level of penalty lacks deterrent effect; if so, what are the details and manpower involved?
3. will the Government review the penalty mechanism of illegal carriage of passengers for hire or reward; if so, what are the details and manpower involved?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 12)

Reply:

1. The Hong Kong Police Force (HKPF) has been following up on complaint cases and conducting investigation on suspected non-compliance with relevant legislations, as well as formulating Selected Traffic Enforcement Priorities according to the situation. In this connection, HKPF will continue to closely monitor any illegal carriage of passengers by motor vehicles for hire or reward and follow up on related complaints. Suitable enforcement actions will be taken where there is sufficient evidence.

HKPF does not maintain breakdown of the numbers of enforcement actions against illegal carriage of passenger by motor vehicles for hire or reward by LegCo Geographical Constituency. The numbers of enforcement actions concerning illegal

carriage of passengers by motor vehicles for hire or reward on which HKPF took enforcement actions in 2019, 2020, 2021 and 2022 were 184, 49, 19 and 26 respectively.

2. Pursuant to Section 52(3) of the Road Traffic Ordinance (the Ordinance) (Cap. 374), no person shall drive or use a motor vehicle; or suffer or permit a motor vehicle to be driven or used, for the carriage of passengers for hire or reward unless the vehicle complies with certain conditions stipulated in the Ordinance (e.g. a hire car permit is in force for the vehicle). Otherwise, it is an offence. The Government has been closely monitoring the use of motor vehicles for illegal carriage of passengers for hire or reward, and taking stern enforcement actions against illicit acts.

According to the Ordinance, any person who uses a motor vehicle for illegal carriage of passengers for hire or reward is liable to a maximum fine of \$5,000 and imprisonment of three months, plus suspension of vehicle licence and impoundment of vehicle for three months on the first conviction. For subsequent convictions, a maximum fine of \$10,000 and imprisonment of six months may be imposed along with the suspension of vehicle licence and impoundment of vehicles for six months.

In passing sentence, the court will consider the facts and all relevant factors of each case. As to whether an appeal against a sentence is warranted, the Government will deliberate on a host of considerations, including relevant precedent cases, the gravity of the offences committed by offenders and the trends of the offences concerned.

3. In order to enhance the safety and safeguard the interests of passengers and other road users, TD has proposed to increase the penalties for illegal carriage of passengers by motor vehicles for hire or reward as stipulated in the Ordinance for enhancing the deterrent effect, which include raising the maximum fine and lengthening the period of suspension of vehicle licence and impoundment of vehicle. The legislative amendment exercise is under way and the Government plans on introducing the amendment bill into LegCo in due course.

The relevant tasks set out above have been undertaken by the existing staff of TD as part of its established duties. There is no separate breakdown of resources involved.

- End -

**CONTROLLING OFFICER'S REPLY****TLB124****(Question Serial No. 1887)**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 LogisticsQuestion:

Regarding the smart mobility initiatives, will the Government advise this Committee of the following:

1. the targets, plans, estimated expenditure and staff establishment involved for the smart mobility initiatives in the coming year;
2. the usage of the Smart Traffic Fund (the Fund); details of the approved projects and implementation progress;
3. the operation of the new on-street parking meters; the number of downloads, number of users, problems and enhancement plans of "HKeMeter", and the percentage of "HKeMeter" users in the total number of users of parking meters; and
4. the estimated percentage of automated parking system (APS) in the total number of parking spaces in public car parks across the territory in the coming year; and the implementation plan of APS in short-term tenancy (STT) public car parks and public car parks in government premises.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 33)

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 2023-24 of the various smart mobility initiatives are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
<b>Smart Transport Infrastructure</b>	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of real-time traffic information for traffic management, route selection and transport planning	\$21.6 million
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system.	\$57 million
13. Commission APS pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million <sup>Note 1</sup>
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 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 Logistics Bureau / TD, while funding for the capital cost of APS projects in public car parks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.

2. The \$1 billion Fund was launched in March 2021 for application. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at **Annex 1**.

3. The operation of the new parking meter system (including the parking meter and mobile app viz. “HKeMeter”) has become smoother and the mobile app “HKeMeter” has become increasingly popular since its launch in January 2021. The number of transactions of using the new parking meter system and the number of downloads as well as the proportion of transactions using HKeMeter have been growing. The breakdowns of the downloading counts, the number of transactions and the proportion of transactions using “HKeMeter” by year are provided as follows:

	<b>2021</b>	<b>2022</b>
Cumulative number of downloads	496 851	883 570
Number of transactions ('000) by year end	18 040	46 482
Proportion of transactions using HKeMeter	37.6%	48.1%

To promote the usage of the new parking meter system, TD has put up a sticker at each parking meter to facilitate the downloading of HKeMeter. Tutorial videos and handy user tips are also uploaded onto TD’s social media channel and website. To enhance the users’ experience, TD has been gauging users’ feedback from various channels, for example, social media, mobile app stores and the hotline, and continuously improving the system performance which is evidenced by the increasing popularity amongst the motorists in using HKeMeter for payments.

TD will continue to closely monitor the management, operation and maintenance of the parking meter system and take appropriate actions to enhance the system performance.

4. Information of the current APS projects are listed at **Annex 2**.



**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00
Computer Vision-based Smart Bike Flow Estimation	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43
Development of a Personalised and Connected Advanced Driver Assistance System	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83
Designing of an Intelligent Human-machine Cooperative Driving System	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53
Development of Advanced Bollard with Smart Materials for Improving Road Safety	This project aims to develop three different types of traffic bollards for various vehicle types and speeds by utilising smart protection materials with novel structures.	\$17,925,946.31
Smart Minibus 2.0	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97
Virtual Reality-based Driving Training System	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter	\$3,820,680.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
	in conventional driving practice sessions in the training to enrich the learning experience.	
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72
Intelligent Driving Training and Evaluation System for Container Trucks	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Using Generalised Linear Model and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device, and conducting analysis with Generalised Linear Model and Machine Learning.	\$11,254,796.94

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00
Development of an A.I. Intelligent Traffic Enforcement Robot	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00
Channel State Information-Learning-based Passenger Counting System on PT Vehicles	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on PT vehicles.	\$1,349,416.67
Development of an Augmented Reality-Assisted Head-up Display mechanism for recommending driving strategy	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00
AI Driven Barrier-Free Smart Mobility Platform - BoBo	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Automatic On-The-Move Anti-Congestion System	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00
Prediction of Traffic Speed and Volume considering Malfunctioning Detectors using Deep Learning	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park	This project aims to develop a 5G-enabled autonomous people mover service in a Hong Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.	\$19,730,872.00
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	\$1,682,512.30

Project Title	Project Summary	Approved Funding
	virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	
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
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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
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

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction (tentative)</b>	<b>Commissioning of APS (tentative)</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>
<b>A. APS in STT car parks</b>				
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	The installation of APS commenced in 2020	November 2021 (actual)	245
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	The installation of APS commenced in 2021	December 2022 (actual)	250
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200
<b>B. APS in public works projects</b>				
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	2023	2026	About 200

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction (tentative)</b>	<b>Commissioning of APS (tentative)</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	To be determined <sup>1</sup>		About 200

Note 1: As the project is in planning stage and design is being refined, the schedules are to be determined.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB125**

**(Question Serial No. 1379)**

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 Logistics

Question:

It is mentioned in the Budget that the Transport and Logistics Bureau (TLB) will continue to oversee the progress and development of various Smart Mobility initiatives including the operation of new on-street parking meters, and the implementation of the Smart Traffic Fund (the Fund) and automated parking system (APS) projects. In this connection, please 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 2023-24; 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, including 2022-23.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 15)

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 2023-24 of the various smart mobility initiatives are tabulated as follows:

<b>Smart Mobility Initiatives</b>	<b>Estimated Expenditures in 2023-24</b>
<b>Smart Transport Infrastructure</b>	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of	\$21.6 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
real-time traffic information for traffic management, route selection and transport planning	
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate the \$1 billion Smart Traffic Fund to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system.	\$57 million
13. Commission APS pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million <sup>Note 1</sup>
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 million

Note 1: The estimated expenditure is for the engagement of consultants which will offer technical advice on APS for the projects undertaken by TLB / TD, while funding for the capital cost of APS projects in public car parks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.

- (2) As at February 2023, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate was about 70 000.

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

<b>Financial Year</b>	<b>Operating Expenditure</b>
2020-21	\$3,250,000
2021-22	\$4,520,000
2022-23	\$4,130,000

Remark: Expenditure rounded to nearest \$10,000

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB126**

**(Question Serial No. 2203)**

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 Logistics

Question:

There are views from the community that the provision of parking facilities in Hong Kong has all along remained short of demand. In this connection, will the Government advise this Committee of the following:

1. information concerning each of the public car parks owned by the Government in each District Council (DC) district: (i) the location, (ii) the government department(s) responsible for its management, (iii) the opening hours, (iv) the number of each type of parking spaces and the parking fees charged, (v) the number of parking spaces installed with electric vehicle (EV) charging facilities (standard and medium speed charging), (vi) the average monthly utilisation rate in the past five years; and
2. the current number of lessees of government land using the leased sites for operating fee-paying public car parks, the locations of the sites, the numbers of parking spaces provided and the tenancy terms.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 17)

Reply:

1. The details of existing Government public car parks managed by the Transport Department (TD), the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD), with a breakdown by DC districts are tabulated at **Annex 1**.
2. Currently, there are 192 short term tenancy (STT) sites for operating fee-paying public car parks. Their locations by DC districts and the number of parking spaces provided are tabulated at **Annex 2**.

**Existing Government Public Car Parks by DC District**

**1. Public Car Parks Managed by TD as at December 2022**

<b>DC District</b>	<b>Car Park / Address</b>	<b>No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)</b>	<b>No. of Parking Space with EV Charger</b>	<b>Operation Time / Charge</b>	<b>Average Utilisation Rate</b>
Central and Western	Star Ferry Car Park  9 Edinburgh Place Central	Private Car: 377  Motor Cycle: 37	Standard: 27 Medium: 11 Quick: 1	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 19:00 \$23/Hour 19:00 - 07:00 \$17/Hour <u>Day Pass</u> 07:00 - 19:00, Mondays to Saturdays, except Public Holidays (PH) \$180 08:00 - 00:00, Sundays & PH \$120 <u>Night Pass</u> 19:00 - 07:00, Mondays to Saturdays, except PH \$65	2018: 49% 2019: 44% 2020: 41% 2021: 43% 2022: 45%
	City Hall Car Park  1 Edinburgh Place Central	Private Car: 170  Motor Cycle: 27	Medium: 30	<u>Monthly Parking</u> \$4,440 \$5,900 (for the reserved parking space in Star Ferry Car Park)  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Monthly Parking</u> \$340	2018: 43% 2019: 33% 2020: 30% 2021: 33% 2022: 32%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Central and Western	Rumsey Street Car Park  2 Rumsey Street Sheung Wan	Private Car: 829  Motor Cycle: 164	Medium: 110	<p><b><u>Private Cars</u></b>  <u>Hourly Charges</u>  07:00 - 23:00 \$23/Hour  23:00 - 07:00 \$17/Hour  <u>Day Pass</u>  07:00 - 19:00, Mondays to Saturdays, except PH \$180  08:00 - 00:00, Sundays &amp; PH \$120  <u>Night Pass</u>  19:00 - 07:00, Mondays to Saturdays, except PH \$65  <u>Quarterly Parking</u>  \$12,150</p> <p><b><u>Motor Cycles</u></b>  <u>Day Pass</u>  08:00 - 23:00 \$26  <u>Night Pass</u>  23:00 - 08:00 \$11  <u>Quarterly Parking</u>  \$1,020</p>	2018: 64% 2019: 58% 2020: 42% 2021: 42% 2022: 44%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Central and Western	Kennedy Town Car Park  12 Rock Hill Street Kennedy Town	Private Car: 195  Motor Cycle: 37	Medium: 59	<b><u>Private Cars</u></b> <u>Hourly Charges</u> \$13/Hour <u>Quarterly Parking</u> \$6,900  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 80% 2019: 77% 2020: 78% 2021: 83% 2022: 82%



DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Wan Chai	Tin Hau Car Park  1 King's Road Causeway Bay	Private Car: 428  Motor Cycle: 75	Medium: 162	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 23:00 \$21/Hour 23:00 - 07:00 \$16/Hour <u>Day Pass</u> 07:00 - 19:00 \$105 <u>Quarterly Parking</u> \$8,700  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 75% 2019: 71% 2020: 69% 2021: 72% 2022: 71%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Eastern	Shau Kei Wan Car Park  1 Po Man Street Shau Kei Wan	Private Car: 385  Motor Cycle: 72	Medium: 116	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 23:00 \$13/Hour 23:00 - 07:00 \$11/Hour <u>Day Pass</u> 07:00 - 19:00 \$80 <u>Quarterly Parking</u> \$6,300  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 84% 2019: 79% 2020: 79% 2021: 81% 2022: 81%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Southern	Aberdeen Car Park  18 Aberdeen Reservoir Road Aberdeen	Private Car: 293  Motor Cycle: 51	Medium: 44	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 23:00 \$17/Hour 23:00 - 07:00 \$15/Hour <u>Quarterly Parking</u> \$5,700  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 81% 2019: 77% 2020: 79% 2021: 77% 2022: 78%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Wong Tai Sin	Sheung Fung Street Car Park  Sheung Fung Street Wong Tai Sin	Private Car: 267  Motor Cycle: 74	Medium: 35	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 23:00 \$13/Hour 23:00 - 07:00 \$11/Hour <u>Day Pass</u> 07:00 - 19:00 \$80 <u>Quarterly Parking</u> \$6,000  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 90% 2019: 84% 2020: 80% 2021: 79% 2022: 81%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Wong Tai Sin	Wong Tai Sin Public Transport Terminus Car Park <sup>2</sup>  Upper deck of Wong Tai Sin Public Transport Terminus Wong Tai Sin	Private Car: 27  Motor Cycle:-	-	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 23:00 \$13/Hour 23:00 - 07:00 \$11/Hour <u>Day Pass</u> 07:00 - 19:00 \$80  <b><u>Coach/Goods Vehicle over 5.5 tonnes</u></b> <u>Half Hourly Charges</u> \$15  <u>Night Pass</u> 18:00 - 07:00 \$120	2020: 6% 2021: 46% 2022: 49%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Kwai Tsing	Kwai Fong Car Park  19 Kwai Yi Road Kwai Chung	Private Car: 511  Motor Cycle: 93	Medium: 94	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 23:00 \$15/Hour 23:00 - 07:00 \$12/Hour <u>Day Pass</u> 07:00 - 19:00 \$100 <u>Night Pass</u> 19:00 - 07:00 \$55 <u>Quarterly Parking</u> \$6,300  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 73% 2019: 78% 2020: 71% 2021: 76% 2022: 77%

DC District	Car Park / Address	No. of Parking Space (for Private Car <sup>1</sup> and Motor Cycle)	No. of Parking Space with EV Charger	Operation Time / Charge	Average Utilisation Rate
Tsuen Wan	Tsuen Wan Car Park  174-208 Castle Peak Road Tsuen Wan	Private Car: 545  Motor Cycle: 34	Medium: 162	<b><u>Private Cars</u></b> <u>Hourly Charges</u> 07:00 - 23:00 \$18/Hour 23:00 - 07:00 \$14/Hour <u>Day Pass</u> 07:00 - 19:00 \$100 <u>Night Pass</u> 19:00 - 07:00 \$60 <u>Quarterly Parking</u> \$6,300  <b><u>Motor Cycles</u></b> <u>Day Pass</u> 08:00 - 23:00 \$26 <u>Night Pass</u> 23:00 - 08:00 \$11 <u>Quarterly Parking</u> \$1,020	2018: 89% 2019: 87% 2020: 82% 2021: 81% 2022: 81%

### **Notes**

1. Parking spaces for private cars can accommodate private cars, van-type light goods vehicles and taxis.
2. Wong Tai Sin Public Transport Terminus Car Park is open for use by coach/goods vehicle over 5.5 tonnes with effect from September 2019 and by private car with effect from September 2020. On top of 27 parking spaces for private car, there are ten parking spaces for coach/goods vehicle over 5.5 tonnes.

## 2. Public Car Parks Managed by GPA as at December 2022

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Central and Western	Queensway Government Offices  66 Queensway	Private Car: 159  Motor Cycle: 21	Medium: 42	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<p><b><u>Private Cars</u></b>            (i) Mondays to Thursdays (except PH): \$25 per hour            (ii) Fridays, Saturdays, Sundays and PH: \$28 per hour            (iii) Monthly Parking: \$1,300</p> <p><b><u>Motor Cycles</u></b>            (iv) Mondays to Thursdays (except PH): \$4 per hour            (v) Fridays, Saturdays, Sundays and PH: \$6 per hour            (vi) Monthly Parking: \$300</p>	12.6%



DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower  12 Harbour Road, 7 Gloucester Road and 5 Gloucester Road, Wan Chai	Private Car: 157  Motor Cycle: 10	Medium: 30	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<p><b><u>Private Cars</u></b></p> <p>(i) Mondays to Fridays (except PH): \$13 per half hour</p> <p>(ii) Saturdays, Sundays and PH: \$15 per half hour</p> <p>(iii) Monthly Parking: \$1,200</p> <p>(iv) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$130</p> <p>(v) Night Parking (19:00 - 07:00 the next day): \$80</p> <p><b><u>Motor Cycles</u></b></p> <p>(vi) \$8 per hour</p> <p>(vii) Monthly Parking: \$600</p>	24.9%

<b>DC District</b>	<b>Car Park /Address</b>	<b>No. of Parking Spaces</b>	<b>No. of Parking Spaces with EV Charger</b>	<b>Operation Time</b>	<b>Charge</b>	<b>Average Utilisation Rate<sup>1</sup></b>
Eastern	North Point Government Offices  333 Java Road, North Point	Private Car: 95	Medium: 29	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays \$10 per hour  (ii) Saturdays, Sundays and PH: \$ 20 per hour  (iii) Monthly Parking: \$1,600	41.0%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Eastern	Chai Wan Municipal Services Building  338 Chai Wan Road, Chai Wan	Private Car: 39  Motor Cycle: 6	-	24 Hours	<p><b><u>Private Cars</u></b></p> <p>(i) Mondays to Fridays: \$10 per half hour</p> <p>(ii) Saturdays, Sundays and PH: \$11 per half hour</p> <p>(iii) Monthly Parking: \$3,200</p> <p>(iv) Day Parking (08:00 - 18:00): \$110</p> <p>(v) Night Parking (18:00 - 08:00 the next day): \$120</p> <p><b><u>Motor Cycles</u></b></p> <p>(vi) \$5 per half hour</p> <p>(vii) \$10 per hour</p> <p>(viii) Monthly Parking: \$800</p>	90.9%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Sham Shui Po	Cheung Sha Wan Government Offices  303 Cheung Sha Wan Road, Cheung Sha Wan	Private Car: 250  Motor Cycle: 13	Medium: 71	A portion of the fee-paying public car park provides 24-hour parking spaces. The remaining are parking spaces of user departments of the Joint-User General Office Building, which are open for public use during non-office hours only.	<p><b><u>Private Cars</u></b></p> <p>(i) Mondays to Fridays (07:00-12:00): \$15 per half hour</p> <p>(ii) Mondays to Fridays (12:00-19:00): \$20 per half hour</p> <p>(iii) Mondays to Fridays (19:00-07:00 the next day): \$12 per half hour</p> <p>(iv) Saturdays, Sundays and PH: \$15 per half hour</p> <p>(v) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$130</p> <p>(vi) Night Parking (19:00 - 07:00 the next day): \$50</p> <p>(vii) Monthly Parking: \$3,500</p> <p><b><u>Motor Cycles</u></b></p> <p>(viii) Monthly Parking: \$1,100</p>	52.3%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Kowloon City	To Kwa Wan Market and Government Offices  165 Ma Tau Wai Road, To Kwa Wan	Private Car: 29  Motor Cycle: 4	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<b><u>Private Cars</u></b> (i) Mondays to Fridays (except PH): \$12 per hour  (ii) Saturdays, Sundays and PH: \$16 per hour  (iii) Monthly Parking: \$1,380  <b><u>Motor Cycles</u></b> (iv) Monthly Parking: \$250	36.8%
	Trade and Industry Tower  3 Concorde Road, Kai Tak	Private Car: 24	Medium: 20	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Sundays (including PH): \$20 per hour  (ii) Monthly Parking: \$2,200	46.5%

<b>DC District</b>	<b>Car Park /Address</b>	<b>No. of Parking Spaces</b>	<b>No. of Parking Spaces with EV Charger</b>	<b>Operation Time</b>	<b>Charge</b>	<b>Average Utilisation Rate<sup>1</sup></b>
Yau Tsim Mong	West Kowloon Government Offices  11 Hoi Ting Road, Yau Ma Tei	Private Car: 50	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays (except PH): \$5 per half hour  (ii) Saturdays, Sundays and PH: \$7 per half hour  (iii) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$90  (iv) Night Parking (19:00 - 07:00 the next day on Monday to Friday except PH): \$30  (v) Night Parking (19:00 - 07:00 the next day on Saturdays, Sundays and PH): \$60  (vi) Monthly Parking: \$1,500	38.1%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Kwun Tong	Shun Lee Disciplined Services Quarters  32 Lee On Road, Kwun Tong	Private Car: 89  Motor Cycle: 16	-	24 Hours	<p><b><u>Private cars</u></b></p> <p>(i) Mondays to Fridays: \$22 per hour</p> <p>(ii) Saturdays, Sundays and PH: \$24 per hour</p> <p>(iii) Day Parking (08:00 - 18:00 on Monday to Friday): \$85</p> <p>(iv) Day Parking (08:00 - 18:00 on Saturdays, Sundays and PH): \$120</p> <p>(v) Night Parking (18:00 - 08:00 the next day on Monday to Friday): \$130</p> <p>(vi) Night Parking (18:00 - 08:00 the next day on Saturdays, Sundays and PH): \$150</p> <p>(vii) Monthly Parking: \$3,300</p> <p><b><u>Motor Cycles</u></b></p> <p>(viii) \$7 per hour</p> <p>(ix) Monthly Parking: \$650</p>	54.8%

<b>DC District</b>	<b>Car Park /Address</b>	<b>No. of Parking Spaces</b>	<b>No. of Parking Spaces with EV Charger</b>	<b>Operation Time</b>	<b>Charge</b>	<b>Average Utilisation Rate<sup>1</sup></b>
Sai Kung	Sai Kung Government Offices  34 Chan Man Street, Sai Kung	Private Car: 70	Medium: 26	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  <u>Saturdays, Sundays and PH</u> 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Thursdays (except PH): \$27 per hour  (ii) Fridays, Saturdays, Sundays and PH: \$40 per hour	17.8%



DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Sha Tin	Shatin Government Offices  1 Sheung Wo Che Road, Sha Tin	Private Car: 122  Motor Cycle: 22	Medium: 74	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays (except PH) 14:00 - 07:00 the next day  Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<b><u>Private Cars</u></b> (i) Mondays to Fridays: \$18 per hour  (ii) Saturdays, Sundays and PH: \$25 per hour  (iii) Special days from 07:00 to 19:00 for 25/3, 26/3, 1/4, 2/4, 5/4, 7/4, 8/4, 9/4, 10/4, 15/4, 16/4, 22/4, 23/4, 7/10, 8/10, 14/10, 15/10, 21/10, 22/10, 28/10, 29/10, 4/11 and 5/11 in 2023: \$30 per hour  (iv) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$70  (v) Monthly Parking: \$800  <b><u>Motor Cycles</u></b> (vi) Monthly Parking: \$250	41.8%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
	New Territories (Shatin) Forensic Medicine Centre  7 Lower Shing Mun Road, Tai Wai, Sha Tin	Private Car: 50	Medium: 15	24 Hours	(i) 09:00 - 17:00: \$12 per hour  (ii) 17:00 - 22:00: \$18 per hour  (iii) 22:00 - 09:00 the next day: \$5 per hour	Information is not available
Tai Po	Tai Po Government Offices  1 Ting Kok Road, Tai Po	Private Car: 71  Motor Cycle: 4	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	<b><u>Private Cars</u></b> (i) Mondays to Fridays: \$8 per hour  (ii) Saturdays, Sundays and PH: \$18 per hour  (iii) Monthly Parking: \$1,200  <b><u>Motor Cycles</u></b> (iv) \$5 per hour	59.3%

<b>DC District</b>	<b>Car Park /Address</b>	<b>No. of Parking Spaces</b>	<b>No. of Parking Spaces with EV Charger</b>	<b>Operation Time</b>	<b>Charge</b>	<b>Average Utilisation Rate<sup>1</sup></b>
Tuen Mun	Tuen Mun Government Offices  1 Tuen Hi Road, Tuen Mun	Private Car: 42	Medium: 22	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays: \$5 per hour  (ii) Saturdays, Sundays and PH: \$20 per hour  (iii) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$30  (iv) Night Parking (19:00 - 07:00 the next day on Saturdays, Sundays and PH): \$40  (v) Day Parking (07:00 - 19:00 on Saturdays, Sundays and PH): \$50  (vi) Monthly Parking: \$800	22.8%

<b>DC District</b>	<b>Car Park /Address</b>	<b>No. of Parking Spaces</b>	<b>No. of Parking Spaces with EV Charger</b>	<b>Operation Time</b>	<b>Charge</b>	<b>Average Utilisation Rate<sup>1</sup></b>
Yuen Long	Yuen Long District Office Building  269 Castle Peak Road, Yuen Long	Private Car: 44	-	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays: \$10 per hour  (ii) Saturdays, Sundays and PH: \$20 per hour  (iii) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$30  (iv) Night Parking (19:00 - 07:00 the next day on Saturdays, Sundays and PH): \$55	46.9%

<b>DC District</b>	<b>Car Park /Address</b>	<b>No. of Parking Spaces</b>	<b>No. of Parking Spaces with EV Charger</b>	<b>Operation Time</b>	<b>Charge</b>	<b>Average Utilisation Rate<sup>1</sup></b>
North	North District Government Offices  3 Pik Fung Road, Fanling	Private Car: 101	Medium: 26	Mondays to Fridays (except PH) Night-time (19:00 - 07:00 the next day)  Saturdays, Sundays and PH 24 Hours (07:00 - 07:00 the next day)	(i) Mondays to Fridays: \$10 per hour  (ii) Saturdays, Sundays and PH: \$12 per hour  (iii) Night Parking (19:00 - 07:00 the next day on Mondays to Fridays): \$50  (iv) 12-hour Parking (Saturdays, Sundays and PH): \$70  (v) 24-hour Parking (Saturdays, Sundays and PH): \$140  (vi) Monthly Parking: \$1,180	26.2%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
North	Heung Yuen Wai Boundary Control Point	Private Car: 415  Motor Cycle: 36  Van-type Light Goods Vehicle: 15	Medium: 126	24 Hours	<b><u>Private Cars</u></b> (i) \$15 per hour  (ii) Day Parking (Any 24 hours): \$150  (iii) Night Parking (18:00 - 08:00 the next day): \$80  <u>Van-type Light Goods Vehicle</u> (iv) \$15 per hour  <b><u>Motor Cycles</u></b> (v) \$5 per hour  (vi) Day Parking (Any 24 hours): \$40  (vii) Night Parking (18:00 - 08:00 the next day): \$25	Information is not available

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
Islands	Hong Kong Zhuhai Macao Bridge Hong Kong Port	Private Car: 673  Motor Cycle: 25  Light Goods Vehicle: 14  Taxi: 21	Medium: 89 Quick: 2	24 Hours	<u>With Pre-booking</u> <u>Hourly Parking</u> (i) Private Car: \$20 per hour  (ii) Motor Cycle: \$8 per hour  (iii) Light Goods Vehicle: \$16 per hour  (iv) Taxi: \$16 per hour  <u>Day Parking (Any 24 hours)</u> (v) Private Car: \$160  (vi) Motor Cycle: \$45  (vii) Light Goods Vehicle: \$125  (viii) Taxi: \$125	0.5%

DC District	Car Park /Address	No. of Parking Spaces	No. of Parking Spaces with EV Charger	Operation Time	Charge	Average Utilisation Rate <sup>1</sup>
					<p><u>Without Pre-booking</u></p> <p>(ix) Private Car  1<sup>st</sup> and 2<sup>nd</sup> hours: \$20 per hour  3<sup>rd</sup> hour: \$30 per hour  from 4<sup>th</sup> hours: \$40 per hour</p> <p>(x) Motor Cycle  1<sup>st</sup> and 2<sup>nd</sup> hours: \$8 per hour  3<sup>rd</sup> hour: \$12 per hour  from 4<sup>th</sup> hours: \$16 per hour</p> <p>(xi) Light Goods Vehicle  1<sup>st</sup> and 2<sup>nd</sup> hours: \$16 per hour  3<sup>rd</sup> hour: \$24 per hour  from 4<sup>th</sup> hours: \$32 per hour</p> <p>(xii) Taxi  1<sup>st</sup> and 2<sup>nd</sup> hours: \$16 per hour  3<sup>rd</sup> hour: \$24 per hour  from 4<sup>th</sup> hours: \$32 per hour</p>	

### **Note**

- The figures are the average utilisation rates of the car parks during the operating hours for the period from April 2022 to December 2022 and are based on the information provided by the contractors. GPA does not have the statistics on the utilisation rates of the car parks for the entire period of the past five years. As the car parks at New Territories (Shatin) Forensic Medicine Centre and Heung Yuen Wai Boundary Control Point have commenced operation in early 2023, information on their average utilisation rates during the period concerned is not available.



### 3. Public Car Parks Managed by LCSD as at December 2022

LCSD currently manages over 80 public car parks. As a large amount of data is involved, LCSD is unable to list out the information of each car park in detail, but a breakdown of the number of parking spaces in various districts by DC district.

	Private Cars		Light Goods Vehicles		Motor Cycles		Coaches	
	Hourly	Monthly	Hourly	Monthly	Hourly	Monthly	Hourly	Monthly
Central and Western	47	0	4	0	4	0	0	0
Wan Chai	99	22	0	0	0	0	6	0
Eastern	118	20	0	0	10	0	5	0
Southern	72	0	0	0	8	0	0	0
Yau Tsim Mong	35	0	0	0	1	0	2	0
Sham Shui Po	111	0	0	0	13	0	7	0
Kowloon City	73	0	0	0	4	0	0	0
Wong Tai Sin	78	0	0	0	0	0	3	0
Kwun Tong	277	0	0	0	36	0	6	0
Tsuen Wan	81	0	13	0	2	0	0	0
Tuen Mun	207	0	0	0	2	0	0	0
Yuen Long	86	0	0	0	8	0	11	0
North	100	0	0	0	2	0	6	0
Tai Po	126	100	216	0	48	0	10	0
Sai Kung	138	0	0	0	25	0	18	0
Sha Tin	308	0	0	0	26	0	9	0
Kwai Tsing	177	0	0	0	23	0	8	0
Islands	35	0	0	0	0	0	0	0
<b>Total</b>	<b>2 168</b>	<b>142</b>	<b>233</b>	<b>0</b>	<b>212</b>	<b>0</b>	<b>91</b>	<b>0</b>

**Existing Fee-paying Public Car Parks at STT Sites by DC District as at December 2022**

<b>District Name</b>	<b>Total Number of Parking Spaces</b>
Central and Western	165
Wan Chai	-
Eastern	1 172
Southern	229
Yau Tsim Mong	827
Sham Shui Po	876
Kowloon City	856
Wong Tai Sin	347
Kwun Tong	1 352
Tsuen Wan	2 663
Tuen Mun	2 627
Yuen Long	1 195
North	1 975
Tai Po	1 547
Sai Kung	3 509
Sha Tin	2 940
Kwai Tsing	7 881
Islands	214

- End -

**CONTROLLING OFFICER'S REPLY****TLB127****(Question Serial No. 2204)**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 LogisticsQuestion:

The Government announced in 2018 that it would earmark \$500 million to subsidise franchised bus operators for retrofitting three types of safety devices (i.e. seat belts, electronic stability control (ESC) and speed limiting retarder) on suitable existing buses. In this regard, will the Government inform this Committee of the following:

- (1) the breakdown of the three types of safety devices installed by each franchised bus operator on existing buses, and the percentage of existing buses (please list in the table below):

Franchised Bus Operators	Total Number of Buses Installed with Safety Devices					
	Seat Belts	% of Existing Buses	ESC	% of Existing Buses	Speed Limiting Retarder	% of Existing Buses

- (2) whether the Government has explored measures to expedite the installation of the three types of safety devices on all existing buses; if yes, what are the details; if not, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 18)Reply:

(1) &amp; (2)

To further enhance safety in franchised bus services, from July 2018 onwards all new double-deck buses procured are equipped with seat belts on all the passenger seats, ESC that can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

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

The numbers of buses installed with the safety devices by individual franchised bus companies are set out in the table below:

<b>Franchised Bus Company</b>	<b>Total Number of Buses Installed with Safety Devices (Position as at the end of December 2022)</b>					
	<b>Seat Belts</b>	<b>% of Total Number of Double-deck Buses Planned for Installation</b>	<b>ESC</b>	<b>% of Total Number of Double-deck Buses Planned for Installation</b>	<b>Speed Limiting Retarder</b>	<b>% of Total Number of Double-deck Buses Planned for Installation</b>
Citybus Limited	296	91%	586	91%	586	91%
Long Win Bus Company Limited	116	100%	116	100%	116	100%
New Lantau Bus Company (1973) Limited	28	100%	10	100%	39	100%
New World First Bus Services Limited	252	79%	371	76%	371	76%
The Kowloon Motor Bus Company (1933) Limited	810	70%	1 897	69%	1 919	69%
<b>Total</b>	<b>1 502</b>	<b>77%</b>	<b>2 980</b>	<b>75%</b>	<b>3 031</b>	<b>75%</b>

Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation of seat belts in three years and installation of ESC and speed limiting retarder in four years. As at the end of December 2022, the franchised bus operators have completed at least 75% of the installation of the three types of safety devices on suitable existing double-deck buses as scheduled. The installation works need to take place in a progressive manner because there is a limit on number of buses that can be temporarily removed from service for installation at any one time without affecting provision of bus services. The Transport Department and the franchised bus companies will continue to monitor the installation progress of the above devices and will review the installation schedule as appropriate.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2208)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Many citizens pointed out the long waiting time of driving tests for various vehicle types in recent years. In this connection, will the Government advise this Committee of the following:

1. the total number of candidates and average waiting time of road tests for various vehicle types (i.e. light goods vehicle, private light bus, public light bus, private bus, public bus, franchised public bus, medium goods vehicle, heavy goods vehicle, articulated vehicle, special purpose vehicle) in each of the past five years;
2. the staff establishment, strength, wastage rate and vacancy of Driving Examiners of the Transport Department (TD) in each of the past five years; and
3. the current number of valid full driving licences, with a breakdown by vehicle type and age group of licence holders (i.e. aged 18 to 29, 30 to 39, 40 to 49, 50 to 59, 60 to 64, and 65 or above).

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 22)

Reply:

1. The demand for road tests has been continuously increasing. Over a ten-year period from 2012 to 2021, the yearly number of applications for road test has increased from 122 554 applications to 211 798 applications, representing an increase of 73%. On the other hand, to tie in with various social distancing measures put in place by the Government during the COVID-19 pandemic, TD had to intermittently suspend driving tests during the period from 2020 to early 2022. After each resumption of services, TD had to firstly arrange make-up road tests for the affected candidates and the waiting time of road tests was therefore further lengthened in the past three years.

The numbers of candidates who attended road tests for the various vehicle types in each year between 2018 and 2022 are tabulated below:

### Numbers of Candidates Who Attended Road Tests (2018 - 2022)

Type of Test		Numbers of Candidates				
		2018	2019	2020	2021	2022
<b>Light Goods Vehicle</b>	<b>Combined</b>	36 685	33 815	28 656	34 725	30 619
	<b>Part B</b>	2 013	1 665	1 334	2 031	1 946
	<b>Part C</b>	30 778	29 580	17 903	27 780	17 733
<b>Medium Goods Vehicle</b>		4 920	5 788	2 843	6 356	6 152
<b>Heavy Goods Vehicle</b>		2 543	2 815	1 587	3 441	3 253
<b>Franchised Bus</b>		1 092	1 470	1 097	1 377	1 045
<b>Private/Public Light Bus</b>		435	472	83	287	212
<b>Private/Public Bus</b>		3 924	5 275	2 526	4 139	3 027
<b>Articulated Vehicle</b>		1 146	1 062	580	1 261	1 313

The average waiting time of road tests for the various vehicle types in each year between 2018 and 2022 is tabulated below:

### Average Waiting Time (in Calendar Days) for Road Tests (2018 - 2022)

Type of Test (Note 2)		Number of Calendar Days (as at 30 November of each year) (Note 1)				
		2018	2019	2020	2021	2022
<b>Light Goods Vehicle</b>	<b>Combined</b>	275	259	220	355	370
	<b>Part B</b>	57	56	87	111	121
	<b>Part C</b>	178	196	248	280	352
<b>Medium Goods Vehicle</b>		63	62	83	93	107
<b>Heavy Goods Vehicle</b>		75	55	94	111	105
<b>Private/Public Light Bus</b>		54	24	67	84	79
<b>Private/Public Bus</b>		67	71	86	91	104
<b>Articulated Vehicle</b>		66	54	76	87	114

Note 1: Since driving tests were suspended in December 2020 under the COVID-19 pandemic, the average waiting time (in calendar days) of road tests for the various vehicle types in the above table was calculated based on the situation as at 30 November of each year.

Note 2: There is no waiting time figure for franchised bus driving test. Under the current arrangement, the franchised bus operators will liaise with TD from time to time to arrange tests for their trainees when the need arises.

- The establishment, strength, vacancy and wastage of the Driving Examiner grade in each year between 2018 and 2022 are tabulated below:

### Manpower of Driving Examiners (2018 - 2022)

Year	Number of Staff (as at 31 July of each year)			Wastage (Note 4)
	Establishment (Note 3)	Strength	Vacancy	
2018	75	71	4	5
2019	77	69	8	2
2020	79	79	0	2
2021	85	85	0	4
2022	85	81	4	4

Note 3: The numbers include both permanent and time-limited posts.

Note 4: The wastage refers to the number of driving examiners retired, resigned or transferred to other Government departments in that whole year.

- As at 28 February 2023, there were a total of 2 361 950 valid full driving licence holders. The numbers of full driving licence holders, with breakdown by different classes of vehicles and age groups, are tabulated below:

### Driving Licence Statistics (as at 28 February 2023) (Note 5)

Class of Vehicle	Number of Driving Licence Holders					
	18-29	30-39	40-49	50-59	60-64	65 or above
Private Car	169 065	488 577	607 879	568 595	254 197	259 435
Light Goods Vehicle	88 996	258 701	342 263	315 116	191 969	224 339
Motor Cycle	13 882	45 777	92 531	91 971	30 532	36 343
Private Light Bus	2 013	9 342	28 670	47 932	35 277	54 367
Public Light Bus	1 269	7 415	26 012	45 327	34 061	52 504
Taxi	2 339	9 577	20 940	48 492	48 725	74 358
Private Bus	2 009	9 260	27 872	40 391	24 962	33 914
Public Bus	1 631	8 875	27 482	40 061	24 867	33 909
Government Vehicle	1 903	9 267	10 251	9 854	2 217	605
Franchised Bus	963	2 592	4 663	6 799	4 449	6 696
Medium Goods Vehicle	2 500	13 607	32 996	49 976	33 960	50 478
Heavy Goods Vehicle	872	5 151	13 438	20 345	15 190	36 034
Articulated Vehicle	343	2 159	6 507	12 556	9 707	11 766
Special Purpose Vehicle	236	1 645	4 175	5 086	2 902	3 183
Motor Tricycle	13 882	45 778	92 526	91 978	30 537	36 341

Note 5: Since a person may hold a driving licence with endorsement of more than one class of vehicles, the sum of individual classes of licence holders in the above statistics may be more than the total number of driving licence holders.

- End -



**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2209)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the research on road safety and standards, will the Government inform this Committee of the following:

- (1) the number of research items on road safety and standards completed by the Transport Department (TD) in the past five years, with the following details of each item: (i) name and category; (ii) expenditure involved; (iii) commencement and completion dates; and (i) contents of the recommended improvement measures; and
- (2) whether there is any programme for reviewing and amending the regulations and safety standards for different vehicle types (i.e. light goods vehicle, private light bus, public light bus, private bus, public bus, franchised bus, medium goods vehicle, heavy goods vehicle, articulated vehicle, special purpose vehicle). If yes, what are the details; if no, what are the reasons.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 23)

Reply:

- (1) TD has been conducting researches on the latest road safety developments and technologies in other places, and investigating whether such developments and technologies can be applied in Hong Kong to enhance road safety. Some items introduced since 2018 are provided as follows:
  - (i) Trial of the Average Speed Camera System (ASCS) was carried out from October 2020 to October 2021, at an expenditure of \$13.21 million. ASCS utilised cameras and artificial intelligence technology to capture and calculate vehicles' average speed along a predefined stretches of road section. The system assessment indicates that ASCS is accurate and reliable. TD is currently liaising with the Hong Kong Police Force on the details of system integration, technical optimisation, operating procedures and resources.
  - (ii) Trial of enhanced zebra crossing facilities is being carried out by stages from April 2022 to October 2022 and from March 2023 to April 2024. It aims at making the crossing more conspicuous and alerting motorists to stop and give

way to pedestrians. The total expenditure of the trial would be \$4.82 million. TD will review the trial result before considering further deployment at other locations.

- (iii) Trial of auxiliary devices at signalised crossing, which projected red light onto the pedestrian waiting area of the crossing to remind the pedestrian the red man status, was carried out between July 2022 and January 2023, at an expenditure of \$0.65 million. The trial result is positive, and TD is currently reviewing and selecting suitable signalised pedestrian crossings for wider use of the auxiliary devices.
  - (iv) Trial of seat belt fastening detection and alert system on Public Light Buses (PLBs) was carried out between September 2020 and July 2021 under a technical study of \$1.40 million. It aimed to identify feasible technical solutions for the system with a view at enhancing PLB passenger's awareness of fastening seat belt. The trial result is positive, and TD has required PLBs with their first registration on or after 1 September 2023 to have such installation.
- (2) TD has also been closely monitoring the international development and application of relevant automotive technology, and is conducting legislative amendment exercises on updating the following construction of vehicles' requirements to improve road safety:
- (i) requiring the installation of acoustic vehicle alerting system for all electric/hybrid electric vehicle classes before the first registration of the vehicles;
  - (ii) requiring the installation of over-height warning system for vehicles with extendable aerial structures such as goods vehicles and special purpose vehicles;
  - (iii) revising the statutory requirement of reflecting mirrors and introducing requirements of camera-monitor system for all vehicle classes;
  - (iv) revising the statutory requirements of visual display unit for all vehicle classes;
  - (v) revising the driving rules to enable the use of remote control parking function by driver;
  - (vi) updating miscellaneous requirements on vehicle construction to tally with international vehicle standards and technological development (i.e. relaxing the overall height of single-decked bus from 3.5 metres to 4 metres, and allowing the use of light emitting diodes for lamps of vehicles); and
  - (vii) extending the existing statutory requirements for the mandatory fitting and wearing of seat belts on private cars, taxis and public light buses to other classes and seats of vehicles.

The abovementioned items (1) and (2) on road safety and standards are undertaken by the existing staff of TD as part of their normal duties.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1179)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

In relation to encouraging the use of new energy transport, the Government had rolled out various policies and initiatives for promoting electric public transport, including setting the target of introducing about 700 electric buses and 3 000 electric taxis by the end of 2027; setting aside \$350 million to provide subsidies to four in-harbour ferry operators for the construction and trials of electric ferries and the related charging facilities, as set out in the Budget. In addition, a loan scheme will be launched with 100% guarantee for the taxi trade as an incentive for taxi owners to replace their existing taxis with battery electric taxis.

Apart from these policies and initiatives, would the Government deploy resources for a holistic review on whether the prevailing traffic and transport related regulations could cope with the development and need of new energy transport, to keep the existing statutory regime abreast of the prevalent use of electric vehicles, in order not to hinder the development of new energy transport in Hong Kong. If yes, what are the details, including the expenditure, manpower and programme involved, and whether a detailed review checklist would be formulated?

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 31)

Reply:

The Environment and Ecology Bureau (EEB)/Environmental Protection Department (EPD) has been promoting new energy vehicles.

Meanwhile, under the prevalent regulatory regime, all vehicles registered in Hong Kong are required to comply with the Road Traffic Ordinance (Cap. 374) and its subsidiary regulations, including the Road Traffic (Construction & Maintenance of Vehicles) Regulations (Cap. 374A). To this end, the Transport Department (TD) keeps regular review of the prevalent legislation and guidelines to embrace the latest development of vehicle technology with a view to support the introduction of new energy vehicles, including electric vehicles (EVs), into local market. The provisions in the prevalent regulatory regime under Cap. 374A give TD the flexibility to set updated requirements and approve fossil fuelled and EVs.

In order to facilitate the import of EVs in Hong Kong, TD issued guidelines on “Vehicle Construction Approval Requirements for Electric Vehicles” in November 2010 to set out

technical requirements for EVs in Hong Kong. The requirements were updated from time to time to cope with the rapid development of EV technology. The latest version was issued in July 2022. Moreover, in December 2022, to facilitate the importation of parallel/individual imported EV model into Hong Kong, TD issued a new guideline to the trade about batch processing mechanism and arranged facilitation measure for the trade to introduce EVs in bulk on one hand and to ensure such EVs are in compliance with relevant technical requirements on the other hand.

Moreover, it is noted that hydrogen fuel cell (HFC) vehicles are potential means of new energy vehicles for adoption, especially for heavy commercial vehicles. Different parts of the world have been allocating resources in works relevant to industry research and development, trial operations and ancillary infrastructure development. To keep up with the development trend and the demand for ancillary facilities for HFC vehicles, EEB is leading an inter-departmental working group (IWG), with participation of other relevant bureaux and departments, including TD, to progressively commence the trials of HFC double-decked buses and heavy vehicles in phases having regard to local circumstances.

With the results and data gathered from the trials of HFC vehicles, EEB will formulate the long-term strategies for the application of hydrogen energy in road transport by 2025, in order to assist in guiding Hong Kong towards the target of zero vehicular emissions before 2050. TD will continue to work with IWG closely, gauge the latest development of the new vehicle technology and initiate a holistic review on the prevalent regulatory regime with a view to facilitating the introduction of new energy vehicles to Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB131**

**(Question Serial No.: 2097)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the relevant document that the Transport Department (TD)'s target is set at 95% for the conduct of road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence. However, the actual percentages achieved were only 37% in 2021 and 30% in 2022 respectively. Please advise this Committee of the following:

- i. what is the performance target for conducting road test for private car driving licence?
- ii. what concrete measures will the Government take to shorten the existing waiting time for road test?
- iii. what substantial grounds does the Government have to convince the public that it can achieve the target set for the conduct of road tests?

Given that the performance of TD has long been criticised as members of the public are often kept waiting in line at TD's office for service, please advise this Committee of the following:

- i. what are the details of the Government's initiative on electronic service delivery?
- ii. what plans does the Government have to improve the present situation of long waiting time for service?
- iii. what actual action plans does the Government have for enhancing service efficiency?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 32)

Reply:

*Driving Test Waiting Time*

The demand for road tests has been continuously increasing. Over a ten-year period from 2012 to 2021, the yearly number of applications for road test has increased from 122 554 applications to 211 798 applications, representing an increase of 73%. On the other hand, to tie in with various social distancing measures put in place by the Government during the

COVID-19 pandemic, TD had to intermittently suspend driving tests during the period from 2020 to early 2022. After each resumption of services, TD had to firstly arrange make-up road tests for the affected candidates and the waiting time of road tests was therefore further lengthened in the past three years. Therefore, the target for conducting road test within 82 days upon application of driving licence (DL) for commercial vehicles could not be met in 2021 and 2022. Taking into account that the driving test services have been resumed since April 2022, subject to the demand for commercial vehicle driving tests, TD will strive to meet the target in 2023.

Moreover, in order to further increase the output of road tests, TD will make use of technology and arrange driving examiners to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:

- TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial driving test centres (DTCs) per month starting from late March 2023.
- TD has arranged driving examiners to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.
- TD is also conducting a new round of recruitment exercise for Driving Examiner II and the new recruits are expected to assume duty in the second half of 2023.
- TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of driving examiners, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
- In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.

At present, there is no performance pledge on the number of waiting days required for arranging the road test upon receiving an application of DL for private car. Nevertheless, following the implementation of the above-mentioned measures, TD will review the situation in 2024 and explore drawing up a target for the waiting days required for non-commercial vehicle driving test (including private cars). In the meantime, TD has announced on its webpage the waiting days for the driving tests of various types of vehicles.

### *E-licensing Service*

TD has been working on expansion of online licensing services and streamlining of application procedures in order to reduce the reliance on counter services and provide greater convenience for members of the public in handling licensing applications by saving their queuing time at licensing offices and allowing them to submit applications anytime and anywhere.

By tapping the benefits of “iAM Smart”, TD has already implemented 18 types of online licensing services (including renewal of full DL and vehicle licence (VL)) using “iAM Smart” as identity authentication. In 2023-24, TD will continue to further enhance the operational efficiency of its licensing offices by providing more user-friendly services to the public, including the extension of online licensing services to other types of licensing applications and to introduce electronic licences and permits as detailed below:

- Electronic Permits - Since December 2022, TD has progressively introduced by phases the electronic form of the permits, licences and certificates (collectively referred to as “permits”) of TD by issuing them in portable document format (pdf) and sending them to applicants by email for the applicants to print and display.
- Electronic VL (eVL) - TD plans to further digitalise the information on VL so that vehicle owners will no longer need to replace their paper-form VL upon each renewal after the first issuance, and to streamline the application procedures for VL renewal and pave way for full automation of processing. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, the implementation of eVL can be completed by 2024. Moreover, upon streamlining of the application procedures for VL renewal and full automation of processing, it is expected that the processing time of online VL renewal applications which do not involve manual checking can be reduced from ten working days to less than three working days by 2024.
- Electronic DL (eDL) - TD plans to introduce this measure as a supplementary and additional form of DL. While the physical DL will continue to be issued, eDL will be presented via a mobile application with the authentication by “iAM Smart”. eDL can be accepted in lieu of the physical DL, so that its holder can choose to bring along either the physical DL or eDL when driving. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, eDL is expected to be introduced in 2024.

TD has been extending e-licensing and online vehicle and driving licensing and permit services. TD will continue to encourage members of the public to utilise online services to submit licensing applications so that they no longer need to visit licensing offices in person to process their applications.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB132**

**(Question Serial No. 2998)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Will the Government advise this Committee of the following:

1. in the past three financial years, the numbers of newly registered electric private cars and other vehicle classes processed by the Government;
2. from 24 February 2021 to February 2023, how many eligible private car owners enjoyed the general concession for electric vehicles (EVs)? What is the amount involved?
3. in the past three financial years, how many local vehicle owners joined the “One-for-One Replacement” Scheme for the first registration tax concession? What is the amount involved?
4. in the Hong Kong Roadmap on Popularisation of EVs (the Roadmap) announced by the Government in March 2021, it mentioned the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong. What is the Transport Department (TD)’s corresponding plans and policies to complement the targets of the Roadmap? If yes, what are the details; if no, what are the reasons?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 4)

Reply:

1. The numbers of newly registered electric private cars (e-PCs) and other vehicles with breakdown by vehicle class over the past three financial years (up to 28 February 2023) are tabulated below:



Vehicle class	Number of newly registered vehicles					
	2020-21		2021-22		2022-23 (as at 28 February 2023)	
	EVs	Non-EVs	EVs	Non-EVs	EVs	Non-EVs
Private cars	4 944	33 612	11 572	26 082	20 695	16 202
Motorcycle	51	9 684	63	8 865	171	6 422
Taxi	0	876	0	1 049	4	995
Franchised bus	0	309	2	230	17	228
Non-franchised bus	0	254	0	209	3	354
Private bus	0	49	0	61	0	75
Public light bus	0	135	0	153	0	126
Private light bus	0	130	0	99	0	71
Goods vehicle	26	5 714	58	7 232	124	6 078
Special purpose vehicle	9	90	11	114	16	96
<b>Total</b>	<b>5 030</b>	<b>50 853</b>	<b>11 706</b>	<b>44 094</b>	<b>21 030</b>	<b>30 647</b>

Note: Government vehicles are not included as they are not required for registration.

- During the period from 24 February 2021 to 28 February 2023, there was a total of 682 e-PCs enjoying general first registration tax (FRT) concessions, which involved a total amount of \$66,495,000.
- Over the past three financial years (from 1 April 2020 to 28 February 2023), there was a total of 36 226 e-PCs granted FRT concessions under the “One-for-One Replacement” Scheme, which involved a total amount of \$9.55 billion.
- TD has all along been working in close collaboration with the Environment and Ecology Bureau (EEB)/Environmental Protection Department (EPD) and relevant government departments in promoting EVs.

TD keeps regular review of the prevalent legislation and guidelines to embrace the latest development of EV technology with a view to supporting the introduction of new energy vehicles into the local market. In order to facilitate the import of EVs in Hong Kong, TD issued guidelines on “Vehicle Construction Approval Requirements for Electric Vehicles” in November 2010 to set out technical requirements for EVs in Hong Kong. The requirements were updated from time to time to cope with the rapid development of EV technology. The latest version was issued in July 2022. Moreover, in December 2022, to facilitate the importation of parallel/individual imported EV model into Hong Kong, TD issued a new guideline to the trade about batch processing mechanism and arranged facilitation measure for the trade to introduce EVs in bulk on one hand and to ensure such EVs are in compliance with relevant technical requirements on the other hand.

Regarding public transport services, TD has assisted EEB/EPD to liaise with franchised bus and taxi operators on trials of electric buses and taxis. TD will continue to assist EEB/EPD to work with various public transport operators or transport trades to

participate in EV pilot/trial schemes and introduce more EVs, which include (i) a trial on green minibus services on different routes to test the use of different models of electric public light buses within 2023; (ii) wider application of electric taxis and electric buses with the target of introducing about 3 000 electric taxis and about 700 electric buses by the end of 2027; (iii) commencing a trial of electric ferries for inner-harbour routes in 2024; and (iv) installation of EV chargers to facilitate the use by public transport operators.

Other than the above, TD will continue with initiatives to install more EV chargers in government multi-storey car parks under TD's purview as far as practicable, and examine measures to discourage non-EVs from using those parking spaces equipped with EV chargers.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB133**

**(Question Serial No. 3001)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Over the past decade, the number of licensed vehicles in Hong Kong has increased over 20 per cent. There are views that a drastic increase in the number of vehicles will aggravate the problem of traffic congestion. In this connection, will the Government inform this Committee of the following:

1. the number of first registered private cars received by the Government since the passing and implementation of raising the first registration tax for private cars and licence fees;
2. in comparison with the period preceding the raising of the first registration tax rates and vehicle licence fees, the growth and change on the number of licensed private cars in Hong Kong;
3. with a view to enabling smoother driving in the areas where tolling applies, the Government is now implementing HKeToll (the free-flow tolling system). Up to February 2023, how much resources have been allocated on publicity and administrative works?
4. whether the Government has plans to adopt other smart road management system or technologies to further ameliorate traffic congestion; if so, what are the details and budget?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 7)

Reply:

1. The first registration tax and vehicle licence fee for private cars were last raised on 24 February 2021. The numbers of first registered private cars after that last revision are tabulated below:

<b>Year</b>	<b>Numbers of newly registered private cars</b>
2021 (From 1 March to 31 December)	34 170
2022 (From 1 January to 31 December)	37 478
2023 (From 1 January to 28 February)	6 421

2. The changes in the number of licensed private cars from 2018 to 2022 are tabulated below:

<b>Year (as at year end)</b>	<b>Number of licensed private cars</b>	<b>Percentage change compared to the previous year</b>
2018	565 213	+2.3%
2019	573 932	+1.5%
2020	573 003	-0.2%
2021	581 012	+1.4%
2022	571 412	-1.7%

3. The Transport Department (TD) has engaged a toll service provider (TSP) to implement HKeToll in 2021 following an open tender exercise. The main duties of TSP are to develop and host the web and mobile application, develop payment platform and engage related service providers, issuance of toll tags, toll collection, toll recovery, provision of account management and customer services. It also manages and operates the integrated backend and on-site field equipment of the whole HKeToll system. TSP is also required to conduct publicity and public relations activities and measures for the implementation and operation of HKeToll. As at 28 February 2023, the fee paid to TSP under the contract for the aforementioned duties was \$0.86 million.

Separately, TD has incurred \$2.21 million for the HKeToll publicity. As for TD's administrative cost involved in implementing HKeToll, it is currently undertaken by the existing staff of TD. There is no separate breakdown of resources involved.

4. With a view to optimising the use of limited road space in Hong Kong through harnessing smart transport technologies, TD has been taking forward smart mobility initiatives under three key dimensions, namely "Smart Transport Infrastructure", "Data Sharing and Analytics" and "Applications and Services". The estimated expenditures in 2023-24 of the various smart mobility initiatives are tabulated as follows:

<b>Smart Mobility Initiatives</b>	<b>Estimated Expenditures in 2023-24</b>
<b>Smart Transport Infrastructure</b>	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of real-time traffic information for traffic management, route selection and transport planning	\$21.6 million
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system	\$57 million
13. Commission automated parking system (APS) pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million <sup>Note 1</sup>
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 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 Logistics Bureau / TD, while funding for the capital cost of APS projects in public carparks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 3002)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Lasting for almost three years, the pandemic has affected the community at large as well as the normal operation of public services. At the end of last year, the Audit Commission pointed out that the waiting time of road tests was long and candidates were unable to obtain a driving licence even after a long time. In this connection, will the Government advise this Committee of the following:

1. the total duration (expressed in number of days or hours) during which the driving test centres (DTCs) of the four designated driving schools (DDSs) were not opened as normal in the past three financial years, and the respective percentages over the total normal operating time;
2. the average waiting time of road tests for various vehicle types at DTCs of the four DDSs in the past three financial years;
3. the average waiting time of road tests at DTCs of the Government in the past three financial years; and
4. whether there is a plan to allocate additional resources and recruit more staff to expedite the processing of various driving tests; if yes, what are the details and the estimated expenditure.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 8)

Reply:

The demand for road tests has been continuously increasing. Over a ten-year period from 2012 to 2021, the yearly number of applications for road test has increased from 122 554 applications to 211 798 applications, representing an increase of 73%. On the other hand, to tie in with various social distancing measures put in place by the Government during the COVID-19 pandemic, the Transport Department (TD) had to intermittently suspend driving tests during the period from 2020 to early 2022. After each resumption of services, TD had to firstly arrange make-up road tests for the affected candidates and the waiting time of road tests was therefore further lengthened in the past three financial years.

Our reply to the various parts of the question is as follows.

1. The respective numbers of working days on which DTCs of DDSs did not open and the relevant percentages over the total number of working days in the past three financial years are tabulated below. The numbers of opening days of DTCs are subject to a host of factors, including the geographical considerations of the venues, traffic conditions of the nearby areas, the test demands for various vehicle types and the deployment of TD's manpower resources. During the COVID-19 pandemic, DTCs were closed intermittently and this has been reflected in the numbers of non-open working days in the past three financial years.

Financial Year	Ap Lei Chau DTC		Siu Lek Yuen DTC		Yuen Long DTC		Kwun Tong DTC (Note 1)		New Kwun Tong DTC (Note 2)		No. of Working Days in the Year (Note 3)
	Days not open	%	Days not open	%	Days not open	%	Days not open	%	Days not open	%	
2019-20	118	47.4%	27	10.8%	59	23.7%	81	60.0%	52	70.3%	249
2020-21	131	47.5%	95	34.4%	107	38.8%	N/A	N/A	198	71.7%	276
2021-22 (Note 4)	74	28.0%	1	0.4%	4	1.5%	N/A	N/A	165	62.5%	264

Note 1: Kwun Tong Driving School was closed since 18 October 2019. The figures in 2019-20 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 135 days) during the period between 1 April 2019 and 17 October 2019.

Note 2: New Kwun Tong Driving School has provided driving tests since 13 December 2019. The figures in 2019-20 reflect the number of non-open working days and the relevant percentage over the number of working days (i.e. 74 days) during the period between 13 December 2019 and 31 March 2020.

Note 3: During the COVID-19 pandemic, TD arranged make-up road tests on Saturdays for the affected candidates after each resumption of driving tests. The Saturdays with DTCs opened are counted as working days.

Note 4: Balancing social distancing needs, TD maintained motorcycle road tests in the fifth wave of COVID-19 pandemic. The days on which DTCs of DDSs opened for motorcycle road tests accordingly are counted as opening days.

2. The average waiting time for each type of road tests at DDSs in the past three financial years are tabulated below:



Type of Road Tests		Average Waiting Time (No. of Calendar Days)		
		2019-20	2020-21	2021-22
Private Car	Combined	258	192	360
	Part B	51	69	139
	Part C	240	224	295
Motor Cycle	Part B (Competence Test)	159	227	226
	Part C (Road Test)	204	162	239
Light Goods Vehicle	Combined	260	197	363
	Part B	53	72	145
	Part C	244	225	300
Medium Goods Vehicle		70	60	71
Public/Private Bus		67	58	85
Articulated Vehicle		62	54	65

3. The average waiting time for each type of road tests at the Government (non-DDS) DTCs in the past three financial years are tabulated below:

Type of Road Tests		Average Waiting Time (No. of Calendar Days)		
		2019-20	2020-21	2021-22
Private Car	Combined	238	143	265
	Part B	41	50	63
	Part C	104	147	212
Motor Cycle	Part C	227	135	223
Light Goods Vehicle	Combined	246	149	273
	Part B	39	53	63
	Part C	136	160	206
Medium Goods Vehicle		57	58	100
Heavy Goods Vehicle		58	60	102
Public / Private Bus		57	58	104
Public / Private Light Bus		40	38	81
Articulated Vehicle		45	60	101

4. In order to further increase the output of road tests, TD will make use of technology and arrange driving examiners to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:
- TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial DTCs per month starting from late March 2023.
  - TD has arranged driving examiners to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.

- TD is also conducting a new round of recruitment exercise for Driving Examiner II and the new recruits are expected to assume duty in the second half of 2023.
- TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of driving examiners, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
- In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.

The above work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY****TLB135****(Question Serial No. 3014)**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 LogisticsQuestion:

Currently, the ten Government multi-storey public car parks under the Transport Department provide about 4 000 and 650 parking spaces for private cars and motorcycles respectively. Yet, there is only one car park for tourist coaches. In this connection, will the Government advise this Committee of the following:

1. the numbers of local tourist coaches and the newly registered ones, as well as the numbers of fixed penalty notices issued for illegal parking by tourist coaches in the past three years in tabular form; and
2. whether the Government has a plan to increase the number of car parks or parking spaces for tourist coaches; if yes, what are the details; if no, what are the reasons.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 21)Reply:

1. The numbers of licensed coaches / non-franchised buses in the past three years are tabulated as follows:

<b>Month/Year</b>	<b>Dec 2020</b>	<b>Dec 2021</b>	<b>Dec 2022</b>
Numbers of Licensed Coaches/Non-franchised Buses	7 418	6 958	7 113

The numbers of newly registered coaches / non-franchised buses in the past three years are tabulated as follows:

<b>Year</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Numbers of Newly Registered Coaches/Non-franchised Buses	207	347	366

The Hong Kong Police Force did not keep records of fixed penalty notices against illegal parking by coaches / non-franchised buses.

2. The Government has been actively pursuing a host of short term and medium- to long-term measures to increase the supply of parking spaces for coaches / non-franchised buses, including:
- (a) designating suitable on-street locations as night-time parking spaces and to provide on-street parking spaces and picking up / setting down facilities;
  - (b) providing suitable parking spaces in accordance with the parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) which were revised in August 2021. The revised HKPSG has increased the type and number of parking spaces for commercial vehicles in subsidised housing developments which can be parked by coaches / non-franchised buses;
  - (c) providing public parking spaces in suitable “Government, Institution or Community” facilities and public open space projects in line with the “single site, multiple use” principle; and
  - (d) specifying in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for coaches / non-franchised buses.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB136**

**(Question Serial No. 3015)**

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 Logistics

Question:

According to the revenue estimates published by the Government, “fines, forfeitures and penalties” will bring in \$2.438 billion in 2022-23, which is 20.2% more than the original estimate. Of this, “Fixed penalty system (Traffic Contraventions)” accounts for \$1.161 billion. Calculating on the basis of a \$320 fixed penalty per case, the amount translates into 3.628 million fixed penalty tickets (FPTs). Meanwhile, the Government’s revenue estimate for this item in 2023-24 is \$1.269 billion, representing an estimated 9.5% increase. In this connection, will the Government advise this Committee of the following:

1. the factors (e.g. additional manpower and equipment for law enforcement) based on which the revenue from traffic contraventions is expected to increase year-on-year;
2. whether the Government has any plan to earmark resources and identify suitable sites for the construction of additional government car parks, or as a policy initiative, require private developments to provide adequate parking facilities so as to alleviate the shortage of parking spaces; and
3. whether the Government has considered raising the penalties to demonstrate its determination to combat “illegal parking”; if yes, what are the details; if no, what are the reasons.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 22)

Reply:

1. Since March 2020, the Hong Kong Police Force (HKPF) has launched in phases the e-Ticketing Pilot Scheme (the Scheme) in all police districts across the territory. Frontline officers have since been able to print FPTs using portable printers after capturing details of the traffic contraventions using their mobile devices, thereby minimising human errors arising from hand-written FPTs and enhancing the overall efficiency of law enforcement. In 2021 and 2022, HKPF continued to procure additional devices so that frontline officers can issue FPTs printed out from the mobile devices. There are currently around 2 600 portable printers available for use. In 2022, of the 3 363 471 FPTs issued against illegal parking, 3 075 398 (91.4%) were

printed out from the mobile devices, indicating that the enforcement efficiency has been enhanced by the Scheme.

Meanwhile, HKPF is currently developing a new Traffic e-Enforcement System to facilitate the electronic processing of FPTs and summons applications for traffic offences. The system will also process all information and data relating to traffic enforcement, which will be conducive to enhance HKPF's efficiency in traffic management. HKPF will also develop a public-oriented website dedicated to electronic traffic enforcement, through which members of the public can view their electronic FPTs and handle related matters online.

In June 2021, a funding of \$352 million was secured from the Finance Committee of the Legislative Council (LegCo) for the development of the system. The first phase of the implementation of the system is under planning and is expected to be launched within 2023.

2. The Government has been actively pursuing a host of short-term and medium- to long-term measures to increase the supply of parking spaces, including:
  - (a) designating suitable on-street locations as night-time parking spaces;
  - (b) stipulating the provision of a minimum number of parking spaces for commercial vehicles (CVs) in the tenancy agreement of suitable short-term tenancy car parks;
  - (c) encouraging schools to allow student service vehicles to park within school premises after school hours;
  - (d) requiring new developments to provide suitable parking spaces in accordance with the parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) which were revised in August 2021. The revised HKPSG has increased the number of ancillary 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;
  - (e) providing public parking spaces in suitable "Government, Institution or Community" (GIC) facilities and public open space (POS) projects in line with the "single site, multiple use" principle; and
  - (f) taking forward automated parking systems in suitable public works projects.

As for the provision of public parking spaces in suitable GIC facilities and POS projects, subject to the technical feasibility assessments and progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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.

3. Stringent penalty and enforcement of traffic offences are among the 12 measures recommended by the Transport Advisory Committee in the Report on Study of Road Traffic Congestion in Hong Kong (2014). In February 2017, the Government

proposed to increase the penalty charges for illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) as well as six of the congestion-related offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) to restore the deterrent effect. Eventually, the LegCo supported increasing the penalty for five of the offences under Cap. 240.

The above fixed penalty charges for five congestion-related traffic offences under Cap. 240 were increased with effect from 1 June 2018. Relevant traffic contraventions include (a) unlawfully entering box junction, (b) 'U' turn causing obstruction, (c) unauthorised stopping at bus stop/public light bus stand/taxi stand/public light bus stopping place, (d) stopping public bus, public light bus or taxi longer than necessary when picking up/setting down passengers and (e) picking up/setting down passengers in restricted zone. The penalty charges of items (a) to (d) increased from \$320 to \$400 and the penalty charges of item (e) increased from \$450 to \$560.

The Government will continue to closely monitor the illegal parking situation that causes traffic congestion, and keep under review the relevant penalty levels.

- End -

**CONTROLLING OFFICER'S REPLY****TLB137****(Question Serial No. 3016)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Government first introduced the Public Transport Fare Subsidy Scheme (PTFSS) in January 2019. In this connection, will the Government advise this Committee of the following:

1. with several extensions, PTFSS has run for four years. Please provide in tabulated form the details of the relevant administrative costs since its launch up to the present.
2. please provide in tabulated form the number of eligible beneficiaries who have received subsidy under both PTFSS and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in the past four years, as well as the amount of subsidy involved.
3. will the Government consider merging PTFSS with the \$2 Scheme to address the issues of overlapping eligibility and “double subsidy”, thus ensuring effective use of public funds? If yes, what are the details? If no, what are the reasons?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 23)

Reply:

1. The recurrent expenditures for PTFSS (excluding the subsidy amount) in the past four years are listed below:

<b>Financial Year</b>	<b>Recurrent Expenditure (\$ million)</b>
2019-20	42.1
2020-21	39.0
2021-22	41.8
2022-23 (Revised Estimate)	38.2

The Government has been striving to lower the administrative fee of PTFSS as far as possible. The estimated recurrent expenditure for PTFSS (excluding the estimated subsidy amount) in 2022-23 is around 1% of the annual subsidy amount.



2. & 3. The Government launched PTFSS in 2019 to relieve the fare burden of commuters who use local public transport services for daily commuting and whose public transport expenses are relatively high. Under PTFSS, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a subsidy cap of \$400 per month per Octopus. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures under PTFSS for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month.

The policy objective of the \$2 Scheme is to build a caring and inclusive society in Hong Kong. Elderly people and eligible persons with disabilities can make use of designated public transport modes and services at a concessionary fare of \$2 per trip.

Given their different policy objectives and modes of operation, the two schemes are separately implemented. TD does not have figures on the number of eligible beneficiaries who received subsidy under both schemes.

Given that the monthly threshold under PTFSS (without temporary special measures) is \$400, a beneficiary under the \$2 Scheme would have to travel over 200 times in a month (i.e. travelling 6 to 7 times a day on average) in order to qualify for subsidy under PTFSS. The actual public transport expenses for beneficiaries of the \$2 Scheme will normally not exceed the threshold of PTFSS, rendering the chance of "double benefits" very slim.

In view of the different purposes and target beneficiaries served, the Government has no plan to merge PTFSS and the \$2 Scheme. TD will continue to closely monitor the proper and efficient operation of the two schemes to ensure proper use of the public funds.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB138**

**(Question Serial No. 2587)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Taxi is one of the major public transport modes for commuters in Hong Kong, providing personalised point-to-point services. However, the taxi trade faces a prolonged manpower shortage, without sufficient newcomers joining. As a result, while there are currently more than 200 000 taxi driving licence holders in Hong Kong, only about 40 000 of them are actively engaged in the trade, with quite a number being relief drivers working only two or three days a week. The shortage of drivers has led to a rise in the idling rate of taxis and an overall drop in service level, thereby affecting the general standard of taxi services. In this regard, will the Government advise this Committee of the following:

- 1) whether the deployment capacity of taxi call centres will be enhanced to effectively match passengers with empty taxis nearby so as to reduce the empty rate of taxis;
- 2) whether the use of mobile applications for taxi hailing will be promoted; and
- 3) whether there will be additional taxi stands set up, more taxi pick-up/drop-off points designated, and prohibited zones further opened up.

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 7)

Reply:

- 1) & 2) The Transport Department (TD) has all along been encouraging the taxi trade to leverage on technology to enhance the operational efficiency and service quality. As gathered by TD, there are about 20 taxi call centres currently operated by taxi associations, receiving telephone bookings from the public and disseminating booking orders to taxi drivers through radio stations. Some taxi call centres have applied technology, such as global positioning system and computerised taxi dispatching systems, to facilitate taxi order dispatching and enhance the efficiency of taxi operation. Separately, it is observed that there are growing number of ride-hailing applications for taxis. Some ride-hailing applications offer the flexibility to let passengers choose their preferred types of taxi (e.g. wheelchair accessible taxis), harbour-crossing tunnels (if applicable) and means of payment, etc.

The Government has also proposed to introduce a Taxi Fleet Management Regime (Regime), under which existing taxis may form a fleet and apply to TD for a Taxi Operator Fleet Licence. Under the proposed Regime, the fleet operator is required to, among other things, provide online hailing services through e-booking apps. The Government is formulating the details of the relevant legislative amendments and will submit them to the Legislative Council for scrutiny in due course.

- 3) Currently, there are about 830 taxi stands and designated taxi pick-up/drop-off points to facilitate taxi operation across the territory. TD will continue to identify suitable locations for setting up such facilities in consultation with the taxi trade. TD will take into account various factors when considering the set-up of new designated taxi stands and pick-up/drop-off points, including passenger demand, traffic conditions and road safety of the proposed locations, and impact on other road users.

Separately, TD has relaxed the restrictions on taxis for picking up or setting down passengers in all designated restricted zones on roads with speed limits at 70 kilometres per hour or below (except taxi restricted zones) with the following operation hours:

- (a) 8 a.m. to 10 a.m. and 5 p.m. to 7 p.m.;
- (b) 8 a.m. to 10 a.m. and 5 p.m. to 8 p.m.;
- (c) 7 a.m. to 7 p.m.; and
- (d) 7 a.m. to 8 p.m.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0846)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)  
Director of Bureau: Secretary for Transport and Logistics

Question:

At present, Tung Chung Road (south of Shek Mun Kap) and all roads on South Lantau are designated as closed roads. Any person who drive a motor vehicle on Tung Chung Road and roads on South Lantau must possess a valid Lantau Closed Road Permit (LCRP). In this regard, please advise this Committee of the following:

1. the number of applications received and the number of long-term and temporary LCRPs issued in the past five years;
2. given the existing daily quota under the Driving on Lantau Island Scheme (DLS) is 50, the monthly average number of applications approved last year;
3. the mechanism of setting and reviewing of the daily quota of DLS;
4. will the Government consider increasing the number of quota under DLS. If yes, how many quotas will be increased? If not, please advise the reason; and
5. the fees for issuing LCRP are \$900 per annum or \$75 per month for first issue, and \$660 per annum or \$55 per month for renewal. Lantau residents are also required to pay the same permit fees. However, having checked the information, all types of Frontier Closed Area (FCA) Permits/Closed Road Permits issued by the Hong Kong Police Force (HKPF) are free of charge. Please advise the reasons for maintaining the fees for the issue and renewal of LCRP. Are the fees necessary? Will consideration be given to waive the fees for first issue and renewal of LCPR for Lantau residents? If not, please advise the factors of consideration and reasons.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 7)

Reply:

1. The number of applications received and the number of various types of LCRP, namely long-term LCRP, temporary LCRP and permits under DLS, issued in the past five years are tabulated as follows:

	Calendar Year				
	2018	2019	2020	2021	2022
Number of Applications	16 100	17 000	16 400	20 600	22 600
<b>Type of Permits</b>					
Long-term LCRP (Note 1)	4 600	5 500	6 000	6 400	6 100
Temporary LCRP (excluding DLS) (Note 2)	11 900	12 000	9 100	13 900	16 400
Temporary LCRP under DLS (Note 3)	5 700	5 600	6 300	6 200	9 300
<b>Total</b> (Note 4)	<b>22 200</b>	<b>23 100</b>	<b>21 400</b>	<b>26 500</b>	<b>31 800</b>

Note 1: Long-term LCRPs are generally issued to residents/people doing business on South Lantau. The maximum validity period of a long-term LCRP is 12 months and LCRP can be renewed upon expiry.

Note 2: Temporary LCRPs are generally issued to people with temporary needs to enter South Lantau, such as moving of furniture and carrying out construction works.

Note 3: Under the second phase of DLS implemented since July 2022, the daily quota was increased from 25 to 50 on Mondays to Fridays (except public holidays).

Note 4: An application may involve more than one permit. Hence, the total number of permits issued in a year exceed the total number of applications received.

2. to 4.

The Transport Department (TD) introduced the first phase of DLS on 26 February 2016. Members of the public may submit online applications for driving their own private cars on the closed roads on South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25, five are reserved for electric private cars. Since the introduction of the DLS, the response has been very positive, with overall utilisation rate above 95%.

In view of the improved traffic condition and supply of parking spaces on South Lantau as well as the demand from members of the public, TD has increased the total number of daily quota to 50 for private cars on weekdays, of which 10 are reserved for electric private cars, since the commencement of the second phase of DLS in July 2022. The average number of successful applications per month during the period between July and December 2022 was about 1 050.

TD will closely monitor the demand for DLS quota, the traffic condition as well as provision of parking spaces on South Lantau, and review DLS arrangement when situation warrants.

5. Pursuant to regulation 49 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E) (the Regulations), any person who wishes to drive a motor vehicle on a closed road to a place outside Hong Kong, or on a closed road in Lantau, may apply to the Commissioner for Transport for a closed road permit. The

Commissioner may issue these closed road permits, and charge fees as stipulated in Schedule 2 of the Regulations.

Currently, the access roads leading to FCAs (including Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port) are closed roads. Tung Chung Road (the section to the south of Shek Mun Kap Road) and all roads on South Lantau are also closed roads. According to the Regulations, the fees charged for the issue of closed road permits are as follows:

Item	Types of Closed Road Permits	Annual Fee (\$) <sup>(Note 5)</sup>
(A)	<b>For vehicles travelling on closed roads leading to a place out of Hong Kong (cross-boundary vehicles)</b>	
	Private car	540
	Goods vehicle	456
	Bus	456
(B)	<b>For vehicles travelling on closed road in Lantau</b>	
	First issue	900
	Renewal	660

Note 5: In the case of an application for a closed road permit valid for less than 12 months, a fee equal to one-twelfth of the annual fee multiplied by the number of months for which the permit is sought (any part of a month counting as 1 month) is chargeable.

The level of the LCRP fee (item (B) above) is set out in Cap. 374E and set on a cost recovery basis. The levying of the LCRP fee also involves various considerations, such as whether waiver may cause abuse and the possible impact on traffic, etc. The need to safeguard Lantau's tranquil environment was also an important consideration. Currently the Government has no plan to waive LCRP fee. Nevertheless, the Government will review the fee on a regular basis in accordance with the established principles.

The closed road permits that HKPF issues are for non-cross-boundary vehicles (including franchised buses, green minibuses and local school buses serving public transport interchanges at control points) which enter FCAs, i.e. the permits issued do not belong to item (A) nor (B) above. Under Cap. 374E, there is no charge for the issue of the relevant closed road permits for non-cross-boundary vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0271)**

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 Logistics

Question:

Regarding the implementation of the Free-flow Tolling System (FFTS) at government tolled tunnels, please advise this Committee of the following:

- (1) the latest implementation timetable;
- (2) the monitoring of the performance of the toll service provider (TSP); and
- (3) the manpower and establishment for monitoring the performance of TSP.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 31)

Reply:

(1)

The free-flow tolling service, known as the HKEToll, will be first implemented at the Tsing Sha Control Area (TSCA) (namely the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) at 5 a.m. on 7 May 2023. Following TSCA, the Transport Department (TD) plans to extend the HKEToll to Shing Mun Tunnels and Lion Rock Tunnel, and then progressively to all government tolled tunnels within 2023.

(2)

The main duties of the TSP of the HKEToll are to develop and host the web and mobile application, develop payment platform and engage related service providers, issuance of toll tags, toll collection, toll recovery, provision of account management and customer services (including disseminating notifications to vehicles owners and registered account holders on toll-related matters, handling enquiries and complaints and arranging publicity, etc.). It also manages and operates the integrated backend and on-site field equipment for provision of the service.

Together with Electrical and Mechanical Services Department (EMSD), TD carries out robust performance monitoring to closely keep in view the work of TSP in accordance with the contract requirements and service pledges. In addition to day-to-day on-site monitoring and surprise checks to ensure that TSP fulfils their required duties, TD holds regular and ad-hoc meetings with TSP to review their performance and resolve potential issues.

On toll collection and toll recovery services, TD will conduct day-to-day monitoring on the toll payment received by the Government against the management reports provided by TSP. Moreover, TD will conduct regular surveys on the number and type of vehicles passing through tunnels from the footage recorded at the toll area to ensure the toll collection system functions properly and collects tolls accurately. If there is any discrepancy, TD will conduct investigation and require TSP for rectification. TSP is also required to submit regular reports related to operational and financial matters, such as the manpower level and its potential shortage, incidents which it failed to meet the service standards as stipulated in the contract, and yearly assurance report covering its financial records and information.

(3)

The relevant tasks are currently undertaken by the existing staff of TD and EMSD with no separate breakdown of the manpower involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB141**

**(Question Serial No. 0272)**

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 Logistics

Question:

The Matters Requiring Special Attention in 2023-24 mentioned continuing to take forward the procurement of new vessels under the Vessel Subsidy Scheme (VSS) for the six outlying island ferry routes and monitoring the provision of Special Helping Measures (SHM) to the outlying island ferry routes. Please advise on the following:

1. what types of energy will be used by the newly procured vessels and the procurement schedule;
2. what were the average daily patronage of each ferry route with SHM in the past three years; and
3. what were the expenditures involved in the SHM in the past three years. Please list out by ferry routes.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 32)

Reply:

1. Under the first phase of the VSS, the Government would fully subsidise the two operators of the six major outlying island ferry routes to procure 22 new vessels, including 16 diesel-fuel engine vessels, two diesel-electric vessels and four hybrid vessels. The first three vessels are planned for delivery by the end of 2023. The delivery of the other 12 vessels and seven vessels was planned for 2024 and 2025 respectively.

The second phase of the VSS covers the remaining 11 vessels for the six major outlying island ferry routes and 11 vessels for other outlying island ferry routes. The energy type(s) of vessels to be procured for the second phase would be subject to a review on the performance of vessels procured in the first phase and the latest technology development.

2. The average daily patronage of each ferry route with SHM in the past three years are tabulated below -

No.	Ferry Routes	Average Daily Patronage		
		2020	2021	2022
1.	Cheung Chau–Central	19 177	22 350	20 632
2.	Mui Wo – Central	5 496	6 457	5 576
3.	Inter-Islands	983	1 027	923
4.	Peng Chau – Central	6 309	7 380	6 800
5.	Yung Shue Wan – Central	7 242	8 177	7 368
6.	Sok Kwu Wan – Central	1 027	1 169	1 064
7.	Discovery Bay – Central	7 644	9 265	7 853
8.	Ma Wan – Central	2 471	2 597	2 045
9.	Ma Wan – Tsuen Wan	308	361	304
10.	Discovery Bay – Mui Wo	240	266	230
11.	Aberdeen – Yung Shue Wan (via Pak Kok Tsuen)	769	844	816
12.	Aberdeen – Sok Kwu Wan (via Mo Tat)	737	874	808
13.	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	1 195	836	659

3. The actual amounts of SHM reimbursement approved in respect of each outlying island ferry routes with SHM in the past three years are set out in the following table -

Item	Routes	Amounts of SHM Reimbursement (\$'000)		
		2020-21	2021-22	2022-23 (as at February 2023)
1.	Cheung Chau – Central	46,784	52,195	45,277
2.	Mui Wo – Central	16,658	24,702	18,150
3.	Inter-Islands	212	514	510
4.	Peng Chau – Central	10,566	15,417	19,881
5.	Yung Shue Wan – Central	13,723	21,644	13,633
6.	Sok Kwu Wan – Central	4,494	6,163	4,721
7.	Discovery Bay – Central	19,582	46,605	45,225
8.	Ma Wan – Central	7,775	12,945	8,635
9.	Ma Wan – Tsuen Wan	2,581	2,087	1,357
10.	Discovery Bay – Mui Wo <sup>Note</sup>	N/A	781	535
11.	Aberdeen – Yung Shue Wan (via Pak Kok Tsuen) <sup>Note</sup>	N/A	144	1,973
12.	Aberdeen – Sok Kwu Wan (via Mo Tat)	302	1,159	1,546
13.	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O <sup>Note</sup>	N/A	2,336	1,941

Note: Eligible for receiving SHM since 2021 and actual amounts of SHM in 2021 were reimbursed in 2021-22.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB142**

**(Question Serial No. 0273)**

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 Logistics

Question:

Regulating and monitoring the operation of public transport services are the duties of the Transport Department (TD). Regarding the waterborne transport services, please inform this Committee on the following:

1. the occupancy and lost trip rates of each kaito route in the past three years;
2. the occupancy and lost trip rates of each water taxi route since its introduction;
3. the measures taken by the Government to monitor the operation of water taxi and kaito ferry services; and
4. the manpower, staff establishment and expenditure involved in the monitoring of water taxi and kaito ferry services.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 33)

Reply:

1. Kaito ferry services generally are not the major daily public transport means for the general public. Many of them are mainly intended for tourism or recreational purposes, operating on a relatively small scale and offering non-regular services. In general, kaito operators may adjust their service level according to passenger demand and operational considerations. In this regard, TD does not keep the record of the occupancy and lost trip rates of each kaito route.
2. Water taxi ferry service (WTFS) is a recreational service, primarily for sightseeing and tourism purpose. WTFS commenced operation on 1 July 2021 with one sailing plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route) on Saturdays during the time of the COVID-19 pandemic. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator had also operated a short-working route with two sailings plying between Central and TSTE via West Kowloon (Central - TSTE route) on Sundays and public holidays since 12 November 2021. However, in the light of the fifth wave of the COVID-19 pandemic and related social distancing measures in early 2022, the two WTFS routes

were temporarily suspended from 16 January and 9 February 2022 respectively. In view of the epidemic development and the gradual lifting of social distancing measures, the Hung Hom - Central route resumed service since 21 May 2022, while the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central on Saturdays (TSTE – West Kowloon route) since 14 January 2023. Since the launch of the Hung Hom - Central Route and TSTE - West Kowloon routes to the end of February 2023, there was no lost trip and the average occupancy rate per sailing of the two routes were 75% and 4% respectively. TD anticipates that there will be gradual increase in the demand for WTFS with increase in tourists following the return to normalcy of the society and full resumption of normal travel.

3. TD has been monitoring the services of licensed ferry services (including water taxi and kaito ferry services) in accordance with licensing conditions and through various types of surveys and review on complaints and requests received from the public to ensure that the operators provide proper and efficient ferry services.
4. The monitoring of water taxi and kaito ferry services is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB143**

**(Question Serial No. 2560)**

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 Logistics

Question:

The Government will put in place a 100% loan guarantee scheme for the taxi trade as an incentive for taxi owners to replace their existing taxis with battery electric taxis (e-taxis). It is estimated that the proposed measure will involve a loan guarantee of about \$6.4 billion. In this connection, will the Government inform this Committee of the following:

1. when will the Government commence to use the dedicated fund? What are the planned targets?
2. is there an implementation schedule?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 17)

Reply:

1 & 2.

As announced in the 2023-24 Budget, the Government has proposed to introduce a loan scheme with 100% guarantee (the Scheme) for the taxi trade so as to encourage taxi owners to replace their taxis with battery electric taxis (e-taxis). The Government is working closely with the Hong Kong Mortgage Corporation Insurance Limited, as scheme administrator, on the detailed arrangements and preparatory work of the Scheme. Subject to the approval of the Finance Committee of the Legislative Council, the Government aims to launch the Scheme in mid-2023 and will announce the details of the Scheme in due course.

- End -

**CONTROLLING OFFICER'S REPLY****TLB144****(Question Serial No. 0903)**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 LogisticsQuestion:

There are a number of sizable bus-bus interchanges (BBIs) in Sha Tin and Tai Po Districts, such as the BBIs at Tate's Cairn Tunnel (TCT), Shing Mun Tunnels (Sha Tin bound), and a considerable number of bus termini. Please advise of the following-

1. in the past three years, the number of passengers using the large-scale BBIs in Sha Tin and Tai Po Districts;
2. in the past three years, the operation and maintenance of the relevant BBIs;
3. are there any plans to provide permanent public toilets/portable toilets/smart portable toilets in facilitating bus passengers;
4. in the past five years, the numbers and locations of shelters, seats and bus arrival information display panels installed at bus stops in Sha Tin and Tai Po Districts; and
5. the numbers and locations of shelters, seats and bus arrival information display panels planned to be installed at bus stops in Sha Tin and Tai Po Districts in future.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 12)Reply:

1. There are two large-scale BBIs in Sha Tin District, which are located at Sha Tin Portal of TCT and Tsing Sha Control Area (TSCA) respectively. There is no major BBI in Tai Po District. The numbers of passengers using the above two BBIs in Sha Tin District from 2020 to 2022 are as below:

Location of BBIs	Number of passengers using the BBIs <sup>[Note]</sup> (rounded off to the nearest thousand)		
	2020	2021	2022
TCT (Sha Tin Portal)	2 818 000	3 112 000	2 569 000
TSCA (Sha Tin Portal)	302 000	362 000	314 000

Note: The figures refer to those passengers using the BBI fare concession schemes by electronic payment means at the BBI locations.

2. The BBIs of TCT and TSCA are managed by the Management, Operation and Maintenance (MOM) operators while passengers' facilities, including bus route information facilities, bus poles and bus shelters, are maintained by franchised bus companies. The only exception is the bus shelters at the BBI of TSCA which are maintained by the MOM operator.
3. Portable toilets have already been provided at Sha Tin Portal of TSCA (both bounds). As for TCT, toilet facilities in the tunnel administration building adjacent to the BBI are open for use by the public. The walking time from the southbound and northbound bus stops to the tunnel administration building is about one to three minutes respectively.
4. There are 172 and 137 bus stops in Sha Tin and Tai Po Districts respectively installed with shelters, seats or real-time bus arrival information display panels over the past six years, i.e. from 2017 to 2022. Seats and real-time bus arrival information display panels would only be provided at bus stops already provided with shelters. The locations of the sheltered bus stops installed with seats and real-time bus arrival information display panels in Sha Tin and Tai Po Districts from 2017 to 2022 are listed at **Annex 1**.
5. In 2023, franchised bus companies plan to install shelter at one bus stop, seats at 26 bus stops as well as real-time bus arrival information display panels at four bus stops in Sha Tin and Tai Po Districts. The bus stop to be installed with shelter is at Tsung Tau Ha Road, whereas the locations of the bus stops to be installed with seats and/or display panels are set out at **Annex 2**.



**The locations of sheltered bus stops in Sha Tin and Tai Po Districts**  
**installed with seats and/or display panels**  
**by franchised bus companies from 2017 to 2022**

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Sam Mun Tsai Road near 110 Boulevard De Fontaine near L/P N3080	1	1
Sam Mun Tsai Bus Terminus	-	1
Sam Mun Tsai Road opposite 110 Boulevard De Fontaine opposite L/P N3079	1	1
Sam Mun Tsai Road near Marine Department Tai Po Marine Office opposite L/P N3066	1	-
Chuen On Road Bus Terminus	-	1
Pak Tam Road near House No. 5 Ko Tong	1	-
Nam Wan Road near Uptown Plaza opposite L/P EA7573	1	1
Nam Wan Road Near Kwong Fuk Playground opposite L/P AN3295	1	1
Nam Wan Road opposite Kwong Fuk Estate Near L/P N3282	1	1
Nam Wan Road near Block 17 Tai Po Central opposite L/P N3218	-	1
Nam Wan Road opposite Kwong Fuk Playground opposite L/P AN3295	1	-
Nam Wan Road Near Kwong Fuk Estate opposite L/P N3281	1	-
Nam Wan Road Sun Hing Garden near L/P N3221	-	1
Nam Wan Road near Wan Loi House Wan Tau Tong Estate near L/P EA7605	-	1
Dai Hei Street near Zama Industries Ltd near L/P EA7512	1	-
Dai Hei Street opposite Zama Industries Ltd near L/P EA7513	1	1
Tai Po Central Bus Terminus	8	2
Tai Po Road Sam To Hang Hong Lok Yuen near L/P N6798	1	1
Tai Po Road Shui Wai near Tai Po Gaden near L/P EA7027	1	1
Tai Po Market Station Bus Terminus	10	3
Tai Po Tai Wo Road near Tai Po Old Market Public School opposite L/P DE0026	1	1
Tai Po Tai Wo Road near YATA near L/P N3350	1	1
Tai Po Tai Wo Road opposite Tai Po Old Market Public School near L/P EB8313	1	1
Tai Po Tai Wo Road near Heng Wo House Tai Wo Estate opposite L/P DE0033	1	1
Tai Po Industrial Estate Bus Terminus	4	1
Tai Po Road near Tai Po Mei near L/P GE3113	1	-
Tai Po Road Deerhill Bay opposite L/P EB9996	-	1
Tai Po Road Lai Chi Hang Tsuen near L/P EC0707	1	-

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Tai Po Road House No. 4286 Savanna Garden near L/P CE1316	1	-
Tai Po Road Tai Po Kau opposite Redland Garden opposite L/P EC0683	-	1
Tai Po Road Wong Yi Au near L/P CE0035	1	-
Tai Po Road opposite Kwong Fuk Estate opposite L/P EA8356	1	1
Tai Po Road Kwong Fuk Estate near L/P EA7874	2	1
Tai Po Road Wong Yi Au near L/P EC0670	1	-
Tai Po Road Tai Po Kau near Redland Garden near L/P EB3168	1	-
Tai Po Road House No. 4211 Southview Villas near L/P EC0693	1	-
Tai Po Road opposite Lai Chi Hang Tsuen near L/P M6338	1	-
Tai Po Road Chung Tsai Yuen opposite L/P AE1650	1	1
Tai Po Road Chung Tsai Yuen Lookout near L/P EC0737	1	-
Tai Po Road Deerhill Bay near L/P EC0742	1	-
Tai Po Road Cheung Shue Tan opposite L/P EC0748	1	1
Tai Po Road near Tai Po Mei near L/P GE3114	1	-
Tai Po Tau Bus Terminus	1	1
Dai Wang Stchen Hsong Machinery Limited near L/P M7427	1	-
Dai Wang Street near Bridgestone Aircraft Tire Company (Asia) Limited near L/P M7426	1	-
Dai Fu Street House No. 6 Unilever Hong Kong Limited near L/P EB3026	1	-
Dai Fu Street opposite Unilever Hong Kong Limited near L/P EB3025	1	1
Dai Fu Street House No. 17 Café de Coral Central Processing Plant 2 near L/P EB3009	1	1
Dai Cheong Street near Tai Po Industrial Estate Bus Terminus near L/P M7468	1	1
Dai Cheong Street opposite Tai Po Industrial Estate Bus Terminus near L/P M7469	1	1
Dai King Street opp. Phoenix Television Corporation near L/P EA7530	1	1
Dai Fat Street opp. Lee Kum Kee near Dai Wang Street House Nos. 1-3	1	-
Tai Wo Service Road West Kau Lung Hang near L/P N7079	-	1
Tai Wo Service Road West Kau Lung Hang opposite L/P N7079	-	1
Tai Mei Tuk Bus Terminus	-	1
Dai Kwai Street House No. 18 Cabot Plastics HK Limited opp. L/P BM7480	1	1
Dai Kwai Street FC Packaging Holding Limited opp. L/P EB3041	1	1
On Po Road near Yee Nga Court, opposite Fu Shin Shopping Centre, opposite L/P N6675	-	1
On Chee Road Eightland Gardens near L/P EB7435	1	-

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
On Cheung Road outside Tai Po Old Market Public School	1	1
On Cheung Road Tai Po Civic Centre opposite L/P EB3767	2	2
Yuen Shin Road Yuen Shin Park opposite L/P EA7986	1	1
Yuen Shin Road Waterfront Park opposite L/P EA7987	1	1
Fu Heng Bus Terminus	-	1
Plover Cove Road near Plover Cove Road Market opposite L/P EB0376	1	-
Po Heung Street Luk Heung Public School opposite L/P N3267	3	1
Kwong Wang Street opposite Wang Fuk Court near L/P N4824	1	-
Kwong Wang Street near Wang Fuk Court opposite L/P N4824	1	-
Kwong Fuk Road House No. 85 Near Tung Mau Square near L/P AE0233	4	-
Kwong Fuk Road House No. 173 Tai Po Bungalow near L/P N3311	1	-
Kwong Fuk Road near Wong Shiu Chi Secondary School opposite L/P EA8350	1	-
Lam Kam Road opposite Lam Tsuen Rural Committee near L/P EB0524	-	1
Lam Kam Road Pak Ngau Shek (Ng Tung Chai) opposite L/P EB0460	-	1
Lam Kam Road Ng Tung Chai Tsuen opposite L/P EA7130	-	1
Lam Kam Road Shek Poon Ho near L/P EA7374	1	1
Lam Kam Road Ping Long Wing Fat Farm opposite L/P EB0477	1	-
Lam Kam Road San Tong Kun Kee Farm near L/P EB0488	-	1
Lam Kam Road Chung Uk Tsuen opposite L/P EB0516	1	-
Lam Kam Road Kau Liu Ha near L/P EB9382	1	-
Lam Kam Road Kau Liu Ha near L/P GE2893	1	-
Lam Kam Road opposite Chung Uk Tsuen opposite L/P EB0515	1	-
Lam Kam Road San Tong Wing Kee Farm near L/P Eb0486	1	1
Lam Kam Road Tai Om near Chan Sam Kee Store opposite L/P EB0467	1	-
Lam Kam Road Shek Poon Ho near L/P EA7142	1	1
Lam Kam Road Pak Ngau Shek (Ng Tung Chai) opposite L/P EB0459	-	1
Lam Kam Road Ng Tung Chai opposite L/P EB0448	-	1
Ting Tai Road Tai Po Swimming Pool opposite L/P DE0060	1	-
Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College, opposite L/P DE0054	1	1
Ting Kok Road Full Scene Garden opposite L/P DE0075	1	-
Ting Kok Road Wing Fai Garden opposite L/P DE0070	1	-

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Ting Kok Road near Block 1 Tai Ping Industrial Building opposite L/P EB0392	1	-
Ting Kok Road near Heng Cheong House Fu Heng Estate opposite L/P EB0384	1	1
Ting Kok Road Yue Kok opposite L/P EB5688	1	-
Ting Kok Road near Fung Yuen Road opposite L/P EB2820	1	-
Ting Kok Road Ha Hang opposite L/P EB2837	1	-
Ting Kok Road opposite Chen Hsong Machinery opposite L/P EB2847	1	-
Ting Kok Road Wong Yue Tan Tsuen near L/P BE1176	1	-
Ting Kok Road Suen Wan near L/P EB9890	1	-
Ting Kok Road near Tung Tsz Road near L/P AE0637	1	-
Ting Kok Road Po Sum Pai near L/P AE0643	1	-
Ting Kok Road Law Chi Yip (Po Sum Pei Pool) near L/P AE0655	1	-
Ting Kok Road Green Cove near L/P AE0662	1	-
Ting Kok Road Ting Kok Tsuen near L/P AE0679	1	-
Ting Kok Road Shan Liu Tsuen near L/P AE0693	1	-
Ting Kok Road lung Mei Tsuen near L/P AE0712	1	-
Ting Kok Road Lung King Village opposite L/P EA8237	1	1
Ting Kok Road Green Cove opposite L/P EB9934	1	-
Ting Kok Road near Lai Pek Shan Road near L/P AE0652	1	-
Ting Kok Road Po Sum Pai opposite L/P AE0645	1	-
Ting Kok Road Shuen Wan near L/P EB9890	1	-
Ting Kok Road near the junction with Sam Mun Tsai Road near L/P BE1191	1	-
Ting Kok Road Fortune Garden near L/P BE1220	1	1
Ting Kok Road Lee Kum Kee opposite Fung Yuen opposite L/P EB2820	1	-
Ting Kok Road Yue Kok opposite L/P EB5688	1	-
Ting Kok Road Tai Yan House Tai Yuen Estate opposite L/P EB0384	1	-
Ting Kok Road near Immanuel Lutheran College opposite L/P EB0394	1	-
Ting Kok Road Yee Nga Court opposite L/P EA8526	-	1
Ting Kok Road Lung Mei (opposite Lung Mei Villa) opposite L/P EA8238	-	1
Pak Shek Kok Fo Shing Road Public Transport Interchange	1	-
Sai Sha Road near Sai Keng	-	1
Sai Sha Road near Sai O	-	1
Sai Sha Road near Cheung Muk Tau	1	1
Sai Sha Road Che Ha Village near L/P N2477	1	-
Sai Sha Road near Tai Tung near L/P N2464	1	-
Sai Sha Road Kei Ling Ha San Wai, near L/P EA0667	1	1

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Sai Sha Road near Kei Lung Ha Lo Wai near L/P EA7924	1	-
Wan Tau Street opposite Tai Po Hui Market near L/P BE0567	1	2
Wan Tau Street opposite House No. 83 Wing Wo Building near L/P EB1193	1	-
Wan Tau Street opposite Tai Po Hui Market Near L/P CE0932	-	1
Heung Sze Wui Street near Tai Po Hui Market opposite EB1197	1	1
Chung Nga Road opposite Fu Heng Estate near L/P EA7472	2	-
Chung Nga Road Heng Wing House Fu Heng Estate opposite L/P EA7458	1	-
Wong Shek Pier Bus Terminus	1	1
Chong San Road near St. Martin near L/P BE3053	1	-
Ting Kok Road Tai Po Government Office opposite L/P DE0081	1	-
A Kung Kok Street opposite A Kung Kok	2	-
A Kung Kok Street outside A Kung Kok	2	1
A Kung Kok Street opposite Tsung Tsin Secondary School	1	-
A Kung Kok Street outside Sha Tin Hospital	2	2
Tai Po Road outside Sha Tin Heights	3	2
Po Tai Street outside Ocean View	3	3
Lee On Bus Terminus	3	2
Pok Hong Bus Terminus	1	-
Tai Wai Station Public Transport Interchange	3	-
Ning Tai Road opposite to Ocean View	1	1
Tai Po Road near Lok Lo Ha	1	-
Tai Po Road near Tai Wai Sun Tsuen	1	-
Tai Po Road near Chinese University of Hong Kong	1	1
Tai Po Road outside Luk Hop Village	1	-
Tai Po Road opposite Luk Hop Village	1	-
Tam Kon Po Street outside Sha Tin Town Hall	1	-
Tai Chung Kiu Road near the floating restaurant	1	-
Tai Po Road outside Tatiara	1	1
Tai Po Road near Shek Lei Pui Reservoir	1	1
Che Kung Miu Road outside Tin Sum Village	1	-
Mei Tin Road outside Mei Chung Court	1	-
Tai Po Road opposite Mei Lam Estate	1	-
Tai Po Road near Chek Lai Ping	1	-
University Station Bus Terminus	4	-
Tai Chung Kiu Road opposite Jat Min Chuen	2	-
Tai Chung Kiu Road outside Jat Min Chuen	3	3

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Tai Chung Kiu Road opposite Belair Garden	2	2
Tai Chung Kiu Road outside Belair Garden	3	3
Chui Tin Street near 63 Sun Tin Village	2	-
Tai Chung Kiu Road near Tsang Tai Uk	1	1
Sun Ming House, Sun Chui Estate	1	1
Tai Chung Kiu Road outside Block 13, City One Shatin	2	1
Sha Tin Central Bus Terminus	4	2
Tai Chung Kiu Road outside Ravana Garden	2	1
Siu Lek Yuen Road near Yuen Hong Street	2	-
Tai Chung Kiu Road opposite to Regal Riverside Hotel	2	-
Tai Chung Kiu Road outside Regal Riverside Hotel	4	-
Tai Chung Kiu Road outside Ravana Garden	2	1
Chevalier Garden Bus Terminus	5	2
Ning Tai Road outside Tak Sun Secondary School	1	1
Ning Tai Road opposite to Tak Sun Secondary School	3	3
Sha Kok Street outside Sha Kok Estate	1	1
Ning Tai Road near Holy Spirit Primary School	1	-
Ning Tai Road opposite to Holy Spirit Primary School	3	2
Siu Lek Yuen Road opposite to Siu Lek Yuen Village	1	1
Siu Lek Yuen Road near Siu Lek Yuen Village	2	1
Siu Lek Yuen Road near Tai Chung Kiu Road	1	-
Siu Lek Yuen Road opposite to Cypress House, Kwong Yuen Estate	1	1
Siu Lek Yuen Road outside Cypress House, Kwong Yuen Estate	2	1
Hang Fai Street near Kam On Court	1	1
Mei Tin Road outside Holford Garden	1	-
Sui Wo Road opposite to Goldfield Industrial Centre	1	1
Siu Lek Yuen Road opposite to Block 28, City One	2	1
Pok Chuen Street near Ling Chuen House	1	-
Kwong Sin Street opposite to Kwong Yuen	1	1
Kwong Sin Street near Kwong Yuen	2	-
Kwong Sin Street opposite to the Hang Sang University of Hong Kong	1	-
Kwong Sin Street near the Hang Sang University of Hong Kong	1	-
Kwong Yuen Bus Terminus	5	5
Ning Tai Road near Tak Sun Secondary School	3	-
Heng On Bus Terminus	3	2
Tai Chung Kiu Road opposite to Tsang Tai Uk	3	2

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Hang Hong Street outside Tsang Pik Shan (Sung Lan) Secondary School	2	2
Hang Hong Street outside Yiu On Estate Yiu Him House	3	-
Yiu On Bus Terminus	1	-
Hang Tak Street near Hang Shun Street	3	-
Chung Ling Road near Tung Lo Wan Village	1	1
Sha Tin Wai Bus Terminus	4	-
Tai Po Road near Shatin Heights Road	1	1
Siu Lek Yuen Road near Po Shing Street, City One	-	1
Tai Chung Kiu Road opposite to Ravana Garden	1	-
Hang Hong Street opposite to Tsang Pik Shan (Sung Lan) Secondary School	1	-
Sha Tin Wai Road near Li Ka Shing Specialist Clinic	1	-
Fo Tan (Sha Mei Street) Bus Terminus	1	-
Siu Lek Yuen Road near Yuen Hong Street	2	-
Sha Tin Wai Road near Ever Gain Building	1	1
Sha Tin Wai Road near Sha Tin Park	1	-
Pok Chuen Street near Yuet Chuen House	1	1
Greenfield Court, Sha Tin Wai Road near Sha Kok Estate	2	-
Lion Rock Tunnel Toll Plaza	1	-
Chap Wai Kon Street opposite to Shatin Industrial Centre	1	-
Sha Tin Central Bus Terminus	21	-
Sha Tin Centre Street outside Hilton Centre	3	1
Sha Tin Tau Road outside Foo Wai House	-	1
Ma On Shan Road near Sunshine City	1	1
Shatin Tau Road outside Shek Ying House	2	2
Che Kung Miu Road outside Chun Shek Estate	1	1
Greenfield Court, Sha Tin Wai Road outside Sha Kok Estate	3	-
Sha Kok Street outside Pok Hong Bus Terminus	5	-
A Kung Kok Street opposite to Sha Tin Hospital	4	2
Yuen Wo Road opposite Lek Yuen Street	2	-
On King Street outside Ravana Garden	2	-
Sai Sha Road outside Fok On Garden	3	-
Yuen Wo Road outside Wo Che Estate	3	1
Yuen Wo Road outside Lek Yuen Street	7	2

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Lok King Street outside Fo Tan Station	4	1
Ngau Pei Sha Street outside Yu Chui Court	3	2
Ngan Shing Street opposite to Yue Tin Court	3	-
Ngau Pei Sha Street near Ngau Pei Sha Village	1	-
Wu Kai Sha Station	1	-
Lion Rock Tunnel Road opposite to Hong Kong Heritage Museum	1	1
Ngau Pei Sha Street opposite to Yu Chui Court	1	-
Lion Rock Tunnel Road near San Tin Wai Estate	1	-
Sha Tin Tau Road outside Yan Wai House	1	-
Ngau Pei Sha Street opposite Ngau Pei Sha Village	1	-
Tin Sam Street outside Tin Sam Village	4	-
Tin Sam Street near Po Leung Kuk C. W. Chu College	1	1
Tin Sam Street outside Hin Yiu Estate	1	1
Hin Keng Street near Hin Tin Village	1	-
Tin Sam Street opposite to Hin Yiu Estate	3	-
Pak Hok Ting Street near Royal Park Hotel	1	-
Yuen Wo Road opposite Wo Che Estate	-	1
Sui Wo Road outside Goldfield Industrial Centre	5	1
Shatin Tau Road opposite Shek Ying House	3	-
Sun Chui Bus Terminus	1	1
Hung Mui Kuk Road outside Sun Yuet House	1	1
Hung Mui Kuk Road near Chung Pak Road	2	-
Ngan Shing Street outside Fortune City One	2	1
Mei Tin Road outside Tai Wai Market	1	1
Sai Sha Road outside Bayshore Towers	-	1
Mei Chuen House	1	1
Mei Tin Road outside May Shing Court	2	-
Tai Po Road near Mei Tao House	3	1
Lion Rock Tunnel Road opposite to San Tin Wai Estate	1	1
Garden Vista	2	-
Sai Sha Road near Wu Kai Sha Sun Chuen	2	1
Sai Sha Road opposite Villa Athena	2	2
Tai Po Road near Seaview Villa	-	1
Sai Sha Road opposite Fok On Garden	1	-
Tai Po Road near Shek Lei Pui Reservoir	4	-



<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Sai Sha Road Outside Kam On Court	1	1
Sai Sha Road outside Vista Paradiso	3	3
Sai Sha Road opposite to Villa Athena	1	-
Sai Sha Road near Fok On Garden	4	-
Sai Sha Road opposite to Fok On Garden	1	1
Sai Sha Road outside Payshore Towers	1	-
Fung Shun Street opposite to Fung Wo Yue House, Fung Wo Estate	2	-
Fung Shun Street outside Fung Wo Yue House, Fung Wo Estate	2	-
Che Kung Miu Road opposite to Chun Shek Estate	1	1
Che Kung Miu Road outside Chun Shek Estate	1	-
Che Kung Miu Road outside Festival City	2	1
Che Kung Miu Road near Tai Wai Station	2	1
Hung Mui Kuk Road opposite to Sun Yuet House	2	-
Tin Ka Ping Primary School, Sha Kok Street outside Pok Hong Estate	4	2
Chun Shek Bus Terminus	2	-
Che Kung Miu Road opposite Chun Shek Estate	1	-
Che Kung Miu Road outside Carado Garden	1	1
Che Kung Miu Road outside Hin Keng Shopping Centre	1	1
Che Kung Miu Road outside Hin Yeung House, Hin Keung Estate	2	2
Che Kung Miu Road opposite to Hin Keng Estate	1	1
City One Station, Chap Wai Kon Street near Yue Tin Court	3	3
Ngan Shing Street outside Yue Tin Court	3	-
Hang Hong Street near Hang Kong House	1	1
Ngan Shing Street Bus Terminus outside City One Terminus	1	-
Hang Hong Street outside Heng On Estate	3	2
Ngan Shing Street outside Prince of Wales	2	2
Kam Ying Court Bus Terminus	3	2
Kam Ying Road near Saddle Ridge Gardens	2	1
Kam Ying Road outside Kam Ying Court	1	1
Sai Sha Road near Wi Kai Sha Sun Chuen	1	1
Sai Sha Road near Lee Wing House, Lee On Estate	1	1
Ma On Shan Road opposite to Yiu Shun House, Yiu On Estate	5	-
On Chun Street opposite to Bayshore Towers	1	-
Hin Keng Bus Terminus	2	3
Hin Keng Street near Ha Keng Hau Village	2	2
Hin Keng Street near Hin Hing House, Hin Keung Estate	1	1

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Hin Keng Street near Hin Pui House, Hin Keung Estate	1	1
Lion Rock Tunnel Road outside Hong Kong Heritage Museum	-	2
Ma On Shan Road near Ma On Shan Police Station	2	2
Wong Nai Tau Bus Terminus	5	4
Kwei Tei Street near Chun Yeung Estate	1	1
Hang Hong Street opposite to Yiu On Estate	3	1

Remarks: “L/P” refers to lamp post.

**The planned locations of sheltered bus stops in Sha Tin and Tai Po Districts**  
**for installation of seats and/or display panels**  
**by franchised bus companies in 2023**

<b>Location</b>	<b>Number of seats</b>	<b>Number of display panels</b>
Chung Nga Road Heng Wing House Fu Heng Estate opposite L/P EA7458	1	-
Kwong Fuk Road near Tung Sau Square	1	-
Chuen On Road Bus Terminus	1	-
On Cheung Road Eightland Gardens near L/P EB3767	1	-
Lam Kam Road Ping Long Chau Kee Farm near L/P EB0474	1	-
Po Heung Street Luk Heung Public School opposite L/P N3267	1	-
Nam Wan Road Sun Hing Garden near L/P N3221	1	-
Tai Po Central Bus Terminus	2	-
On Cheung Road Tai Po Civic Centre opposite L/P EB3767	1	-
Che Kung Miu Road opposite to Chun Shek Estate	1	-
Hin Keng Bus Terminus	1	-
Hin Keng Street near Hin Pui House	1	-
Mei Tin Road outside Holford Garden	2	-
Tai Po Road near Keng Hau Road	1	-
Tai Po Road Kwong Fuk Estate near L/P EA7874	1	-
Kwong Yuen Bus Terminus	1	-
Sai Sha Road near Wu Kai Sha Sun Chuen	1	-
Sai Sha Road Che Ha	1	-
Tin Sam Street outside Tin Sam Village	1	-
Sha Kok Street outside Sha Kok Estate	1	-
Sha Tin Central Bus Terminus	4	-
Siu Lek Yuen Road outside Siu Lek Yuen Village	1	-
Hung Mui Kuk Road opposite to Sun Yuet House	1	-
Hang Hong Street near Hang Kam Street	1	1
Ngau Pei Sha Street outside Yu Chui Court	1	-
Ngan Shing Street opposite to Yue Tin Court	1	-
Kam Ying Court Bus Terminus	-	1
Siu Lek Yuen Road near Tai Chung Kiu Road	-	1
Tai Chung Kiu Road Outside Block 13, City One Shatin	-	1

Remarks: "L/P" refers to lamp post.

**CONTROLLING OFFICER'S REPLY**

**TLB145**

**(Question Serial No. 2240)**

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 Logistics

Question:

The Public Transport Fare Subsidy Scheme (the Scheme) was launched on 1 January 2019, and has been enhanced. It is announced in the Budget Speech this year that temporary special measures will be extended for a period of six months till the end of October 2023, providing commuters with a subsidy amounting to one-third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. In this connection, will the Government advise this Committee of the following:

1. the staff establishment involved in the implementation of the Scheme, and the expenditure incurred on system development, scheme management, etc.;
2. the monthly number of commuters receiving the subsidy in the past four years and the total expenditure involved;
3. the average monthly total public transport expenses of adult commuters in the past four years express in bands of \$500;
4. the numbers of beneficiaries in the past four years, with a breakdown by the following categories of monthly subsidy amount: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400, and \$401 to \$500;
5. given that the e-payment platforms such as Alipay are accepted by various public transport operators for fare payment, whether these platforms will be included in the Scheme;
6. whether the special measures under the Scheme will be further extended to at least the end of this year, and what is the estimated annual expenditure involved if the special measures are regularised; and
7. the number of commuters with expired subsidy in the past four years.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 7)

Reply:

1. As at February 2023, the staff establishment involved in the Scheme is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	4
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
<b>Total :</b>		<b>14</b>

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 is \$38.2 million.

2. The Scheme was first launched on 1 January 2019 and enhanced on 1 January 2020. After the enhancement, the subsidy rate under the Scheme was increased from one-fourth to one-third, and the monthly subsidy cap was raised from \$300 to \$400. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023. The average monthly number of beneficiaries and the total amount of subsidy by year are set out in the table below:

<b>Year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Average number of beneficiaries per month (rounded off to the nearest thousand)</b>
2019	1,874	2 143 000
2020	2,147	1 982 000
2021	3,709	2 999 000
2022	2,837	2 274 000

3. The distribution of public transport expenses under the Scheme from 2019 to 2022 is as follows:

<b>Amount of monthly public transport expenses under the Scheme</b>	<b>Monthly average number of Octopus <sup>(Note)</sup> (rounded off to the nearest thousand)</b>			
	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
≤\$500	8 383 000	6 252 000	6 329 000	6 343 000
\$500.1-\$1,000	1 338 000	843 000	1 071 000	923 000
\$1,000.1-\$1,500	224 000	106 000	152 000	140 000
\$1,500.1-\$2,000	30 000	11 000	16 000	18 000

Amount of monthly public transport expenses under the Scheme	Monthly average number of Octopus <sup>(Note)</sup> (rounded off to the nearest thousand)			
	2019	2020	2021	2022
>\$2,000	4 000	1 000	1 000	2 000

Note:

The figures in the table include all eligible types of Octopus under the Scheme.

4. The distribution of beneficiaries by monthly subsidy amount by year is listed below:

Monthly subsidy amount	Monthly average number of beneficiaries (rounded off to the nearest thousand)			
	2019	2020	2021	2022
\$0.1-\$100.0	1 583 000	1 291 000	1 756 000	1 327 000
\$100.1-\$200.0	438 000	490 000	837 000	625 000
\$200.1-\$300.0	117 000	148 000	293 000	226 000
\$300.1-\$400.0	N/A	49 000	84 000	68 000
\$400.1 or above	N/A	N/A	32 000 (Note)	35 000 (Note)

Note:

The figures only include the monthly average from April to December 2021 and from May to December 2022, when the monthly subsidy cap was temporarily increased to \$500.

5. We note the emergence of various e-payment platforms and are exploring ways to expedite the inclusion of suitable e-payment systems into the Scheme in a progressive manner.
6. The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures under the Scheme for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. Subsidy involves the use of public funds. Although each Octopus card is subject to a monthly subsidy cap, due to the large number of beneficiaries, the annual recurrent expenditure under the Scheme exceeds \$3 billion, excluding the expenditure for the temporary special measures. For reference, the estimated expenditure for the Scheme in 2023-24 is \$4,240.1 million. In considering the long-term arrangements of the Scheme, the Government will balance various considerations cautiously on the premise of prudent fiscal management, in order to ensure the proper use of public funds.

7. Under the Scheme, the subsidy for each month is valid for collection within three months. Since the implementation of the Scheme, the Government has been reminding members of the public to collect their subsidies within the collection period through various publicity campaigns. On average, over 85% 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 monthly average numbers of beneficiaries with expired subsidy from 2019 to 2022 (up to October) are listed in the table below:

<b>Year</b>	<b>Monthly average number of beneficiaries with expired subsidy (rounded off to the nearest thousand)</b>
2019	357 000
2020	371 000
2021	359 000
2022 (up to October) <sup>(Note)</sup>	212 000

Note:

The subsidy for November 2022 onwards remains valid for collection as at the beginning of March 2023 and hence is not included in the table.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2241)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Driving Tests

Because of the pandemic, driving tests have been suspended time and again in recent years, leading to waiting time roughly ranging from 230 to 350 days for road tests for private car, light goods vehicle and motorcycle driving licences. Moreover, given the large number of repeaters, many have chosen to use the Repeater Early Test Appointment Booking Service (RETAS). In this connection, will the Government advise this Committee of the following:

1. the existing numbers of Driving Examiners (DEs) administering road tests for private car, light goods vehicle and motorcycle driving licences, and the expenditure involved;
2. whether there will be additional DEs recruited and test sessions arranged in the coming year to address the issue of long waiting time for driving tests;
3. noting that driving recording devices are used in the Mainland and Taiwan to record the conduct of driving tests, whether the Government will allocate resources for procuring relevant equipment to enhance transparency and fairness of its driving tests;
4. the expenditure on development, maintenance and management, etc. of RETAS system updated by the Transport Department (TD) on 30 May 2022; whether RETAS system will be continually enhanced in the coming year to combat “scalping” activities;
5. regarding various vehicle types, the respective average number of attempts that candidates take to obtain a driving licence; and
6. the present cumulative number of repeaters eligible for early test appointment, with a breakdown by vehicle type; and whether a time limit will be set for repeating driving tests.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 8)

Reply:



1. Under the current arrangement, driving tests of private car, light goods vehicle and motor cycle are conducted by DEII. As each DEII is capable for conducting driving tests of private car, light goods vehicle and motor cycle, there is no breakdown for each vehicle type. As at 1 March 2023, there were 56 DEIIs, including 55 civil servants and one staff member under Post-retirement Service Contract Scheme. The annual staff cost (notional annual mid-point salary) of the 56 DEIIs is about \$25.4 million.
2. In order to further increase the output of road tests, TD will make use of technology and arrange DEs to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:
  - TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial driving test centres (DTCs) per month starting from late March 2023.
  - TD has arranged DEs to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.
  - TD is also conducting a new round of recruitment exercise for DEII and the new recruits are expected to assume duty in the second half of 2023.
  - TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of DEs, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
  - In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.
3. TD is conducting a study on the feasibility and related considerations for having video recording during driving tests. Considerations, including technical requirements, privacy issues, legal responsibility of the camera/video, cost implications, etc. would be taken into account. It is expected that the study will be completed within 2023.
4. Any reservations made in RETAS system must be in the real names of the repeaters and an early test appointment booked is not transferrable. On 30 May 2022, TD introduced the use of iAM Smart or a valid e-Cert (Personal) for authentication of personal identity for making online reservation in RETAS system, in order to enhance its security. The development cost of the project was about \$0.14 million and no additional recurrent maintenance cost has been incurred.

TD has further rolled out a balloting mechanism to replace the existing first-come-first-served allocation arrangement in RETAS system starting from 28 March 2023. Repeaters will continue to be required to register for the balloting in their real names. The development cost of the project is about \$2 million and the annual recurrent cost is about \$0.38 million.

5. & 6. At present, candidates are not required to declare whether they are repeaters when applying for driving tests. Therefore, TD has no available record on the average number of attempts that candidates took to obtain a driving licence, or the cumulative number of repeaters eligible for applying early test appointment.

TD has planned, starting within the second quarter of 2023, to collect information from candidates regarding whether they are repeaters, the number of training hours taken, etc. when they attend driving road tests. TD will regularly study the relevant statistics to analyse the passing rates of candidates receiving different hours of training. Subject to the analysis results, TD will review the relevant measures if necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2242)**

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 Logistics

Question:

The Road Traffic (Toll Tags) Regulation was gazetted at end of August 2021 and took effect from 1 November 2021 in connection with the introduction of HKeToll service. While the publicity and registration of HKeToll service has been started from 2022, it has still not yet fully implemented at present and there were occasions of vehicle tag shortage. Then, the Government announced that the implementation date of Tsing Sha Control Area (Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wan Tunnel) will be postponed from 26 February 2023 to 5 am on 7 May 2023. Will the Government inform this Committee of the following:

- (1) the respective fees charged by contractor, publicity and administration since the Government has introduced HKeToll;
- (2) the estimated additional expenditure incurred due to postponement of HKeToll;
- (3) the manpower and expenditures involved in implementing HKeToll;
- (4) the expenditures for providing the 34 consultation counters; and
- (5) the number of vehicle tag and driver cards applied as at present.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 9)

Reply:

The free-flow tolling service, HKeToll, will be first implemented in Tsing Sha Control Area (Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) (TSCA) and will be gradually implemented at all other government tolled tunnels within 2023. Since November 2021, the Transport Department (TD) has accepted applications for vehicle tags when motorists made vehicle-related licence applications at TD's Licensing Offices, and about 260 000 vehicle owners have submitted their applications through this channel. Starting from 6 January 2023, motorists can submit application via the online platform, paper form and customer service centres for in-person application. The replies to the questions are provided below:

- (1) & (3) TD has engaged a toll service provider (TSP) to implement HKeToll in 2021 following an open tender exercise. The main duties of TSP are to develop and host the web and mobile application, develop payment platform and engage related service providers, issuance of toll tags, toll collection, toll recovery, provision of account management and customer services. It also manages and operates the integrated backend and on-site field equipment of the whole HKeToll system. TSP is also required to conduct publicity and public relations activities and measures for the implementation and operation of HKeToll. As at 28 February 2023, the fee paid to TSP under the contract for the aforementioned duties was \$0.86 million.

In addition to TSP's publicity activities, TD has also incurred \$2.21 million for the HKeToll publicity as at 28 February 2023. Regarding TD's administrative cost and manpower involved in implementing HKeToll, as the relevant tasks are currently undertaken by the existing staff of TD, there is no separate breakdown.

- (2) There is no additional expenditure incurred due to the deferment of implementation of HKeToll at TSCA.
- (4) The estimated expenditures for setting up 34 consultation counters at MTR stations and Home Affairs Department's enquiry centres in the New Territories from 24 February to 30 April 2023 to assist vehicle owners in applying for HKeToll services is about \$7.18 million.
- (5) As at 22 March 2023, the number of toll tags issued was about 583 500. For commercial vehicle companies and drivers, there are three options to manage the toll payment, namely by using relevant function in the mobile application to pair up a driver account with a vehicle tag, monthly statement or two-piece device (which comprises a driver card and a card stand). As at 22 March 2023, the number of driver cards issued was about 23 600.

- End -

**CONTROLLING OFFICER'S REPLY****TLB148****(Question Serial No. 2243)**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 LogisticsQuestion:

Since the commissioning of passenger clearance service at the Heung Yuen Wai (HYW) Boundary Control Point (BCP), there are several franchised bus routes providing services. On the other hand, over 400 parking spaces are provided in the public car park of HYW BCP whereas prior booking has been imposed lately. Please advise this Committee of the following:

1. the passenger traffic statistics during weekdays and weekend since the commissioning of passenger clearance service at HYW BCP;
2. at present, only Route B7 provides daily services, while the Routes B8 and B9 only provides services on weekends. Will the weekday services of the latter two routes be introduced as soon as possible with an increase in frequencies? Will more public transport services be introduced to improve the connection with Hong Kong Island and Kowloon?
3. is there any plan to increase the number of parking spaces and explore the feasibility of adopting Automated Parking System (APS) in the vicinity of HYW BCP and other BCPs.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 10)Reply:

1. The average daily passenger traffic statistics of HYW BCP are provided as below:

	<b>Mondays - Fridays</b>	<b>Saturdays and Sundays</b>
Arrival	7 474	12 527
Departure	7 226	10 971
Total	14 700	23 498

Source: Provisional figures for the period from 6 February 2023 to 6 March 2023 from the Immigration Department

2. The Transport Department (TD) will closely monitor the demand for public transport services to and from HYW BCP including Routes B7 (Po Wan Road - HYW BCP), B8 (Tai Wai Station Public Transport Interchange - HYW BCP) and B9 (Tuen Mun Station - HYW BCP), and would strengthen these services to cater for the demand. Meanwhile, there is no plan to introduce other bus services between Hong Kong Island, Kowloon and HYW BCP.
3. TD will continue to monitor the parking demand at HYW BCP Public Car Park and also strives to facilitate the supply of additional car parks and parking spaces in the vicinity of HYW BCP. In recent years, the Government has processed several planning applications for converting private lands next to HYW BCP into temporary car parks and some of the land lots have already been converted to private car parks. TD will continue to proactively offer their assessments in similar planning applications as appropriate, with a view to facilitating and expediting the process. Furthermore, TD is exploring the feasibility of utilising suitable Government lands near HYW BCP as temporary public car parks.

Noting the advantage in adopting APS, the Government has been taking forward a number of APS projects in suitable locations of short-term tenancy car parks and public works projects to achieve a more efficient use of space in order to meet the demand for parking spaces. In the long run, the Government will continue to review the development and demand for parking spaces of HYW BCP and other BCPs, and consider the feasibility of adopting APS as appropriate.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB149**

**(Question Serial No. 2244)**

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 Logistics

Question:  
Smart Parking

The Government has introduced various smart parking measures in recent years, including constructing car parks with Automated Parking Systems (APSs) to increase the provision of parking spaces, and installing new parking meters that support multiple e-payment means and enable remote extension of parking time and search of parking spaces with the aid of a mobile app. In this connection, will the Government advise this Committee of the following:

1. the number of APS car parks in operation in Hong Kong (including short-term tenancy (STT) car parks at Science Park and Pak Shek Kok in Tai Po), and their utilisation rates and cost-effectiveness;
2. whether APS will be introduced in various new government complexes or existing car parks in Sha Tin and Tai Po;
3. for car parks currently managed by the Government, whether there is a plan to install ticketless access control system and promote the use of smart parking system; whether private operators will be encouraged to upgrade their services;
4. whether all on-street parking meters in the territory have been replaced by new meters; if no, the number of remaining meters and the target date for completion of the replacement exercise;
5. the number of downloads, number of transactions, user ratings and performance of the "HKeMeter" mobile app;
6. the number of failure cases of "HKeMeter" in the past two years, the causes and the recovery time (please provide the details); and
7. the recurrent expenditure for "HKeMeter" (platform fee and management fee); and whether funding has been reserved for enhancing user experience, upgrading existing

functions and facilitating collaboration between public and private car parks in providing more parking vacancy information.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 11)

Reply:

1. APS projects commissioned include STT car park at Hoi Shing Road in Tsuen Wan and at Pak Shek Kok, Tai Po. The total numbers of parking spaces (including both conventional and APS parking spaces) are 245 and 250 respectively. According to the information from the car park operators, APS parking spaces are rented out on a monthly basis and the average parking time for these APSs is around two to three minutes.
2. Information of APS projects in progress is listed at **Annex**.
3. The Transport Department (TD) had introduced ticketless access control system, bay guidance system as well as car searching system in ten multi-storey car parks managed by TD by phases between July 2022 and March 2023.
4. TD has replaced all Octopus card-operated parking meters with new parking meters in January 2022. As at the end of February 2023, there are around 10 600 new parking meters installed in the territory.
5. 6. & 7.

The operation of the new parking meter system (including the parking meter and mobile app viz. “HKeMeter”) has become smoother and the mobile app “HKeMeter” has become increasingly popular since its launch in January 2021. The breakdowns of the number of downloads of “HKeMeter”, the number of transactions, and the proportion of transactions using “HKeMeter” by year are provided as follows:

	<b>2021</b>	<b>2022</b>
Cumulative number of downloads	496 851	883 570
Number of transactions ('000) by year end	18 040	46 482
Proportion of transactions using HKeMeter	37.6%	48.1%

As for the latest user rating of “HKeMeter” in mobile app download platforms, they vary among stores over time. Nevertheless, TD will continue to closely monitor public feedback and has taken the following measures to enhance the user-friendliness of the mobile app:

- (i) display the number of vacant parking spaces by sub-district through zooming out of the map;
- (ii) include a direct call function to service hotline of parking meter contractor; and
- (iii) display the suspended parking spaces in grey color.

Since the launch of the new parking meter system in January 2021, there have been four occasions that the transactions made through “HKeMeter” are affected by mobile network transmission or temporary system breakdowns which are mostly fixed within



the same day. Having said that, the parking meter system still provided uninterrupted services to the motorists through the payment device (e.g. Octopus or credit card readers) at on-site parking meters. TD, in conjunction with the Electrical and Mechanical Services Department, has been working with the parking meter contractor to carry out a series of system upgrading works and deploying extra backend resources, and the system reliability has been continuously improved.

The maintenance cost for “HKeMeter” is part and parcel of a management, operation, and maintenance contract of the parking meter system as a whole. The recurrent expenditure on the parking meter system in 2022-23 is about \$38 million.

TD and the parking meter contractor will conduct a review on, among others, the aspects of vehicle sensing technology and latest electronic payment means available in the market by the end of 2025 and make provision for the financial resources for the system enhancement, if necessary. The associated parking meter vacancy information has been disseminated via DATA.GOV.HK as well as “HKeMobility”, which also disseminate the parking vacancy information of other public and private car parks to the general public.

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction (tentative)</b>	<b>Commissioning of APS (tentative)</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>
<b>A. APS in STT car parks</b>				
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200
<b>B. APS in public works projects</b>				
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	2023	2026	About 200
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	To be determined <sup>1</sup>		About 200

Note 1: As the project is in planning stage and design is being refined, the schedules are to be determined.

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2245)**

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 Logistics

Question:

Under the annual bus route rationalisation programme in 2022, the number of bus routes involved in each district was about 175. In this connection, will the Government inform this Committee of the following:

1. after rationalisation, some bus routes have been extended but their numbers of trips have been reduced. Will the Government take this into consideration when approving the bus fare of each trip? If no, what are the reasons?
2. has the Government explored offering incentives to encourage the provision of section fares to enable short-haul passengers to have more choices? If yes, what are the details?
3. what measures will the Government take to encourage the MTR Corporation Limited (MTRCL) to roll out more interchange concession schemes in collaboration with Green Minibus (GMB) operators and franchised bus companies?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 13)

Reply:

1. When formulating the annual bus route planning programme, the Transport Department (TD) would strive to optimise the existing bus service network having regard to passenger demand and factors including the local developments, demographic changes, completion of new transport facilities, existing and planned public transport services in the districts concerned, etc. Apart from annual bus rationalisation exercise, TD also closely monitors the daily operations of bus services and changes in passenger demand, and would work with the bus operators to adjust the services as necessary in order to better meet passenger demand.

Currently, the fares of franchised bus routes depend on route group and journey distance under the scales of fares determined by the Chief Executive in Council for different groups of routes. The fare scales are determined taking into account a basket of factors, including the operating costs and revenue of franchised bus services, public

acceptability and affordability, the quality and quantity of bus services provided, returns to franchised bus operators (FBOs), etc., so as to ensure that the FBOs will have the financial capability in maintaining safe and efficient public bus services which are affordable by the passengers.

2. The Government has all along been encouraging FBOs to offer fare concessions as far as possible to help reduce passengers' travelling expenses, taking into account the operators' respective commercial considerations including operating and financial conditions, overall economic environment, passenger needs, competition factor, implications on bus resources, etc. While adding section fares might provide additional choices for short-haul passengers, the suitability to do so should be carefully assessed for each individual route as too many short-haul passengers taking up the capacity of long-haul routes might not be conducive to efficient use of bus resources. As at 31 December 2022, about 77% of franchised bus routes provide section fares.
3. The Government has always been encouraging MTRCL to join hands with other public transport operators to offer more inter-modal interchange concessions to passengers. On completion of the 2023 MTR Fare Adjustment Mechanism review, MTRCL has agreed to raise the MTR-Green Minibuses (GMB) interchange discount from \$0.3 per trip to \$0.5 per trip, covering over 500 GMB routes. MTRCL also collaborates with FBOs to offer interchange discounts of \$0.6 to \$2.0 on 17 bus routes. The Government will continue to encourage the MTRCL to collaborate with more public transport operators to offer interchange concessions to further benefit passengers while promoting the complementarity amongst different public transport modes.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB151**

**(Question Serial No. 0577)**

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 Logistics

Question:

The taxi trade has been hard hit by the COVID-19 epidemic. Although the Government will introduce a 100% loan guarantee scheme (the Scheme) for the trade as an incentive to switch to battery electric taxis, merely providing loans may not be enough to incentivise taxi owners to replace their vehicles. In this connection, will the Government advise this Committee of the following:

1. apart from the 100% guarantee loan, whether taxi owners will enjoy other concessions if they switch to battery electric taxis; if yes, what are the details;
2. the estimated numbers of taxi owners and taxis participating in the Scheme in the coming three years; and
3. whether the Government has a promotion plan for the Scheme; if yes, what is the expenditure involved.

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 12)

Reply:

1. As announced in the 2023-24 Budget, the Government has proposed to introduce a loan scheme with 100% guarantee (the Scheme) for the taxi trade so as to encourage taxi owners to replace their taxis with battery electric taxis (e-taxis). The proposed maximum loan amount is the actual sales price of a battery e-taxi, subject to a cap of \$350,000.

In addition to the Scheme, the taxi trade can apply for subsidy from the “Applications for Trial” under the New Energy Transport Fund (NET Fund) of the Environment and Ecology Bureau to trial e-taxis. Eligible taxi owners or companies can receive a subsidy of the price difference between the e-taxi and the conventional taxi or half of the cost of the e-taxi, whichever is higher. The NET Fund also subsidises 75% of the cost of the charging facility for the e-taxi (including the charger and its installation cost). Under the “Applications for Trial”, each green innovative transport technology is subject to an application limit and the present trial limit for e-taxis is 30.

If a borrower of the loan under the Scheme has also applied for a subsidy under the NET Fund for purchasing the battery e-taxi, the maximum loan amount will be the actual sales price of the battery e-taxi less the subsidy available to the borrower under the NET Fund, subject to a cap of \$350,000.

2. The Scheme serves as an incentive to encourage taxi owners to replace their existing taxis with battery e-taxis. While the Government's target is to introduce 3 000 e-taxis by end-2027 as announced in the 2022 Policy Address, we have not set a specific target for the number of applications to be received under the Scheme, as that would be affected by various factors (e.g. the financial position of the relevant taxi owners, the age and condition of the existing taxis owned by the taxi owners, etc.). The Government proposed to provide a total commitment of \$6.4 billion for the Scheme, which should be sufficient for all 18 163 taxis in Hong Kong to apply for the loan once.
3. The Transport Department (TD) will promote the Scheme through different channels, such as disseminating information about the Scheme via TD's website, regular "Taxi Newsletter", publicity leaflets, as well as regular meetings with the taxi trade. The relevant promotion work of the Scheme will be undertaken by the existing staff of TD and there is no separate breakdown of the estimated expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB152**

**(Question Serial No. 2679)**

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 Logistics

Question:

Regarding the provision of parking spaces for commercial vehicles (CVs) and motorcycles (MCs), will the Government advise this Committee of the following:

1. the numbers of CVs and MCs, the respective numbers of parking spaces for them, and their vehicle-to-parking space ratios, with a breakdown by District Council district; whether effective measures will be put in place to increase the provision of parking spaces for the above vehicle types; if yes, what are the details and estimated expenditure involved; if no, what are the reasons;
2. the number of fixed penalty notices issued to owners of CVs and MCs for illegal parking at the on-street locations designated by the Transport Department (TD) in the past three years, with a breakdown by district; and
3. the implementation progress of the recommendations arising from the consultancy study on parking for CVs completed in 2019 and the estimated expenditure involved.

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 22)

Reply:

1&3. The recommendations of the consultancy study on parking for 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 1**.

For MCs, the Government has also been actively pursuing a host of measures to increase the provision of parking spaces, including: (i) designating suitable on-street locations as MC parking spaces; (ii) providing suitable parking spaces for MCs underneath flyovers; and (iii) providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects in line with the "single site, multiple use" principle.

The work in relation to taking forward the above recommendations and measures is undertaken by existing staff of TD as part of their regular duties and hence there is no separate breakdown of the expenditure involved.

The numbers of licensed CVs and MCs and the ratio of parking spaces to such licensed vehicles as at February 2023, as well as the numbers of parking spaces for both types of vehicles by districts, are tabulated at **Annex 2**.

2. The Hong Kong Police Force did not keep records of fixed penalty notices against illegal parking by the concerned vehicle types.



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

<b>Recommendations</b>	<b>Latest Progress</b>
(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 February 2023, TD has designated a total of 1 776 and 908 on-street parking spaces for night-time CV parking and coaches respectively. A total of 406 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	As at February 2023, a cumulative total of 35 schools have provided about 100 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 February 2023, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 37 STT car parks, involving a total of some 1 800 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple use”	<p>Eight potential sites have been identified for providing CV parking spaces. The latest progress of taking forward the eight sites as at the end of March 2023 is as follows:</p> <p>For (1) Amenity Complex in Area 103, Ma On Shan, the designs are in progress.</p> <p>For (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai (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, the sites are currently in the preliminary study or design stages. The project implementation will be subject to funding approval.</p> <p>For the four remaining sites in Hung Hom, Kowloon City, Tung Chung and Tuen Mun, TD will continue relevant work in conducting feasibility assessments and consultation with relevant stakeholders.</p>

Recommendations	Latest Progress
(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 completed the review of the standards on parking spaces and loading/unloading spaces stipulated in 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.

**Numbers of Licensed CVs and MCs and Parking Spaces  
(as at February 2023)**

<b>CVs</b>			<b>MCs</b>		
<b>Licensed Vehicles</b>	<b>Parking Spaces</b>	<b>Ratio*</b>	<b>Licensed Vehicles</b>	<b>Parking Spaces</b>	<b>Ratio*</b>
70 052	44 850	0.64	74 815	38 563	0.52

\*Ratio of parking spaces to licensed vehicles

**Numbers of Parking Spaces for CVs and MCs by Districts  
(as at February 2023)**

<b>District</b>	<b>CVs</b>	<b>MCs</b>
Central and Western	1 159	1 462
Wan Chai	465	1 314
Eastern	2 154	2 591
Southern	1 380	1 951
Yau Tsim Mong	1 653	2 134
Sham Shui Po	3 724	2 212
Kowloon City	1 487	2 144
Wong Tai Sin	1 392	2 338
Kwun Tong	3 475	4 611
Tsuen Wan	2 455	1 667
Tuen Mun	2 736	1 924
Yuen Long	2 493	1 974
North	1 716	927
Tai Po	1 350	1 184
Sai Kung	1 856	3 358
Sha Tin	2 957	3 197
Kwai Tsing	11 242	2 928
Islands	1 156	647
<b>Total</b>	<b>44 850</b>	<b>38 563</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB153**

**(Question Serial No. 0059)**

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 Logistics

Question:

The Government has indicated that it will continue to oversee the progress and development of various Smart Mobility initiatives including the operation of new on-street parking meters during 2023-24. In this connection, will the Government inform this Committee of the following:

1. after the introduction of new parking meters and the mobile app “HKeMeter”, whether any complaints have been received about malfunctioning of the new meters and the app; if yes, what are the details of the cases and the follow-up actions;
2. whether the Government has worked with the contractor to examine and improve the problems; if yes, what are the details;
3. whether the Government will step up promotion and publicity on the use of new parking meters and “HKeMeter”; if yes, what are the estimated expenditure and the details; and
4. whether the Government will expeditiously commence the Third Parking Demand Study to re-examine the operational service models between all the existing forms of transport.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 9)

Reply:

1., 2. & 3.

The installation of new parking meters commenced in January 2021 and all Octopus card-operated parking meters were replaced by the new parking meters by January 2022. Since the introduction of the new parking meters and the mobile app viz. “HKeMeter” in January 2021 and up to the end of 2022, the Transport Department (TD) received a total of 1 270 complaints about the malfunctioning of the new parking meter system (including the parking meters and the mobile app). The breakdowns of the complaint and transaction figures by year are provided as follows:

		2021	2022
(A)	Number of complaints relating to malfunction of the parking meter system	614	656
(B)	Number of transactions ('000) by year end	18 040	46 482
(C)	Number of complaints per 100 000 transactions	3.4	1.4

These complaints are mainly related to the payment of parking fees but without parking time updated at parking meters which were affected by the mobile network transmission or on the occasions of temporary system breakdowns. TD has conducted investigation into each complaint case and continuously improved the reliability of the parking meter system through system upgrading. The number of such complaints has been reduced from 3.4 cases per 100 000 transactions in 2021 to 1.4 cases per 100 000 transactions in 2022.

To promote the usage of the parking meter system, TD has put up a sticker at each parking meter to facilitate the downloading of “HKeMeter”. Tutorial videos and handy user tips are also uploaded onto TD’s social media channel and website. The expenditure of these publicity materials is absorbed by the contractor. TD will continue to closely monitor the management, operation and maintenance of the parking meter system and gauge users’ feedback from various channels including, for example, social media, mobile app stores and hotline. TD will take appropriate actions to enhance system performance as and when required.

4.

The Government has been closely monitoring the parking demand and supply for various types of vehicles. In according priority to meeting the parking demand of commercial vehicles (CVs), in 2017, TD commenced a consultancy study to assess the parking demand of CVs and formulate short to long term measures. The recommendations arising from the consultancy study have been actively taken forward by TD. In particular, TD has completed a review in July 2021 on the Hong Kong Planning Standards and Guidelines (HKPSG) for the provision of ancillary parking spaces for commercial vehicles and private cars in the territory. Based on the findings of the review, TD increased the provision of parking spaces for private and subsidised housing developments by revising HKPSG in August 2021. To cater for the changing social and economic circumstances, TD would regularly review the HKPSG parking standards so that necessary adjustments could be made in a timely manner.

- End -

**CONTROLLING OFFICER'S REPLY****TLB154****(Question Serial No. 1646)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Under this Programme, the provision for 2023-24 is \$2,304.4 million, which is considerably higher than the revised estimate for 2022-23 by 46.2%. According to the Controlling Officer's explanation, the percentage change is "mainly due to the full-year effect of filling of vacancies in 2022-23 and the increased requirement in other operating expenses and capital expenditure". In this connection, will the Government inform this Committee of the following:

- (a) the number of vacancies filled in 2022-23 and the provision for 2023-24 involved; and
- (b) the details of the increase and breakdown of the provision for increased requirement in other operating expenses and capital expenditure.

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 18)Reply:

- (a) In 2022-23, six vacancies were filled. An additional provision of \$1.3 million is made in 2023-24 to cover the full-year effect of these additional filled vacancies.
- (b) Breakdowns of the provision for increased requirement in other operating expenses and capital expenditure are shown as below.

Items	\$ million
Additional net increase in requirement for capital expenditure including (i) the replacement and/or procurement of equipment and vehicles for government tunnels and control area of tunnels; and (ii) development of free-flow tolling system, known as HKEToll, at all government tolled tunnels and Tsing Sha Control Area	392.2

<b>Items</b>	<b>\$ million</b>
Additional provision for other operating expenses including mainly (i) Management, Operation and Maintenance contract fees and Electrical and Mechanical Services Trading Fund charges for tunnels and control areas of tunnels; and (ii) payment for the implementation of HKeToll	334.7
<b>Total</b>	<b>726.9</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1658)**

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Government will “continue to implement the Smart Traffic Fund (the Fund) to provide funding support for research and application of vehicle-related innovation and technology”. In this connection, will the Government inform this Committee of the following:

- (a) the progress and effectiveness of implementing the Fund; and
- (b) information on the research and application that received funding support from the Fund?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 17)

Reply:

(a) and (b)

The \$1 billion Fund was launched in March 2021 for application. The Hong Kong Productivity Council has been engaged as the Secretariat for the Fund. The Fund accepts applications all year round to provide funding support to local organisations and enterprises for conducting research and applications 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 March 2023, the Fund has approved 36 applications, with a total funding amount of about \$203 million. Details of the approved projects are at **Annex**. The Management Committee of the Fund will closely monitor the progress of the approved projects. Where appropriate, the Transport Department will consider applying the results of these projects to improve its services to the public.



**Projects Approved under the Smart Traffic Fund**

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Development of a Software for Optimising the Planning and Scheduling of New Energy Buses	The project aims to develop a software tool to optimise the planning and scheduling of new energy buses on different routes.	\$1,713,771.19
Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles	This project aims to explore the building of Connected Autonomous Vehicle system with the support of Cellular Vehicle-to-Everything technology and enabled roadside infrastructure.	\$10,444,300.00
Computer Vision-based Smart Bike Flow Estimation	This project aims to develop a smart bike traffic estimation solution, powered by advanced technologies and engineering methods, including sensing technologies, computer vision, data-driven algorithms, and traffic engineering techniques.	\$7,991,014.43
Development of a Personalised and Connected Advanced Driver Assistance System	This project aims to develop a personalised and connected advanced driver assistance system, which covers both driving habits of individual drivers and motion prediction of surrounding vehicles, so as to improve driving safety by providing predictive warnings and driving advice.	\$4,057,220.83
Designing of an Intelligent Human-machine Cooperative Driving System	This project aims to develop a human-machine cooperative driving system to enhance driving safety. Monitoring of drivers' driving status and real-time estimation of driving risks will be included in the system.	\$2,652,156.53
Development of Advanced Bollard with Smart Materials for Improving Road Safety	This project aims to develop three different types of traffic bollards for various vehicle types and speeds by utilising smart protection materials with novel structures.	\$17,925,946.31
Smart Minibus 2.0	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	\$1,183,205.97
Virtual Reality-based Driving Training System	This project aims to explore the adoption of Virtual Reality (VR) technology for driving training and mock driving tests. The project team will also study the feasibility of applying real-time simulation and VR technology to provide scenarios that are difficult to arrange or encounter	\$3,820,680.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
	in conventional driving practice sessions in the training to enrich the learning experience.	
Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services	The project aims to develop a comprehensive simulation platform and artificial intelligent algorithms for taxi e-hailing service providers to conduct simulation tests before launching new business strategies on different aspects such as passenger-taxi matching, taxi repositioning etc., so as to facilitate service providers' strategic planning.	\$2,898,917.72
Intelligent Driving Training and Evaluation System for Container Trucks	This project aims to develop a simulation system using extended reality technology to provide training to trainee drivers of container trucks which is comparable to the actual driving environment, together with an evidence-based driver performance evaluation system to facilitate the design of individualised training.	\$12,042,800.00
Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies	This project will utilise satellite remote sensing technologies to monitor traffic flow and develop deep learning models to provide more comprehensive vehicle-kilometrage estimates.	\$7,187,757.60
Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving	This project aims to design and develop a virtual reality-based training platform for improving driving habits in level 2 and level 3 autonomous driving, i.e. human-machine co-driving, with customised training for drivers with different driving styles.	\$1,774,381.00
Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	\$9,602,315.46
Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway	This project aims to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification System and AI Optimiser, with a geo-fencing program for enhancing driving safety.	\$2,597,760.50
Using Generalised Linear Model and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a telematics device, and conducting analysis with Generalised Linear Model and Machine Learning.	\$11,254,796.94

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera	This project aims at studying the use of the thermal and visual images to analyse pedestrian posture, movement, speed and abnormal situation through artificial intelligence and deep learning technology for enhancing road safety. The research would explore the use of pedestrian movement posture to identify the elderly and persons with disabilities for extending the flashing green time to facilitate them to cross the road and to enhance road safety.	\$5,161,200.00
Development of an A.I. Intelligent Traffic Enforcement Robot	This project aims at utilising artificial intelligence and video analytics to detect certain traffic offences, e.g. illegal parking, unlawfully entering box junctions, loading/unloading goods in restricted zones, etc so as to assist in enforcement.	\$4,008,189.00
Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles	This project aims to develop an efficient and robust passenger counting system via the deep learning of Channel State Information data on public transport vehicles.	\$1,349,416.67
Development of an Augmented Reality-Assisted Head-up Display Mechanism for Recommending Driving Strategy	This project aims to develop an augmented reality-assisted head-up display mechanism for driving strategy recommendation by recognising driving scenes using a visual reasoning-based approach.	\$1,315,127.35
Smart Assessment of Bridge Deck Efficiency and Safety in Hong Kong	This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety.	\$8,099,657.00
AI Driven Barrier-Free Smart Mobility Platform - BoBo	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application to assist the elderly and people with disabilities to book accessible transport including wheelchair accessible taxi, Welcab, Rehabus, etc.	\$3,387,108.00
The Smart Charging Development of Zero-Emission Autonomous Electric Vehicles by the X2V and V2X Technologies with respect to the Dynamic Traffic, Grid and Energy Information	This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles with a view to minimising mileage for locating available charging facilities.	\$2,205,792.00

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
Automatic On-The-Move Anti-Congestion System	This project aims to develop an “On-The-Move” visual artificial intelligence algorithms for pan-tilt-zoom cameras to detect and predict traffic congestion. An incident management system and a user management system will also be developed for managing and responding to the scenarios detected by the pan-tilt-zoom cameras.	\$4,431,350.00
Advanced Cellular Vehicle-to-Everything (C-V2X) Applications to Enhance Hong Kong’s Mobility Competence and Road Safety	This project aims to explore the application of C-V2X technologies and Open CV2X systems in Hong Kong, with advanced C-V2X use cases. The project will also recommend specifications and reference design for the deployment of C-V2X in Hong Kong.	\$16,134,684.00
Prediction of Traffic Speed and Volume Considering Malfunctioning Detectors using Deep Learning	This project aims to develop a Deep Learning model for predicting traffic speed and volume within the coming one hour when some detectors malfunction. The Deep Learning model is also applicable for imputing missing data in offline applications.	\$1,300,075.00
Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park	This project aims to develop a 5G-enabled autonomous people mover service in a Hong Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.	\$19,730,872.00
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	\$1,682,512.30

Project Title	Project Summary	Approved Funding
	virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems.	
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
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

<b>Project Title</b>	<b>Project Summary</b>	<b>Approved Funding</b>
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**

**TLB156**

**(Question Serial No. 0896)**

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 Logistics

Question:

In the past few years, the Government subsidises the franchised bus operators (FBOs) for installation of real-time bus arrival information display panels at bus stops. In this connection, please advise this Committee on the following:

1. the amount of subsidy disbursed and the respective number of bus stops of each FBOs involved in the past three years?
2. the estimated amount of subsidy in the coming year?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 1)

Reply:

The Government provides subsidy to FBOs for installation of real-time bus arrival information display panels (display panels) at covered bus stops with electricity supply on a one-to-one matching basis. As at the end of February 2023, FBOs have completed installing display panels at 1 086 covered bus stops. FBOs are expected to complete installation of display panels at 28 more covered bus stops by the end of 2023.

The number of covered bus stops installed with display panels and the amount of subsidy to FBOs in the past three financial years are set out in the table below:

	<b>2020-21</b>		<b>2021-22</b>		<b>2022-23</b> (up to end February 2023)	
	Number of covered bus stops installed with display panels	Amount of subsidy disbursed (rounded) (Note 1 and 2)	Number of covered bus stops installed with display panels	Amount of subsidy disbursed (rounded) (Note 1 and 2)	Number of covered bus stops installed with display panels	Amount of subsidy disbursed (rounded) (Note 1 and 2)
The Kowloon Motor Bus Company (1933) Limited	359	\$1,371,000	195	\$2,645,000	59	\$3,230,000
Long Win Bus Company Limited	2	\$1,000	1	\$46,000	-	\$24,000
Citybus Limited (Franchise for Hong Kong Island and cross-harbour bus network)	115	\$341,000	11	\$2,261,000	-	-
Citybus Limited (Franchise for Airport and North Lantau bus network)	4	\$46,000	1	\$74,000	-	-
New World First Bus Services Limited	53	\$765,000	18	\$704,000	-	-
New Lantau Bus Company (1973) Limited	-	-	-	-	-	-
<b>Total</b>	<b>533</b>	<b>\$2,525,000</b>	<b>226</b>	<b>\$5,730,000</b>	<b>59</b>	<b>\$3,254,000</b>

Note 1: The amount of subsidy disbursed in a financial year may not correspond to the number of display panels installed in that financial year because the disbursement of subsidy for a display panel may fall in a subsequent financial year.



Note 2: Figures may not add up to total due to rounding.

The amount of subsidy to be disbursed in respect of installation of display panels is estimated to be around \$2 million for 2023-24.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB157**

**(Question Serial No. 1053)**

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 Logistics

Question:

What is the progress of the Study on “Congestion Charging” (the Study) up to the present? Does the Government have a timetable for implementing “Congestion Charging”? If yes, what are the details?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 37)

Reply:

The Transport Department (TD) commenced a Study on “Congestion Charging” (the Study) in July 2019. Based on the Study, the Government proposes imposing time-varying toll on vehicles with low efficiency with a view to suppressing and diverting their peak-hour traffic demand. Taking the opportunity of the takeover of the Western Harbour Crossing (WHC) on 2 August this year, the Government proposes adjusting the toll levels of the three road harbour crossings (RHCs) so as to change motorists’ commuting patterns with a view to rationalising cross-harbour traffic and alleviating the congestion at RHCs. The Government announced the proposed toll plans for the RHCs on 22 March 2023 and subsequently introduced the Road Tunnels (Government)(Amendment) Bill 2023 (the Bill) into the Legislative Council for First Reading and commencement of Second Reading debate on 29 March 2023. The Government proposes to implement the “633” fixed toll plan upon the takeover of the WHC on 2 August 2023. For the next step, the Government aims to implement time-varying tolls on private cars and motorcycles at the three RHCs within 2023, in order to suppress and divert the traffic flow during peak time slots, and to encourage drivers to use the tunnels outside peak time slots. The Government’s proposals have positively responded to the views of the public and relevant stakeholders while striving to strike an appropriate balance between managing traffic demand and public acceptability. We are working towards the target of obtaining the Legislative Council’s passage of the Bill in the coming few months to facilitate the takeover of the WHC on 2 August 2023.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB158**

**(Question Serial No. 1062)**

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 Logistics

Question:

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

1. the total amount of subsidies disbursed by the Government and the average amount of subsidy received by each commuter, please list the breakdown by the following categories: \$0 to \$100, \$101 to \$200, \$201 to \$300, \$301 to \$400 or above;
2. the monthly number of beneficiaries with expired subsidy and the amount involved;
3. the monthly amount of government subsidy provided and the related administrative costs under the Scheme. Please list out separately; and
4. the financial burden of the public has greatly increased due to the COVID-19 pandemic. Will the Government consider lowering the subsidy threshold to \$200 and regularising this initiative to alleviate the public's burden of transport expenses? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 35)

Reply:

1. The Scheme was first launched on 1 January 2019 and enhanced on 1 January 2020. After the enhancement, the subsidy rate under the Scheme was increased from one-fourth to one-third, and the monthly subsidy cap was raised from \$300 to \$400. To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from \$400 to \$200 from 1 July 2020 to 31 December 2021 and from 1 May 2022 to 31 October 2023, and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 April 2021 to 31 December 2021 and from 1 May 2022 to 31 October 2023. The amount of subsidy, the number of beneficiaries and the average amount of monthly subsidy per beneficiary by year are set out in the table below:

<b>Year</b>	<b>Total subsidy amount (\$ million)</b>	<b>Average number of beneficiaries per month (rounded off to the nearest thousand)</b>	<b>Average amount of monthly subsidy per beneficiary (\$)</b>
2019	1,874	2 143 000	73
2020	2,147	1 982 000	90
2021	3,709	2 999 000	103
2022	2,837	2 274 000	104

The distribution of beneficiaries by monthly subsidy amount by year is listed below:

<b>Monthly subsidy amount</b>	<b>Monthly average number of beneficiaries (rounded off to the nearest thousand)</b>			
	2019	2020	2021	2022
\$0.1-\$100.0	1 583 000	1 291 000	1 756 000	1 327 000
\$100.1-\$200.0	438 000	490 000	837 000	625 000
\$200.1-\$300.0	117 000	148 000	293 000	226 000
\$300.1 or above	N/A	49 000	108 000	91 000

- Under the Scheme, the subsidy for each month is valid for collection within three months. Since the implementation of the Scheme, the Government has been reminding members of the public to collect their subsidies within the collection period through various publicity campaigns. On average, over 85% 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 monthly average numbers of beneficiaries with expired subsidy and monthly average amount of expired subsidy from 2019 to 2022 (up to October) are listed in the table below:

<b>Year</b>	<b>Monthly average number of beneficiaries with expired subsidy (rounded off to the nearest thousand)</b>	<b>Monthly average expired subsidy amount (\$ million)</b>
2019	357 000	15.0
2020	371 000	17.5
2021	359 000	16.7
2022 (up to October) (Note)	212 000	10.3

Note:

The subsidy for November 2022 onwards remains valid for collection as at the beginning of March 2023 and hence is not included in the table.

3. The average monthly subsidy amounts by year are listed below:

<b>Year</b>	<b>Average monthly subsidy amount (\$ million)</b>
2019	156.1
2020	178.9
2021	309.1
2022	236.4

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2022-23 is \$38.2 million.

4. The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures under the Scheme for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. Subsidy involves the use of public funds. Although each Octopus card is subject to a monthly subsidy cap, due to the large number of beneficiaries, the annual recurrent expenditure under the Scheme exceeds \$3 billion, excluding the expenditure for the temporary special measures. In considering the long-term arrangements of the Scheme, the Government will balance various considerations cautiously on the premise of prudent fiscal management, in order to ensure the proper use of public funds.

- End -

**CONTROLLING OFFICER'S REPLY****TLB159****(Question Serial No. 1063)**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 LogisticsQuestion:

Regarding Smart Mobility, 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 2023-24;
2. the popularity of the "HKeMobility" mobile application among the general public;
3. the expenditure allocated for maintaining the service of the mobile application in the past; and
4. whether there are new services or information available to the public; if yes, what are the details.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 39)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 2023-24 of the various smart mobility initiatives are tabulated as follows:

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
<b>Smart Transport Infrastructure</b>	
1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area	\$426.51 million
2. Continue to operate about 1 200 traffic detectors, Journey Time Indication System and Speed Map Panel System installed along strategic routes and major roads, for collection and dissemination of real-time traffic information for traffic management, route selection and transport planning	\$21.6 million

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
3. Implement real-time adaptive traffic signal system at eight linked junctions in Tung Chung town centre to improve traffic conditions through reduction of traffic queue and delay at the junctions	\$4.0 million
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.
Data Sharing and Analytics	
5. Continue to enhance existing functions and data coverage of real-time data in “HKeMobility” and improve its user experience to address the needs of users	\$4.3 million
6. Continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses and encourage public transport (PT) operators to open up their data	\$7.2 million
7. Improve and maintain the Traffic Data Analytics System to enhance traffic management and efficiency	\$2.6 million
8. Release real-time information of franchised buses through information display panels at covered bus stops	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.
9. 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.

Smart Mobility Initiatives	Estimated Expenditures in 2023-24
Applications and Services	
10. 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.
11. Operate \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	\$172.5 million
12. Completed replacing all Octopus card-operated on-street parking meters with new parking meters by January 2022 to support multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information. Funds are set aside for installing new on-street parking meters at new locations and for enhancement of the new parking meter system.	\$57 million
13. Commission automated parking system (APS) pilot projects by batches starting from 2021, to pave the way for wider application of APS in public car parks in STT sites and government premises, as well as to encourage adoption of APS in public car parks in private developments	\$2 million <sup>Note 1</sup>
14. Conduct trial of installing sensors at some non-metered on-street parking spaces to provide real-time parking vacancy information	\$0.41 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 Logistics Bureau / TD, while funding for the capital cost of APS projects in public carparks in government premises will be sought from the Legislative Council.

Except for item 11 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 is capped at 15% of the amount of the Fund.



2. As at February 2023, the cumulative number of downloads of “HKeMobility” mobile application was about 2.6 million and the average daily hit rate was about 70 000.
3. The operating expenditures incurred for maintaining “HKeMobility” (including maintenance, system hosting services and system enhancement) in the last three years are set out below:

<b>Financial Year</b>	<b>Operating Expenditure</b>
2020-21	\$3,250,000
2021-22	\$4,520,000
2022-23	\$4,130,000

Remark: Expenditure rounded to nearest \$10,000

4. TD will continue to bring in new services, functions, as well as to enhance existing functions and user experience in delivering its services to promote Smart Mobility. For example, to address the increasing needs and feedback from users, “HKeMobility” introduced new features in 2022 like real-time electric vehicle charger availability, cross-boundary transportation information and integrated the address and PT route number search function in response to users’ feedback.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB160**

**(Question Serial No. 1066)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

Concerning the development of new energy vehicles, will the Government inform this Committee of the following:

1. since the introduction of the first registration tax (FRT) concession arrangement for electric vehicles (EVs) up to now, what are the numbers of applications for tax concession received and approved each year? What are the amounts of concessions involved each year?
2. what are the numbers of newly registered EVs in Hong Kong in the past five years?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 43)

Reply:

1&2. The Environment and Ecology Bureau (EEB) / Environmental Protection Department (EPD) has been promoting new energy vehicles, including wider adoption of EVs in Hong Kong. Among other measures, since 2018, EEB / EPD has introduced FRT concession arrangement for EVs. The latest details of the concession arrangement for EVs are as follows:

- (a) For electric commercial vehicles, electric motor cycles and electric motor tricycles, their FRT is waived in full, a separate application for FRT exemption is not required;
- (b) For electric private cars (e-PCs), without the need of an application for FRT exemption, their FRT is waived up to FRT payable of the vehicle or a cap of \$97,500, whichever is the lower; and
- (c) For e-PC owners with vehicles meeting the eligibility criteria of the "One-for-One Replacement" Scheme (the Scheme), they can enjoy a higher FRT concession and FRT is waived up to FRT payable of the vehicle or a cap of \$287,500, whichever is the lower upon their applications being approved. Since the launch of the Scheme on 28 February 2018, the numbers of applications received and approved under the Scheme each year are tabulated below for reference:

<b>Year</b>	<b>No. of applications received</b>	<b>No. of applications approved</b> <sup>Note 1</sup>
2018	329	323
2019	2 223	2 186
2020	4 385	4 321
2021	9 413	9 280
2022	20 193	19 652
<b>Total</b> <sup>Note 2</sup>	<b>36 543</b>	<b>35 762</b>

Note 1: Applications take 5 to 10 working days to be processed. Those which cannot be processed by end of the receiving year are processed in the next one.

Note 2: As at the end of 2022, there were 397 applications being processed.

(d) The numbers of newly registered EVs with a breakdown by vehicle type and the amounts of FRT waived since the introduction of FRT concession arrangement in 2018 are tabulated below:

Year	Vehicle Type <sup>Note 3</sup>								Total	
	Electric private car		Electric commercial vehicle		Electric motor cycle		Electric motor tricycle			
	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)	No.	Total amount of tax waived (\$m)
2018	471	79.85	26	1.07	0	0	0	0	497	80.92
2019	2 423	477.96	51	3.15	0	0	0	0	2 474	481.11
2020	4 595	987.06	44	2.69	25	0.52	0	0	4 664	990.27
2021	9 583	2,406.58	68	3.64	77	1.61	2	0.08	9 730	2,411.91
2022	19 792	5,337.03	96	6.62	159	3.53	4	0.17	20 051	5,347.35

Note 3: Government vehicles, vehicles of Consulates-General and Officially Recognised Bodies, and franchised buses are not included as they are not required to pay FRT.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB161**

**(Question Serial No. 2658)**

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 Logistics

Question:

Regarding local tunnels, will the Government advise this Committee of the following in the past three years:

1. the toll levels and operating costs of various tunnels;
2. the design capacities and peak-hour utilisation rates of various tunnels at present;
3. after the takeover of the Western Harbour Crossing (WHC) in August 2023, what will be the estimated changes in revenue? How could break-even be achieved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 42)

Reply:

1. The current toll levels and operating costs of various tunnels in the past three years are at **Annex 1**.
2. The design capacities and peak-hour utilisation rates of various tunnels in the past three years are at **Annex 2**.
3. The Government will take over WHC after the expiry of "Build-Operate-Transfer" (BOT) franchise in August 2023. The toll collected for the use of WHC after the takeover will then become Government revenue.

Tunnel tolling is an important and effective tool to regulate traffic. Taking the opportunity of the takeover of the WHC on 2 August this year, the Government proposes adjusting the toll levels of the three road harbour crossings (RHCs) so as to change motorists' commuting patterns with a view to rationalising cross-harbour traffic and alleviating the congestion at RHCs. The Government announced the proposed toll plans for the RHCs on 22 March 2023 and subsequently introduced the Road Tunnels (Government)(Amendment) Bill 2023 (the Bill) into the Legislative Council for First Reading and commencement of Second Reading debate on 29 March 2023. The

Government proposes to implement the “633” fixed toll plan upon the takeover of the WHC on 2 August 2023. For the next step, the Government aims to implement time-varying tolls on private cars and motorcycles at the three RHCs within 2023, in order to suppress and divert the traffic flow during peak time slots, and to encourage drivers to use the tunnels outside peak time slots. The Government’s proposals have positively responded to the views of the public and relevant stakeholders while striving to strike an appropriate balance between managing traffic demand and public acceptability. We are working towards the target of obtaining the Legislative Council’s passage of the Bill in the coming few months to facilitate the takeover of the WHC on 2 August 2023. The revenue generated from the 633 fixed toll proposal is estimated to be comparable to that generated if the existing toll levels remain unchanged after the WHC takeover. The revenue generated from the proposed time-varying toll plans are estimated to be lower than that from the 633 fixed toll proposal by about 5%.

**Current Toll Level of Various Tunnels**

<b>Vehicle Type</b>	<b>Cross-Harbour Tunnel</b>	<b>Eastern Harbour Crossing</b>	<b>Aberdeen Tunnel</b>	<b>Lion Rock Tunnel</b>	<b>Shing Mun Tunnels</b>	<b>Route 8K<sup>1</sup></b>	<b>Tate's Cairn Tunnel</b>	<b>Tai Lam Tunnel</b>	<b>Western Harbour Crossing</b>
Motor cycles, motor tricycles	\$8	\$13	\$5 <sup>4</sup> (Flat toll)	\$8 <sup>4</sup> (Flat toll)	\$5 <sup>4</sup> (Flat toll)	\$8 <sup>4</sup> (Flat toll)	\$15	\$26 <sup>3</sup>	\$25 <sup>3</sup>
Private cars	\$20	\$25					\$20	\$55 <sup>3</sup>	\$75 <sup>3</sup>
Taxis	\$10	\$25 / \$15 <sup>2</sup>					\$20	\$55 <sup>3</sup>	\$70 <sup>3</sup>
Public light buses	\$10	\$38					\$23	\$117 <sup>3</sup>	\$85 <sup>3</sup>
Private light buses	\$10	\$38					\$24	\$117 <sup>3</sup>	\$85 <sup>3</sup>
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$15	\$38					\$24	\$59 <sup>3</sup>	\$85 <sup>3</sup>
Medium goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$20	\$50					\$28	\$65 <sup>3</sup>	\$110 <sup>3</sup>
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	\$30	\$75					\$28	\$73 <sup>3</sup>	\$140 <sup>3</sup>
Public and private single-decked buses	\$10 <sup>4</sup>	\$50 <sup>4</sup>					\$32 <sup>4</sup>	\$167 <sup>3</sup>	\$140 <sup>3</sup>
Public and private double-decked buses	\$15 <sup>4</sup>	\$75 <sup>4</sup>					\$35 <sup>4</sup>	\$197 <sup>3</sup>	\$200 <sup>3</sup>

<b>Vehicle Type</b>	<b>Cross-Harbour Tunnel</b>	<b>Eastern Harbour Crossing</b>	<b>Aberdeen Tunnel</b>	<b>Lion Rock Tunnel</b>	<b>Shing Mun Tunnels</b>	<b>Route 8K<sup>1</sup></b>	<b>Tate's Cairn Tunnel</b>	<b>Tai Lam Tunnel</b>	<b>Western Harbour Crossing</b>
Each additional axle in excess of two	\$10	\$25					\$24	Free of charge <sup>3</sup>	\$30 <sup>3</sup>

Note 1: Eagle's Nest Tunnel and Sha Tin Heights Tunnel form part of Route 8K.

Note 2: Toll level for taxis without passengers is \$15 and tolls are settled at manual toll booths.

Note 3: Tai Lam Tunnel and Western Harbour Crossing are BOT tunnels and operated by franchisees. The franchisees have put into effect "concessionary tolls" as set out until further notice.

Note 4: Except franchised buses which are exempted from paying tolls for using government tolled tunnels with effect from 17 February 2019.

## Operating Costs of Government Tolled Tunnels from 2019-20 to 2021-22

<b>Tunnel <sup>1</sup></b>	<b>2019-20 (\$ million)</b>	<b>2020-21 (\$ million)</b>	<b>2021-22 (\$ million)</b>
Cross-Harbour Tunnel <sup>2</sup>	80	81	82
Eastern Harbour Crossing <sup>2</sup>	99	97	98
Tate's Cairn Tunnel <sup>2</sup>	88	88	81
Aberdeen Tunnel <sup>3</sup>	81	95	97
Lion Rock Tunnel <sup>3</sup>	70	74	76
Shing Mun Tunnels <sup>3</sup>	97	109	114
Tseung Kwan O Tunnel <sup>3,4</sup>	64	65	66
Route 8K <sup>3,5</sup>	288	330	320

Note 1: Tai Lam Tunnel and WHC are not included, as they are BOT tunnels which are owned and operated by the respective franchisee during the period.

Note 2: Cross-Harbour Tunnel, Eastern Harbour Crossing and Tate's Cairn Tunnel were BOT tunnels, of which the capital costs were not funded by the Government. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors for the years concerned.

Note 3: These tunnels were constructed by the Government. The operating costs have included the depreciation charges of the capital costs of the tunnels for the years concerned.

Note 4: Tseung Kwan O (TKO) Tunnel was a tolled tunnel in the past and has become toll free since 11 December 2022.

Note 5: The operating costs cover the section of Route 8 between Sha Tin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle's Nest Tunnel and Sha Tin Heights Tunnel.



**Design Capacity and Peak-hour Utilisation Rate of Various Tunnels**

<b>Tunnel<sup>1,2</sup></b>	<b>Direction</b>	<b>Design Capacity (vehicles/hour)</b>	<b>Utilisation Rate<sup>3</sup></b>		
			<b>2020</b>	<b>2021</b>	<b>2022</b>
Aberdeen Tunnel	Northbound	2 600	0.6	0.6	0.6
	Southbound	2 600	0.7	0.8	0.7
Cross-Harbour Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.1	1.1	1.0
Eastern Harbour Crossing	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Western Harbour Crossing	Northbound	4 200	0.5	0.6	0.5
	Southbound	4 200	0.5	0.6	0.5
Lion Rock Tunnel	Northbound	2 600	0.9	1.0	0.9
	Southbound	2 600	1.0	1.0	1.0
Tate's Cairn Tunnel	Northbound	2 600	0.8	0.9	0.8
	Southbound	2 600	0.8	0.8	0.8
Tseung Kwan O Tunnel	Westbound	2 600	1.0	1.0	1.0
	Eastbound	2 600	1.1	1.1	1.1
Eagle's Nest Tunnel & Sha Tin Heights Tunnel	Northbound	4 700	0.5	0.5	0.5
	Southbound	4 700	0.5	0.5	0.5
Shing Mun Tunnels	Westbound	2 600	0.7	0.7	0.7
	Eastbound	2 600	0.7	0.7	0.6
Tai Lam Tunnel	Northbound	4 700	0.3	0.3	0.3
	Southbound	4 700	0.4	0.4	0.4

**Note 1:** TD does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

**Note 2:** For toll-free tunnels without toll collection systems through which records can be compiled, TD does not have breakdown of the traffic data for peak hours and non-peak hours and the corresponding utilisation rates.

In connection with the commissioning of Tseung Kwan O – Lam Tin Tunnel, the Government has waived the toll of TKO Tunnel since 11 December 2022. Thus, the utilisation rate of TKO Tunnel in 2022 is derived from the period from 1 January 2022 to 10 December 2022 only.

**Note 3:** The utilisation rate in the table above refers to the ratio of average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) compiled by tunnel operators through toll collection systems, to tunnel design capacity. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.

The utilisation rates are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels and do not reflect the actual traffic demand against the design capacity. The actual traffic capacity of the tunnels may be affected by other traffic

factors, including the proportions of different types of vehicles using the road section concerned, geometry of the road section, etc. Therefore, the comparison between the actual traffic volume and the design capacity may not fully reflect the actual traffic condition.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB162**

**(Question Serial No. 0894)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

According to the earlier Audit Commission's report on licensing and examination services for vehicles, it is mentioned that the Transport Department (TD) did not have the workload statistics on each licensing office, leading to an uneven distribution of applicants among the four licensing offices in Hong Kong, and the mismatch of manpower resources. In this connection, will the Government inform this Committee of the following:

1. will TD follow the recommendation to compile the workload statistics of each licensing office? If yes, what is the estimated administrative cost?
2. will TD introduce an online system to display the number of visitors and applicants with appointment? If yes, what is the estimated administrative cost?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 20)

Reply:

1. To take forward the recommendation made by the Audit Commission, TD has enhanced the statistics reports to show the number of service transactions handled by each licensing office starting from August 2022. The administrative cost was absorbed by existing resources.
2. Currently, applicants can check the appointment booking situation of each licensing office through the online appointment booking system. As a follow-up action on the recommendation made by the Audit Commission, TD has implemented a pilot trial of a queue ticketing system for walk-in counter driving licensing services at the Kowloon Licensing Office (KLO) since May 2022. Since the system has helped reduce the waiting time for the licensing services at the queues at KLO, and in view of the generally positive feedback, TD has planned to extend the queue ticketing system to the other three licensing offices by the third quarter of 2023. Upon extension of the queue ticketing system to all licensing offices, TD would introduce a webpage to display the real-time queue ticket distribution and calling status of all licensing offices. The cost of developing the queue ticketing system for all licensing offices is about \$1.20 million.

TD has been extending e-licensing and online vehicle and driving licensing and permit services. TD will continue to encourage members of the public to utilise online services to submit licensing applications so that they no longer need to visit licensing offices in person to process their applications.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0962)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the new Director of Audit's Report released in November 2022, the Audit Commission criticised the long waiting time of road tests for non-commercial vehicles and the out-of-date question banks for driving written tests, etc, and put forward various recommendations. Will the Government advise this Committee of the following:

1. it is mentioned that the Transport Department (TD) agreed with the audit recommendations. What is the progress of TD's follow-up actions and what is the expenditure required for implementing the recommendations?
2. the driving tests have repeatedly been criticised for lacking transparency. Will TD draw reference from other places and install video cameras in test vehicles? If yes, what is the estimated administrative cost?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 19)

Reply:

1. TD has been following up on the recommendations on driving test services made in the Director of Audit's Report concerned. Measures have been/will be taken in the following main areas:

Increase of driving test output

In order to further increase the output of road tests, TD will make use of technology and arrange driving examiners to perform additional duties under practicable circumstances. The following measures have been/will be undertaken:

- TD has fully launched electronic driving test form since the end of June 2022. To utilise the time saved, TD has planned to provide around 190 additional road tests (for early tests appointments) at three non-commercial driving test centres (DTCs) per month starting from late March 2023.

- TD has arranged driving examiners to take up additional work on Saturdays, with around 5 000 road tests (for early tests appointments) over a six-month period starting from late March 2023.
- TD is also conducting a new round of recruitment exercise for Driving Examiner II and the new recruits are expected to assume duty in the second half of 2023.
- TD is currently working with the Independent Commission Against Corruption to review the reporting arrangement of driving examiners, with a view to increasing road test output while ensuring a fair, impartial and corruption-free test system. The review is expected to be completed in mid-2023.
- In the long run, TD will continue with the attempt to identify suitable sites in the territory in consultation with relevant departments for setting up additional DTCs in different districts to cope with the demand of driving test services.

#### Updating question banks of written tests

TD has put in place a regular system to ensure that review on the location and route questions for the written test for taxi is conducted annually. Moreover, a comprehensive review on other question banks is conducted at least biennially or as necessitated by any amendment of the existing legislation so as to ensure that all questions and answer options are updated.

#### Management enhancement of driving training schools

TD has put in place internal working guidelines to set out clearly the procedures and requirements for the designation of driving schools. TD will also strengthen the monitoring of the progress and preparatory tasks of school operators during the relevant tender or selection exercises for schools in future and make sure that the schools have met all requirements before being designated by TD. TD also continues to conduct regular inspections to ensure that the operations of the schools are in compliance with the code of practice.

#### Monitoring of private driving instructors (PDIs)

TD continues to conduct regular reviews on PDI licences and closely monitor the situation of “inactive” PDIs, with a view to assessing the need for issuing new licences. TD has planned, starting within the second quarter of 2023, to collect information from candidates regarding the driving instructors providing training to them, the number of training hours taken, etc. when they attend driving road tests, with a view to enhancing the monitoring on the situation of inactive PDIs. TD also continues to conduct regular and surprise roving inspections on PDIs for effective monitoring of their training quality.

The above work of TD is undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

2. TD is conducting a study on the feasibility and related considerations for having video recording during driving tests. Considerations, including technical requirements,

privacy issues, legal responsibility of the camera/video, cost implications, etc. would be taken into account. It is expected that the study will be completed within 2023.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB164**

**(Question Serial No. 1068)**

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 Logistics

Question:

While the Public Transport Fare Subsidy Scheme (the Scheme) is well received, the subsidy can only be claimed through Octopus at present. Will the Government inform this Committee of the estimated administrative cost involved if the disbursement channels of the Scheme are extended to include all e-payment platforms (as payment platforms used in common with the Consumption Voucher Scheme)?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 12)

Reply:

We note the emergence of various e-payment platforms and are exploring ways to expedite the inclusion of suitable e-payment systems into the Scheme in a progressive manner. It should however be noted that the considerations for identifying suitable e-payment systems for the Scheme will be different from those of the Consumption Voucher Scheme. We need to consider whether the relevant e-payment platform has been generally adopted by various public transport operators for the collection of transport fares. Besides, as the Scheme involves a high volume of transactions every day, e-payment platforms to be incorporated under the Scheme would need to meet certain operational requirements, including those concerning the uploading and verification of transaction records, the arrangement of subsidy calculation and collection, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.

The Government has been striving to lower the administrative fee of the Scheme as far as possible. The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2023-24 is around 1% of the annual subsidy amount.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB165**

**(Question Serial No. 1087)**

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 Logistics

Question:

Regarding car parks with Automated Parking Systems (APSs), will the Government advise this Committee of the following:

1. the construction and anticipated commissioning timetable of the projects, the number of parking spaces, the estimated expenditure, the monthly parking fee and the average parking time; and
2. will the Government consider providing parking spaces for commercial vehicles with APSs?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 28)

Reply:

1. Related information of APS projects is set out at **Annex**.
2. The Transport Department (TD) has kept under review the latest developments in various types of APS worldwide. TD is planning and implementing various APS projects for private cars in Hong Kong, of which the feasibility of APS is well proven. It is also closely monitoring the development of APS technology for parking of commercial vehicles and will introduce suitable trial promptly in Hong Kong when its feasibility becomes more promising.

**Annex**

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction (tentative)</b>	<b>Commissioning of APS (tentative)</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
Short-term Tenancy (STT) Car 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	December 2022 (actual)	250	Funded by the STT operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200	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 <sup>1</sup> in money-of-the-day (MOD) prices
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300	\$1,605.0 M <sup>2</sup> 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

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction (tentative)</b>	<b>Commissioning of APS (tentative)</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower lifting	To be determined <sup>3</sup>		About 200	To be determined

Note 1: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2020.

Note 2: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2022.

Note 3: As the project is in planning stage and design is being refined, the schedules are to be determined.

Remarks: For APS at Hoi Shing Road in Tsuen Wan, according to the information from the car park operator, the monthly parking fee is around \$3,000 for APS parking space. For APS at Pak Shek Kok in Tai Po, according to the information from the car park operator, the monthly parking fee is about \$4,000 to \$4,400 depending on which level the parking space is located at. The parking fees for the other APS projects are yet to be determined. As regards the parking time, the average parking time for these APSs is around two to three minutes.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB166**

**(Question Serial No. 3090)**

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 Logistics

Question:

The passenger clearance service of Heung Yuen Wai/Liantang Boundary Control Point has been commissioned recently. Since then, the car park within the port area has been fully utilised very often which reflects a shortfall in parking spaces. Regarding the Government's advice to explore the feasibility of providing temporary public car parks on suitable lands near the Control Point, when will the review be completed? What are the manpower and expenditure involved in the review? Does the Government has any initial target of increasing the parking spaces within the area? Please provide the details, if any.

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 42)

Reply:

The Transport Department (TD) will continue to monitor the parking demand at Heung Yuen Wai Boundary Control Point Public Car Park and also strives to facilitate the supply of additional car parks and parking spaces in the vicinity of the Control Point. In recent years, the Government has processed several planning applications for converting private lands next to the Control Point into temporary car parks and some of the land lots have already been converted to private car parks. TD will continue to proactively offer their assessments in similar planning applications as appropriate, with a view to facilitating and expediting the process. Furthermore, TD is exploring the feasibility of utilising suitable Government lands near the Control Point as temporary public car parks.

The manpower and expenditure of TD involved in the above tasks are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

- End -

**TLB167**

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0668)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

On continuing to develop systems to facilitate the implementation of the “Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge (the Scheme)”, please inform this Committee of the details of the tasks, the implementation timetable, the estimated number of applications per year and the estimated expenditure involved.

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 26)

Reply:

The Scheme allows eligible Hong Kong private cars to travel between Hong Kong and Guangdong via Hong Kong-Zhuhai-Macao Bridge (HZMB) without the need to obtain regular quotas. Eligible participants of the Scheme can stay for no more than 30 consecutive days upon each entry to the Mainland and no more than 180 days within a year in aggregate. The Scheme would facilitate Hong Kong residents to drive to Guangdong for business, visiting families or sight-seeing on a short-term basis, thereby making better use of HZMB and promoting development of the Guangdong-Hong Kong-Macao Greater Bay Area. It is expected that owners of about 450 000 Hong Kong private cars are eligible for the Scheme.

The Guangdong Provincial Government and the Hong Kong Special Administrative Region Government are finalising the detailed implementation arrangements of the Scheme in accordance with the approval of the State Council, and will strive to announce the detailed arrangements in the first quarter of 2023 and implement the Scheme within 2023. The Transport Department (TD) is working closely with the related Mainland authorities in developing the systems for processing applications.

The above work of TD is undertaken by its existing staff and there is no separate breakdown of the expenditure involved.

**CONTROLLING OFFICER'S REPLY**

**TLB168**

**(Question Serial No. 1237)**

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 Logistics

Question:

The Transport and Logistics Bureau aims to, inter alia, improve the quality and co-ordination of public transport services. In this connection, please inform this Committee of the following:

- a) the maximum carrying capacity of each MTR line in 2022, including both the heavy rail and the Light Rail (loading at four and six persons (standing) per square metre (ppsm));
- b) the patronage of each MTR line in 2022, including both the heavy rail and the Light Rail (loading at four and six ppsm);
- c) the patronage of each MTR line during peak hours in 2022, including both the heavy rail and the Light Rail (loading at four and six ppsm);
- d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines in 2022, including both the heavy rail and the Light Rail;
- e) the numbers of establishment and non-establishment maintenance staff of each MTR line in the past three years, including both the heavy rail and the Light Rail; and
- f) the numbers of trains and the numbers of cars of each MTR line in the past three years, including both the heavy rail and the Light Rail.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 18)

Reply:

a) to d)

The requested figures for heavy rail are set out at **Annex**.

For Light Rail, the maximum carrying capacity and passenger loading of various routes in the morning peak hour in 2022 are as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the morning peak hour</b>	<b>Passenger loading of the busiest section in the morning peak hour (Note 1)</b>
505	2 993	68%
507	2 827	74%
507P	212	80%
610	2 056	80%
614 (Note 2)	1 372	70%
614P (Note 2)	1 156	
615 (Note 2)	748	85%
615P (Note 2)	1 388	
705	4 240	76%
706	5 088	85%
751	2 857	82%
751P	398	75%
761P	4 240	67%

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading or patronage of individual Light Rail routes by projecting the route chosen by passenger based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. The MTR Corporation Limited (MTRCL) currently assesses the loading of Light Rail Vehicles by on-site observations and surveys.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. Within the Tuen Mun District, the alignments of Routes 614 and 614P overlap completely, same for Routes 615 and 615P. However, Routes 614P and 615P only operate between Tuen Mun Ferry Pier and Siu Hong Station, while Routes 614 and 615 provide cross-district services to Yuen Long after observing Siu Hong Station. The busiest sections of these two routes are normally located along the overlapping sections in Tuen Mun District. For passengers travelling within Tuen Mun District, it makes no difference to take Route 614 or 614P, or to take Route 615 or 615P. Therefore, using average loading of the Light Rail routes can more accurately reflect the actual situation.

- e) The maintenance staff establishment of the MTRCL for the heavy rail and light rail system in the past three years (as at 31 December of each year) are 5 478 (2020), 5 580 (2021) and 5 687 (2022) respectively. Staff recruitment has indeed been a challenge in recent years and MTRCL has adopted various arrangements to temporarily fill vacancies, including arranging term labour to assist in maintenance work under the supervision of MTR staff. The actual number of term labour engaged in the past three years (as at 31 December of each year) are 459 (2020), 468 (2021) and 440 (2022) respectively.
- f) The Light Rail is operated by single-set or coupled-set Light Rail Vehicles in which the latter is formed by two cars. There were 142, 145 and 146 light rail cars in 2020, 2021

and 2022 respectively. The number of trains and cars for heavy rail in the past three years is as follows:

As at December of the year	2020		2021		2022	
	Trains	Cars per train	Trains	Cars per train	Trains	Cars per train
East Rail Line	33	12	36	12 or 9	36	9
Tuen Ma Line	55	8	56	8	59	8
Tseung Kwan O Line	16	8	16	8	16	8
Island Line	36	8	36	8	36	8
South Island Line	10	3	10	3	10	3
Kwun Tong Line	39	8	39	8	41	8
Tsuen Wan Line	37	8	35	8	35	8
Disney Resort Line	3	4	3	4	3	4
Tung Chung Line	16	8	16	8	16	8
Airport Express	11	8	11	8	11	8



**2022 Statistics for the Heavy Rail System**  
**(the busiest one hour in the morning per direction for critical links) (Note 1)**

		<b>East Rail Line</b>	<b>Tuen Ma Line</b>	<b>Tseung Kwan O Line</b>	<b>Island Line</b>	<b>South Island Line</b>	<b>Kwun Tong Line</b>	<b>Tsuen Wan Line</b>	<b>Disneyland Resort Line</b>	<b>Tracks Sharing at Some Sections</b>	
										<b>Tung Chung Line (Note 2)</b>	<b>Airport Express (Note 2 and 3)</b>
1.	Maximum carrying capacity when train frequency is maximised (6 ppsm) (a)	82 500	70 000	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
2.	Existing carrying capacity (6 ppsm)(b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	0	5 300	2 500	1 600
4.	Current patronage (c)	37 700	34 500	40 200	44 800	9 100	34 200	37 200	2 200	20 100	1 100
5.	Current loading (1) (6 ppsm) [(c)/(b)] { } critical link	60% {Tai Wai to Kowloon Tong}	59% {Tsuen Wan West to Mei Foo}	59% {Yau Tong to Quarry Bay}	56% {Tin Hau to Causeway Bay}	54% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	50% {Sham Shui Po to Prince Edward}	51% {Sunny Bay to Disneyland Resort}	47% {Olympic to Kowloon}	34% {Tsing Yi to Airport}

		East Rail Line	Tuen Ma Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks Sharing at Some Sections	
										Tung Chung Line (Note 2)	Airport Express (Note 2 and 3)
6.	Current loading (2) (4 ppsm) (Note 5) (For the critical links mentioned in item (5))	83%	82%	84%	79%	76%	67%	70%	72%	66%	N/A

Note 1: In view of the impact of the pandemic on patronage, the figures tabulated above are based on data obtained in those months when the pandemic was relatively eased.

Note 2: As Airport Express and Tung Chung Line share tracks at some sections, the overall capacity of the railway lines are affected by the train service pattern.

Note 3: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on existing carrying capacity.

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

Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of four ppsm is 71.2% of that of six ppsm. For the East Rail Line, the proportion of seats and standees is slightly different from that of other heavy rail trains as it has a First Class compartment. The capacity of trains is 2 845 and 2 061 respectively for six and four ppsm.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB169**

**(Question Serial No. 1238)**

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 Logistics

Question:

The responsibilities and the work of the Transport and Logistics 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.: 19)

Reply:

a) and b)

To further enhance safety in franchised bus services, from July 2018 onwards all new double-deck buses procured are equipped with seat belts on all the passenger seats, Electronic Stability Control (ESC) that can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

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

Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation of seat belts in three years and installation of ESC and speed limiting retarder in four years. The numbers of buses installed with the safety devices by

individual franchised bus companies in financial years 2020-21, 2021-22 and 2022-23 (up to December 2022), are set out in the table below:

Franchised Bus Company	Total Numbers of Buses Installed with Safety Devices (in Financial Year)								
	Seat Belt			ESC			Speed Limiting Retarder		
	2020-21	2021-22	2022-23*	2020-21	2021-22	2022-23*	2020-21	2021-22	2022-23*
Citybus Limited	37	186	73	45	297	244	45	297	244
Long Win Bus Company Limited	0	65	51	0	65	51	0	65	51
New World First Bus Services Limited	23	149	80	76	138	157	76	138	157
The Kowloon Motor Bus Company (1933) Limited	150	444	216	147	812	938	147	832	940
The New Lantao Bus Company (1973) Limited	6	11	11	3	3	4	0	4	35
<b>Total</b>	<b>216</b>	<b>855</b>	<b>431</b>	<b>271</b>	<b>1 315</b>	<b>1 394</b>	<b>268</b>	<b>1 336</b>	<b>1 427</b>
<b>Grand Total</b>	<b>1 502</b>			<b>2 980</b>			<b>3 031</b>		

\* Up to December 2022

c)

The total amount of government subsidy for retrofitting existing franchised buses with the safety devices in financial year 2020-21, 2021-22 and 2022-23 (up to December 2022) is set out in the table below:

Financial Year	Total Amount of Subsidy (\$ million)
2020-2021	40.6
2021-2022	180.1
2022-2023 (up to December 2022)	116.1
<b>Total</b>	<b>336.8</b>

- End -

**CONTROLLING OFFICER'S REPLY****TLB170****(Question Serial No. 1243)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development  
(2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

One of the responsibilities of the Transport and Logistics Bureau is to continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward progressively the recommendations made by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong. In this connection, will the Government inform this Committee of the following:

- a) the numbers of various motor vehicles and non-motor vehicles registered in 2022;
- b) the numbers of various motor vehicles and non-motor vehicles licensed in 2022;
- c) the total length of carriageways in Hong Kong in 2022, with a breakdown by District Council district; and
- d) the total capacity of carriageways in Hong Kong in the last decade, with a breakdown by District Council district.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 24)Reply:

a) &amp; b)

The total numbers of registered and licensed vehicles as at the end of 2022 are listed below:

Motorised Vehicles	Total Number as at the end of 2022	
	Registered	Licensed
Motor Cycles	106 205	75 229
Private Cars	649 540	571 412
Taxis	18 163	17 892
Franchised Buses	6 198	5 827
Non-franchised Public Buses	6 905	6 460
Private Buses	815	802
Public Light Buses	4 349	4 143

<b>Motorised Vehicles</b>	<b>Total Number as at the end of 2022</b>	
	<b>Registered</b>	<b>Licensed</b>
Private Light Buses	3 473	3 426
Goods Vehicles	120 475	116 396
Special Purpose Vehicles	2 233	1 981
Government Vehicles	6 815	6 815
<b>Sub-total (i):</b>	<b>925 171</b>	<b>810 383</b>
<b>Non-Motorised Vehicles</b>	<b>Total Number as at the end of 2022</b>	
	<b>Registered</b>	<b>Licensed</b>
Trailers	14 396	10 552
<b>Sub-total (ii):</b>	<b>14 396</b>	<b>10 552</b>
<b>Total (i) + (ii):</b>	<b>939 567</b>	<b>820 935</b>

(c) As at 2022, the public road network of Hong Kong is about 2 223 km in length, with breakdown by districts as follows:

<b>District</b>	<b>Length of roads (km) <sup>(Note)</sup></b>
Central & Western	147
Wan Chai	81
Eastern	105
Southern	117
Yau Tsim Mong	109
Sham Shui Po	105
Kowloon City	101
Wong Tai Sin	55
Kwun Tong	109
Sai Kung	105
Islands	150
Kwai Tsing	150
Tsuen Wan	108
Tuen Mun	125
Yuen Long	244
Tai Po	109
North	147
Sha Tin	156

Note: Public roads maintained by the Highways Department.

(d) Carriageways in a district or area consist of road sections with different lengths, orientations and lane configurations, which provide a wide range of connections and functions. As such, the capacities of the roads in a district are not to be added up and their sum could not serve as an indicator of the road network's capability. Hence, we do not have the total capacity of carriageways within a specific district/area.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB171**

**(Question Serial No. 1246)**

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 Logistics

Question:

It is the duty of the Transport Department (TD) to continue to take forward a host of measures to increase car parking spaces, including the provision of public parking spaces at government, institution or community facilities and public open space projects and taking forward automated parking system (APS) projects. In this connection, please advise this Committee of the following:

- a) regarding APS projects already completed and commissioned in the territory, what are their locations, construction costs, parking fees charged, total numbers of parking spaces provided, and numbers of system failures recorded?
- b) regarding the proposed APS projects already approved for construction, what are their locations, types, completion timetables, construction costs and total numbers of parking spaces provided?
- c) regarding parking spaces for various types of vehicles including but not limited to motorcycles, private cars and coaches, please list the total numbers of those provided on-street, in government car parks and in privately-operated car parks in each District Council district in the past five years; and
- d) please advise the number of Disabled Person's Parking Permits (DPPPs) issued as at January 2023 and list the numbers of car parking spaces for the disabled in each District Council district and their utilisation rates.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 28)

Reply:

- a) APS projects commissioned include the short-term tenancy (STT) car park at Hoi Shing Road in Tsuen Wan and at Pak Shek Kok in Tai Po. The total numbers of parking spaces (including both conventional and APS parking spaces) are 245 and 250 respectively. According to the information from the car park operator, the monthly parking fee is around \$3,000 for APS parking space at Hoi Shing Road in Tsuen Wan. For APS at Pak Shek Kok in Tai Po, the monthly parking fee is about \$4,000 to \$4,400 depending on which level the parking space is located at. As APS in STT car parks

are funded and operated by STT tenant on a commercial basis, TD does not have information on the construction costs and APS system failure records.

- b) Related information of APS projects in progress is set out at **Annex 1**.
- c) The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks in each of the 18 districts in the past five years are tabulated in **Annex 2**, **Annex 3** and **Annex 4** respectively.
- d) As at January 2023, the number of valid DPPP is 1 699.

Information on the number and utilisation rate of on-street disabled parking spaces by districts are listed at **Annex 5**.



**Annex 1**

<b>Project</b>	<b>APS Type</b>	<b>Commencement of Construction (tentative)</b>	<b>Commissioning of APS (tentative)</b>	<b>Total Number of Parking Spaces (including both conventional and APS parking spaces)</b>	<b>Estimated Expenditure</b>
<b>A. APS in STT car parks</b>					
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2023	2024	About 210	Funded by the STT operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2023	2024	About 200	Funded by the STT operator
<b>B. APS in public works projects</b>					
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2020 (actual)	2025	Over 300	\$5,228.4 M <sup>1</sup> in money-of-the-day (MOD) prices
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	2022 (actual)	2026	About 300	\$1,605.0 M <sup>2</sup> 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	To be determined <sup>3</sup>		About 200	To be determined

Note 1: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2020.

Note 2: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2022.

Note 3: As the project is in planning stage and design is being refined, the schedules are to be determined.

**Numbers of on-street parking spaces in 18 districts  
by vehicle type in the past five years**

<b>District</b>	<b>Situation as at</b>	<b>Private Car *</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total #</b>
Central & Western	Feb 2023	522	193	11	628	1 354
	Feb 2022	520	191	14	609	1 334
	Feb 2021	472	199	11	601	1 283
	Feb 2020	470	200	11	587	1 268
	Feb 2019	466	191	11	587	1 255
Wan Chai	Feb 2023	1 008	24	22	729	1 783
	Feb 2022	991	25	17	684	1 717
	Feb 2021	1 000	24	20	686	1 730
	Feb 2020	1 003	22	20	687	1 732
	Feb 2019	997	6	18	687	1 708
Eastern	Feb 2023	525	91	62	777	1 455
	Feb 2022	514	91	62	779	1 446
	Feb 2021	443	78	59	753	1 333
	Feb 2020	441	66	64	685	1 256
	Feb 2019	412	60	90	633	1 195
Southern	Feb 2023	647	53	85	447	1 232
	Feb 2022	625	53	135	442	1 255
	Feb 2021	655	55	137	421	1 268
	Feb 2020	662	53	137	415	1 267
	Feb 2019	625	53	137	406	1 221
Yau Tsim Mong	Feb 2023	1 608	374	141	1 299	3 422
	Feb 2022	1 491	368	137	1 311	3 307
	Feb 2021	1 531	370	155	1 300	3 356
	Feb 2020	1 522	369	155	1 275	3 321
	Feb 2019	1 532	369	175	1 295	3 371
Sham Shui Po	Feb 2023	1 219	227	9	876	2 331
	Feb 2022	1 213	223	15	801	2 252
	Feb 2021	1 238	215	7	778	2 238
	Feb 2020	1 236	212	7	764	2 219
	Feb 2019	1 208	208	4	765	2 185
Kowloon City	Feb 2023	2 325	144	134	967	3 570
	Feb 2022	2 274	135	143	931	3 483
	Feb 2021	2 241	136	106	912	3 395
	Feb 2020	2 242	136	106	889	3 373
	Feb 2019	2 241	136	96	889	3 362
Wong Tai Sin	Feb 2023	304	131	0	475	910
	Feb 2022	301	144	0	463	908
	Feb 2021	300	141	0	440	881
	Feb 2020	298	142	0	440	880
	Feb 2019	300	142	0	425	867
Kwun Tong	Feb 2023	501	120	40	794	1 455

District	Situation as at	Private Car *	Goods Vehicle	Coach/Bus	Motorcycle	Total #
	Feb 2022	446	117	37	769	1 369
	Feb 2021	437	106	34	761	1 338
	Feb 2020	437	106	40	741	1 324
	Feb 2019	400	106	36	697	1 239
Tsuen Wan	Feb 2023	832	68	31	618	1 549
	Feb 2022	814	52	31	600	1 497
	Feb 2021	786	42	33	592	1 453
	Feb 2020	793	40	34	592	1 459
	Feb 2019	763	40	34	529	1 366
Tuen Mun	Feb 2023	1 287	331	112	886	2 616
	Feb 2022	1 302	332	44	869	2 547
	Feb 2021	1 278	328	55	834	2 495
	Feb 2020	1 278	328	47	816	2 469
	Feb 2019	1 267	348	37	801	2 453
Yuen Long	Feb 2023	1 275	426	114	617	2 432
	Feb 2022	1 216	431	87	681	2 415
	Feb 2021	1 192	433	87	632	2 344
	Feb 2020	1 197	440	89	560	2 286
	Feb 2019	1 195	442	90	547	2 274
North	Feb 2023	1 226	357	27	424	2 034
	Feb 2022	1 258	380	21	426	2 085
	Feb 2021	1 242	382	21	419	2 064
	Feb 2020	1 310	427	21	398	2 156
	Feb 2019	1 312	427	21	398	2 158
Tai Po	Feb 2023	1 558	354	83	259	2 254
	Feb 2022	1 539	336	84	218	2 177
	Feb 2021	1 478	337	80	203	2 098
	Feb 2020	1 487	331	75	202	2 095
	Feb 2019	1 470	333	75	202	2 080
Sai Kung	Feb 2023	1 962	320	160	479	2 921
	Feb 2022	1 993	385	165	439	2 982
	Feb 2021	1 940	331	157	429	2 857
	Feb 2020	1 939	331	150	417	2 837
	Feb 2019	1 951	331	156	398	2 836
Sha Tin	Feb 2023	1 579	337	69	506	2 491
	Feb 2022	1 548	310	66	511	2 435
	Feb 2021	1 541	305	56	496	2 398
	Feb 2020	1 540	287	49	470	2 346
	Feb 2019	1 541	280	49	459	2 329
Kwai Tsing	Feb 2023	416	364	21	721	1 522
	Feb 2022	393	368	21	694	1 476
	Feb 2021	411	361	21	694	1 487
	Feb 2020	411	361	22	585	1 379
	Feb 2019	412	360	22	591	1 385
Islands	Feb 2023	510	56	78	152	796

<b>District</b>	<b>Situation as at</b>	<b>Private Car *</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total #</b>
	Feb 2022	496	44	65	175	780
	Feb 2021	466	58	74	148	746
	Feb 2020	460	58	74	148	740
	Feb 2019	460	58	74	148	740
<b>Total</b>	<b>Feb 2023</b>	<b>19 304</b>	<b>3 970</b>	<b>1 199</b>	<b>11 654</b>	<b>36 127</b>
	<b>Feb 2022</b>	<b>18 934</b>	<b>3 985</b>	<b>1 144</b>	<b>11 402</b>	<b>35 465</b>
	<b>Feb 2021</b>	<b>18 651</b>	<b>3 901</b>	<b>1 113</b>	<b>11 099</b>	<b>34 764</b>
	<b>Feb 2020</b>	<b>18 726</b>	<b>3 909</b>	<b>1 101</b>	<b>10 671</b>	<b>34 407</b>
	<b>Feb 2019</b>	<b>18 552</b>	<b>3 890</b>	<b>1 125</b>	<b>10 457</b>	<b>34 024</b>

\* 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).

# 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 in the past five years<sup>^</sup>**

<b>District</b>	<b>Situation as at</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
Central & Western	Feb 2023	3 921	427	13	351	4 712
	Feb 2022	3 926	428	14	335	4 703
	Feb 2021	3 915	470	13	345	4 743
	Feb 2020	4 134	470	12	345	4 961
	Feb 2019	4 120	452	12	345	4 929
Wan Chai	Feb 2023	2 581	227	11	262	3 081
	Feb 2022	2 754	227	11	280	3 272
	Feb 2021	2 705	200	17	262	3 184
	Feb 2020	2 766	301	17	267	3 351
	Feb 2019	2 772	301	17	267	3 357
Eastern	Feb 2023	3 143	351	33	374	3 901
	Feb 2022	3 150	351	33	373	3 907
	Feb 2021	3 161	347	26	364	3 898
	Feb 2020	3 147	322	26	356	3 851
	Feb 2019	2 911	332	21	376	3 640
Southern	Feb 2023	2 670	182	11	483	3 346
	Feb 2022	2 670	182	11	483	3 346
	Feb 2021	2 668	184	11	483	3 346
	Feb 2020	2 725	182	11	482	3 400
	Feb 2019	2 711	179	11	482	3 383
Yau Tsim Mong	Feb 2023	1 066	254	20	39	1 379
	Feb 2022	1 064	254	20	39	1 377
	Feb 2021	932	244	18	39	1 233
	Feb 2020	1 652	244	18	115	2 029
	Feb 2019	1 634	90	18	110	1 852
Sham Shui Po	Feb 2023	4 073	1 178	33	498	5 782
	Feb 2022	3 844	1 183	33	481	5 541
	Feb 2021	4 003	1 163	33	466	5 665
	Feb 2020	4 003	1 791	48	438	6 280
	Feb 2019	3 746	1 166	49	437	5 398
Kowloon City	Feb 2023	3 183	134	7	247	3 571
	Feb 2022	3 198	134	5	237	3 574
	Feb 2021	3 161	135	5	222	3 523
	Feb 2020	2 842	135	5	191	3 173
	Feb 2019	3 074	160	0	184	3 418
Wong Tai Sin	Feb 2023	4 209	282	29	552	5 072
	Feb 2022	4 245	296	25	563	5 129
	Feb 2021	4 213	291	25	550	5 079
	Feb 2020	4 180	291	44	536	5 051
	Feb 2019	4 183	289	19	529	5 020

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwun Tong	Feb 2023	7 696	469	36	1 449	9 650
	Feb 2022	7 744	468	37	1 425	9 674
	Feb 2021	7 643	495	37	1 383	9 558
	Feb 2020	7 422	486	36	1 346	9 290
	Feb 2019	7 590	475	35	1 316	9 416
Tsuen Wan	Feb 2023	1 914	124	4	242	2 284
	Feb 2022	1 906	122	4	232	2 264
	Feb 2021	1 948	122	4	221	2 295
	Feb 2020	1 948	122	4	221	2 295
	Feb 2019	1 866	122	4	221	2 213
Tuen Mun	Feb 2023	3 501	142	46	166	3 855
	Feb 2022	3 494	142	46	166	3 848
	Feb 2021	3 488	144	48	166	3 846
	Feb 2020	3 480	150	53	163	3 846
	Feb 2019	3 758	138	45	156	4 097
Yuen Long	Feb 2023	3 315	107	49	238	3 709
	Feb 2022	3 353	104	39	236	3 732
	Feb 2021	3 315	103	36	236	3 690
	Feb 2020	3 363	103	36	208	3 710
	Feb 2019	3 148	96	36	208	3 488
North	Feb 2023	3 475	374	42	126	4 017
	Feb 2022	2 687	374	27	113	3 201
	Feb 2021	2 609	388	26	115	3 138
	Feb 2020	2 552	384	28	105	3 069
	Feb 2019	2 920	423	28	121	3 492
Tai Po	Feb 2023	897	213	8	80	1 198
	Feb 2022	787	210	8	73	1 078
	Feb 2021	802	212	11	74	1 099
	Feb 2020	804	212	11	74	1 101
	Feb 2019	753	209	11	73	1 046
Sai Kung	Feb 2023	1 938	73	61	206	2 278
	Feb 2022	1 841	70	62	167	2 140
	Feb 2021	1 700	70	67	158	1 995
	Feb 2020	1 674	70	67	155	1 966
	Feb 2019	1 609	70	69	155	1 903
Sha Tin	Feb 2023	4 420	183	33	481	5 117
	Feb 2022	4 378	170	33	441	5 022
	Feb 2021	4 062	167	33	410	4 672
	Feb 2020	3 968	165	45	389	4 567
	Feb 2019	3 856	183	43	369	4 451
Kwai Tsing	Feb 2023	4 836	563	12	845	6 256
	Feb 2022	4 836	563	10	840	6 249
	Feb 2021	4 830	563	10	840	6 243
	Feb 2020	4 785	564	10	837	6 196
	Feb 2019	5 066	571	10	837	6 484

<b>District</b>	<b>Situation as at</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
<b>Islands</b>	Feb 2023	1 601	115	17	109	1 842
	Feb 2022	1 717	181	17	102	2 017
	Feb 2021	1 632	42	18	102	1 794
	Feb 2020	1 653	36	18	87	1 794
	Feb 2019	1 162	31	2	41	1 236
<b>Total#</b>	<b>Feb 2023</b>	<b>58 439</b>	<b>5 398</b>	<b>465</b>	<b>6 748</b>	<b>71 050</b>
	<b>Feb 2022</b>	<b>57 594</b>	<b>5 459</b>	<b>435</b>	<b>6 586</b>	<b>70 074</b>
	<b>Feb 2021</b>	<b>56 787</b>	<b>5 340</b>	<b>438</b>	<b>6 436</b>	<b>69 001</b>
	<b>Feb 2020</b>	<b>57 098</b>	<b>6 028</b>	<b>489</b>	<b>6 315</b>	<b>69 930</b>
	<b>Feb 2019</b>	<b>56 879</b>	<b>5 287</b>	<b>430</b>	<b>6 227</b>	<b>68 823</b>

^ 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 the privately-operated car parks in 18 districts  
by vehicle type in the past five years^**

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2023	34 065	457	58	483	35 063
	Feb 2022	34 065	464	57	480	35 066
	Feb 2021	34 109	480	57	473	35 119
	Feb 2020	34 102	472	57	483	35 114
	Feb 2019	33 850	528	61	480	34 919
Wan Chai	Feb 2023	35 209	83	98	323	35 713
	Feb 2022	35 483	85	97	352	36 017
	Feb 2021	35 423	88	97	355	35 963
	Feb 2020	35 872	97	93	351	36 413
	Feb 2019	35 656	89	95	335	36 175
Eastern	Feb 2023	43 112	1 379	238	1 440	46 169
	Feb 2022	42 750	1 388	238	1 451	45 827
	Feb 2021	43 033	1 443	239	1 456	46 171
	Feb 2020	43 049	1 451	250	1 432	46 182
	Feb 2019	42 591	1 493	257	1 372	45 713
Southern	Feb 2023	37 144	861	188	1 021	39 214
	Feb 2022	36 610	877	189	1 008	38 684
	Feb 2021	36 057	916	208	989	38 170
	Feb 2020	36 029	922	208	967	38 126
	Feb 2019	35 938	965	206	942	38 051
Yau Tsim Mong	Feb 2023	33 259	770	94	796	34 919
	Feb 2022	33 351	869	107	747	35 074
	Feb 2021	32 837	910	112	721	34 580
	Feb 2020	31 490	1 907	109	709	34 215
	Feb 2019	30 321	1 927	92	696	33 036
Sham Shui Po	Feb 2023	24 973	1 890	387	838	28 088
	Feb 2022	25 133	1 900	362	794	28 189
	Feb 2021	24 272	1 901	378	791	27 342
	Feb 2020	24 043	1 254	358	788	26 443
	Feb 2019	24 203	1 874	382	776	27 235
Kowloon City	Feb 2023	45 989	977	91	930	47 987
	Feb 2022	44 296	962	112	848	46 218
	Feb 2021	43 575	991	161	842	45 569
	Feb 2020	43 736	1 022	121	868	45 747
	Feb 2019	44 302	1 243	541	863	46 949
Wong Tai Sin	Feb 2023	16 403	877	73	1 311	18 664
	Feb 2022	16 192	880	63	1 285	18 420
	Feb 2021	16 355	880	63	1 297	18 595
	Feb 2020	16 386	855	116	1 300	18 657
	Feb 2019	16 351	859	117	1 285	18 612

District	Situation as at	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwun Tong	Feb 2023	41 058	2 765	45	2 368	46 236
	Feb 2022	40 159	2 766	45	2 323	45 293
	Feb 2021	39 628	2 752	109	2 258	44 747
	Feb 2020	39 169	2 684	100	2 192	44 145
	Feb 2019	37 381	2 687	131	2 047	42 246
Tsuen Wan	Feb 2023	35 777	1 866	362	807	38 812
	Feb 2022	35 108	1 817	387	773	38 085
	Feb 2021	35 078	1 783	380	744	37 985
	Feb 2020	34 330	1 784	377	678	37 169
	Feb 2019	34 234	1 814	387	676	37 111
Tuen Mun	Feb 2023	38 143	2 012	93	872	41 120
	Feb 2022	37 595	2 007	93	808	40 503
	Feb 2021	37 356	2 009	93	780	40 238
	Feb 2020	36 571	2 080	91	758	39 500
	Feb 2019	35 949	2 038	89	724	38 800
Yuen Long	Feb 2023	39 322	1 513	284	1 119	42 238
	Feb 2022	38 001	1 516	236	989	40 742
	Feb 2021	37 837	1 516	233	977	40 563
	Feb 2020	37 128	1 562	232	1 003	39 925
	Feb 2019	36 912	1 574	234	968	39 688
North	Feb 2023	17 804	884	32	377	19 097
	Feb 2022	17 610	825	30	343	18 808
	Feb 2021	17 630	871	30	340	18 871
	Feb 2020	17 763	903	28	339	19 033
	Feb 2019	17 423	984	28	293	18 728
Tai Po	Feb 2023	29 432	638	54	845	30 969
	Feb 2022	28 674	619	54	827	30 174
	Feb 2021	28 720	612	54	808	30 194
	Feb 2020	27 233	590	54	756	28 633
	Feb 2019	26 293	649	54	681	27 677
Sai Kung	Feb 2023	40 472	1 103	139	2 673	44 387
	Feb 2022	40 273	1 129	132	2 553	44 087
	Feb 2021	38 868	1 136	112	2 428	42 544
	Feb 2020	38 283	1 162	113	2 451	42 009
	Feb 2019	37 403	1 141	114	2 369	41 027
Sha Tin	Feb 2023	70 191	2 234	101	2 210	74 736
	Feb 2022	68 768	2 224	144	2 139	73 275
	Feb 2021	68 539	2 232	144	2 107	73 022
	Feb 2020	68 046	2 224	138	2 106	72 514
	Feb 2019	67 488	2 259	127	2 038	71 912
Kwai Tsing	Feb 2023	30 887	9 883	399	1 362	42 531
	Feb 2022	30 808	9 876	399	1 350	42 433
	Feb 2021	30 694	10 106	412	1 314	42 526
	Feb 2020	30 741	10 163	369	1 280	42 553
	Feb 2019	30 239	10 122	264	1 254	41 879

<b>District</b>	<b>Situation as at</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
<b>Islands</b>	Feb 2023	13 835	700	190	386	15 111
	Feb 2022	13 732	697	190	370	14 989
	Feb 2021	13 813	837	190	360	15 200
	Feb 2020	14 597	697	195	375	15 864
	Feb 2019	14 485	704	150	385	15 724
<b>Total</b>	<b>Feb 2023</b>	<b>627 075</b>	<b>30 892</b>	<b>2 926</b>	<b>20 161</b>	<b>681 054</b>
	<b>Feb 2022</b>	<b>618 608</b>	<b>30 901</b>	<b>2 935</b>	<b>19 440</b>	<b>671 884</b>
	<b>Feb 2021</b>	<b>613 824</b>	<b>31 463</b>	<b>3 072</b>	<b>19 040</b>	<b>667 399</b>
	<b>Feb 2020</b>	<b>608 568</b>	<b>31 829</b>	<b>3 009</b>	<b>18 836</b>	<b>662 242</b>
	<b>Feb 2019</b>	<b>601 019</b>	<b>32 950</b>	<b>3 329</b>	<b>18 184</b>	<b>655 482</b>

^ 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.

**Information on the number and utilisation  
of on-street disabled parking spaces by districts**

<b>District</b>	<b>Number of Disabled Parking Spaces</b>	<b>Utilisation rate<sup>Note</sup></b>
Central & Western	28	63.44%
Wan Chai	50	58.32%
Eastern	38	100.00%
Southern	26	40.00%
Yau Tsim Mong	59	88.89%
Sham Shui Po	38	79.66%
Kowloon City	44	66.69%
Wong Tai Sin	23	68.16%
Kwun Tong	29	78.57%
Tsuen Wan	30	76.99%
Tuen Mun	16	50.00%
Yuen Long	29	72.69%
North	10	50.00%
Tai Po	16	28.54%
Sai Kung	22	47.62%
Sha Tin	25	36.33%
Kwai Tsing	28	51.82%
Island	11	41.65%
<b>TOTAL</b>	<b>522</b>	

Note:

The surveys on disabled parking spaces are “snapshot surveys” reflecting the utilisation of the spaces at the time of the survey, and the “utilisation” of disabled parking spaces excludes illegal uses of the spaces.

- End -

**CONTROLLING OFFICER'S REPLY****TLB172****(Question Serial No. 1248)**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 LogisticsQuestion:

The work of the Transport Department involves regulating and monitoring the operations of local and cross-boundary public transport services for the existing boundary control points to ensure that the transport needs of local residents and visitors are met. Please tabulate the following information:

- (a) since the resumption of normal travel between the Mainland and Hong Kong on 6 February 2023, the public transport arrangement (including routes, fare charges and headway) at the Boundary Control Points (BCPs);
- (b) since the resumption of normal travel between the Mainland and Hong Kong on 6 February 2023, the passenger traffic statistics during weekday and weekend of respective land-based BCPs.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 30)Reply:

- (a) BCPs are served by different public transport modes, which include railway, local franchised buses, green minibuses (GMB) and cross-boundary coach services<sup>(Note 1)</sup>. As at 6 March 2023, the public transport fixed-route services operating at BCPs are tabulated as below:

Type of Service	Route <sup>(Note 2)</sup>	Full Fare <sup>(Note 3)</sup>	Frequency <sup>(Note 4)</sup>
<b><u>Lo Wu</u></b>			
Railway Service	East Rail Line	\$26.5 - \$107	5 - 10 minutes
<b><u>Lok Ma Chau (LMC)</u></b>			
Short-haul Cross-boundary	Mong Kok Route (Arran Street (Outside Golden Plaza) - LMC BCP)	\$45 - \$50	30 - 60 minutes

<b>Type of Service</b>	<b>Route</b> <sup>(Note 2)</sup>	<b>Full Fare</b> <sup>(Note 3)</sup>	<b>Frequency</b> <sup>(Note 4)</sup>
Coach Service	Yau Tsim Route (Austin Road Cross Border Coach Terminus - LMC BCP)	\$45	30 minutes
	Kwun Tong Route (Lam Tin Station Public Transport Interchange - LMC BCP)	\$50	20 - 30 minutes
	Wan Chai Route (Exhibition Centre Station Public Transport Interchange - LMC BCP)	\$57 - \$63	30 - 60 minutes
	Tsuen Wan Route (Tsuen Wan Discovery Park Public Transport Interchange - LMC BCP)	\$45 - \$48	15 - 30 minutes
Cross-boundary Shuttle Bus Service	LMC (San Tin) Public Transport Interchange - Huanggang	\$10	10 - 30 minutes
Green Minibus Service	GMB 44B (Overnight) (Tuen Mun Ferry Pier (Wu Shan Road) - LMC BCP)	\$14.9 - \$20.5	60 minutes
	GMB 79S (Overnight) (Tin Shui Wai (Grandeur Terrace) - LMC BCP)	\$11.5	30 - 60 minutes
	GMB 616S (Overnight) (Mong Kok - LMC BCP)	\$25	60 minutes
<b><u>Heung Yuen Wai (HYW)</u></b>			
Franchised Bus Service	CTB B7 (Fanling Station/Sheung Shui (Po Wan Road) - HYW BCP)	\$9.3	10 - 20 minutes
	CTB B8 (Tai Wai Station Public Transport Interchange - HYW BCP)  <i>(Services on Saturdays, Sundays and public holidays only)</i>	\$15	30 minutes
	KMB B9 (Tuen Mun Station - HYW BCP)  <i>(Services on Saturdays, Sundays and public holidays only)</i>	\$19.3	60 minutes

Type of Service	Route <sup>(Note 2)</sup>	Full Fare <sup>(Note 3)</sup>	Frequency <sup>(Note 4)</sup>
Green Minibus Service	GMB 59S (Sheung Shui Station – HYW BCP)	\$9.1	20 - 30 minutes
<b><u>Lok Ma Chau Spur Line (LMCSL)</u></b>			
Railway Service	East Rail Line	\$26.5 - \$107	10 - 15 minutes
Franchised Bus Service	KMB B1 (Tin Tsz Estate - LMCSL Public Transport Interchange)	\$13.9	12 - 30 minutes
Green Minibus Service	GMB 75 (Yuen Long (Fuk Hong Street) - LMCSL Public Transport Interchange)	\$8.7	15 - 30 minutes
<b><u>Shenzhen Bay Port (SBP)</u></b>			
Franchised Bus Service	CTB B3X (Tuen Mun Town Centre - SBP)	\$13.7	15 - 20 minutes
	CTB B3A (Shan King Estate - SBP)  (Services on Mondays to Fridays (except school holidays and public holidays))	\$13.7	Two departures from/to SBP and Tuen Mun respectively
	NLB B2 (Yuen Long Station - SBP)	\$13.2	30 minutes
	NLB B2P (Tin Tsz Estate Bus Terminus - SBP)	\$9.4	30 minutes
Green Minibus Service	GMB 618 (Tin Shui Wai (Tin Yan Estate) - SBP)	\$13.1	20 minutes
<b><u>Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port</u></b>			
Franchised Bus Service	NLB B4 (HZMB Hong Kong Port to Hong Kong International Airport (via AsiaWorld-Expo))(Circular))	\$8.3	30 - 60 minutes
	CTB B5 (Sunny Bay Public Transport Interchange - Hong Kong Port of HZMB)	\$5.8	30 - 60 minutes
	NLB B6 (Tung Chung Mun Tung Estate (Yu Tung Road) - HZMB)	\$8.3	15 - 30 minutes

Type of Service	Route <sup>(Note 2)</sup>	Full Fare <sup>(Note 3)</sup>	Frequency <sup>(Note 4)</sup>
Green Minibus Service	GMB 901 (HZMB to Tung Chung North (Circular))	\$8.4	30 minutes
Cross-boundary Shuttle Bus Service	HZMB Hong Kong Port – HZMB Zhuhai Port	\$65 - \$70	5 - 30 minutes
	HZMB Hong Kong Port – HZMB Macao Port	\$65 - \$70	
<b><u>Man Kam To (MKT)</u></b>			
Cross-boundary Coach Service	Sheung Shui Landmark North - MKT BCP	\$30	10 - 15 minutes
<b><u>West Kowloon Station</u></b> <sup>(Note 5)</sup>			
High Speed Rail Service	Hong Kong West Kowloon Station to nine short haul destinations and 14 long haul destinations	\$78 - \$852	102 trains per day

Note 1: Cross-boundary coach services include both short-haul fixed-route services and long-haul services. On the former, we provide in this table information for the short-haul services with fixed routes, fixed fares and fixed frequencies. The routes and frequencies of the latter (i.e. long-haul services) are subject to demand and hence the fares vary.

Note 2: CTB – Citybus Limited  
KMB – The Kowloon Motor Bus Company (1933) Limited  
NLB – New Lantao Bus Company (1973) Limited

Note 3: The ranges of fares on railway and high speed rail services reflect services on different classes of services and origins/destinations of the trips. Those ranges on other road-based public transport normally reflect different fares on day and overnight services.

Note 4: The ranges of frequencies shows those during peak, non-peak/overnight periods. The public transport operators would enhance their services subject to passenger demand.

Note 5: Including short haul services resumed on 15 January 2023 and long-haul services within Guangdong province resumed on 11 March 2023. Cross-provincial long-haul trains will start serving passengers from 1 April 2023.



- (b) The average daily numbers of inbound and outbound passenger trips<sup>(Note 6)</sup> at various BCPs on weekdays and during weekends from 6 February to 6 March 2023 kept by the Immigration Department (ImmD) are provided in the table below.

Control point	Average daily number of passenger trips on weekdays (Note 7)		Average daily number of passenger trips during weekends (Note 8)	
	Inbound	Outbound	Inbound	Outbound
Airport	28 386	27 020	30 720	30 786
Lo Wu	46 615	49 559	68 537	69 543
LMCSL	35 089	36 027	53 317	52 478
West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	14 559	13 860	19 309	17 874
LMC	6 944	6 002	11 155	8 975
MKT	1 808	1 510	1 719	1 371
SBP	19 763	20 468	29 372	27 841
HZMB Hong Kong Port	19 215	20 103	36 005	35 257
HYW	7 474	7 226	12 527	10 971

Source: Provisional figures for the period from 6 February 2023 to 6 March 2023 from ImmD.

Note 6: The provisional figures are for reference only.

Note 7: “Weekdays” include the days from 6 to 10 February, 13 to 17 February, 20 to 24 February, 27 February to 3 March, and 6 March 2023.

Note 8: “Weekends” include the days from 11 to 12 February, 18 to 19 February, 25 to 26 February, and 4 to 5 March 2023.

- End -

**CONTROLLING OFFICER'S REPLY****TLB173****(Question Serial No. 1249)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Miss Rosanna LAW)Director of Bureau: Secretary for Transport and LogisticsQuestion:

The Transport Department (TD) will monitor the progressive implementation of HKeToll (i.e. the free-flow tolling system) at all government tolled tunnels to enable motorists to pay tolls by remote means without stopping at toll booths. Please inform this Committee of the following as at February 2023:

- (a) the total number of applicants of HKeToll;
- (b) the distribution of vehicle classes and quantities involved in applying HKeToll;
- (c) the number of vehicle tags issued; and
- (d) the number of cases received on failing to receive vehicle tags.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 31)

Reply:

- (a) - (c) As at 22 March 2023, TD has issued 583 511 toll tags to registered vehicle owners. The breakdown by vehicle class of toll tags applied and issued is provided below:

<b>Vehicle class</b>	<b>Number of toll tags applied and issued</b> (Note) <b>(Position as at 22 March 2023)</b>
Motor cycles and motor tricycles	45 420
Private cars	421 847
Taxis	16 227
Public light buses and private light buses	4 096
Light goods vehicles	53 756
Medium goods vehicles	24 050
Heavy goods vehicles	5 548
Public buses (single-decked) and private buses (single-decked)	6 450

<b>Vehicle class</b>	<b>Number of toll tags applied and issued</b> (Note) <b>(Position as at 22 March 2023)</b>
Public buses (double-decked) and private buses (double-decked)	6 117
<b>Total</b>	<b>583 511</b>

Note: There are two types of toll tags, namely “vehicle tag”, which is for use in connection with a particular vehicle; and “class tag”, which is specific to a class of motor vehicles and for use on vehicle in the related vehicle class. Over 98% of toll tags in the table above are vehicle tags.

- (d) As at end February 2023, the toll service provider (TSP) and TD had received about 1 500 cases from the members of the public about their failure to receive toll tags they had applied for. After investigation, the major reasons for the cases and the follow-up actions taken by TSP are as follows:
- (i) during the early stage of launching the procedures of issuing tag in early January 2023, there were system interfacing issues resulting in incomplete data on the registered addresses of registered vehicle owners. TSP has re-issued the toll tags to the applicants;
  - (ii) the applicants had changed their postal addresses without timely informing TD, so the vehicle tags which had been sent to outdated addresses were not received by the applicants. TSP has re-issued the toll tags according to the new addresses provided by the applicants and reminded them to update their new addresses in TD’s register; and
  - (iii) the toll tags were lost in transit during postage. TSP has re-issued the toll tags to the applicants.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2652)**

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 Logistics

Question:

In 2022, the Transport Department handled fare increase applications from franchised bus, green minibus (GMB), taxi as well as franchised and licensed ferry operators, and assisted the Transport and Logistics Bureau in reviewing the fare adjustment mechanism of the MTR Corporation Limited (MTRCL). In this connection, please advise this Committee of the following:

- (a) for each public transport mode, the years of the previous five occasions of fare increase and the respective rates of increase;
- (b) for each public transport mode, the percentage rises in the previous five occasions of fare increase, compared with the change in Composite Consumer Price Index (CCPI) in the relevant years;
- (c) dividend income of MTRCL in the past ten years, and its percentage share in the company's total revenue; and
- (d) for each public transport mode, the government expenditure on subsidy that would have been required in the previous five occasions of fare increase, if there had been a policy to contain the rates of increase at half the annual inflation rate through the provision of subsidy so as to maintain public transport fares at affordable levels and keep up people's living standard.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 27)

Reply:

(a) & (b)

The dates of the previous five occasions of fare increase, the respective rates of increase and the changes in CCPI in respect of franchised bus, GMB, taxi, franchised ferry and licensed ferry modes are provided in the following tables:

**(A) Franchised Bus**

<b>Franchised Bus Company</b>	<b>Effective Date</b>	<b>Fare Adjustment Rates</b>	<b>Change in CCPI from the Date of Preceding Fare Increase</b>
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1))	3 March 1996	9.6%	15.94%
	1 December 1997	6.0%	10.27%
	8 June 2008	2.0%	-4.59%
	20 January 2019	7.0%	34.53%
	4 April 2021 2 January 2022	Phase one: 8.5% Phase two: 3.2%	4.09%
Long Win Bus Company Limited (LW) (Note 1)	8 June 2008	4.5%	-2.28%
	15 May 2011	3.2%	7.29%
New Lantao Bus Co. (1973) Limited	13 September 1993	10.5%	10.08%
	1 February 1996	10.4%	21.13%
	1 April 1998	9.0%	12.50%
	8 June 2008	7.24%	-6.07%
	4 April 2021	9.8%	40.03%
New World First Bus Services Limited (NWFB) (Note 2)	22 April 2001	2.4%	-9.18%
	8 June 2008	5.0%	3.56%
	20 January 2019	5.6%	34.53%
	4 April 2021 2 January 2022	Phase one: 8.5% Phase two: 3.2%	4.09%
The Kowloon Motor Bus Company (1933) Limited (KMB)	15 May 2011	3.6%	7.29%
	17 March 2013	4.9%	7.44%
	6 July 2014	3.9%	5.61%
	20 January 2019	Jointly-operated cross harbor routes under CTB(F1) and NWFB's fare increase only  KMB/CTB(F1) routes: 7.0% KMB/NWFB routes: 5.6%	10.51%
	4 April 2021	Solely operated routes: 5.8% (Note 3)	15.03% (Note 4)
Citybus Limited (Franchise for the Airport and North Lantau bus network)(CTB(F2))	Not applicable since it has not increased its fare since its franchise operations first commenced in mid-1997.		

Notes:

1. Since the commencement of the franchise in June 1997, LW has increased its fares twice.

2. Since the commencement of the franchise in September 1998, NWFB has increased its fares four times.
3. The fares of KMB's cross-harbour routes jointly operated with CTB(F1)/NWFB were increased together with the increase in fares of CTB(F1) and NWFB which was implemented in two phases at 8.5% on 4 April 2021 and 3.2% on 2 January 2022 respectively.
4. The cumulate rate of change in CCPI is calculated from the date of last fare increase of KMB on 6 July 2014 instead of 20 January 2019 because the fare increase on 20 January 2019 only involved KMB cross-harbour routes jointly operated with CTB(F1) and NWFB.

#### (B) GMB

Year	Number of GMB Routes with Fare Adjustment Implemented	Range of Fare Increase Rates Approved
2018	172	2.2% to 15.0%
2019	170	2.9% to 19.6%
2020	55	2.4% to 13.3%
2021	126	3.6% to 11.5%
2022	275	1.9% to 25.0%

Note: There are a large number of GMB packages and fare increase applications. There is no readily available database to record CCPI adopted for each application. The information on the comparison of the fare increase rates and CCPI cannot be provided.

#### (C) Taxi

Effective Date	Fare Adjustment Level			Change in CCPI from the Date of the Preceding Fare Increase
	Urban	New Territories (NT)	Lantau	
30 November 2008	5.46%	-	7.67%	Urban Taxi: 1.5% Lantau Taxi: -6.2%
16 January 2009	-	4.95%	-	NT Taxi: 1.5%
10 July 2011	5.15%	8.05%	4.11%	7.9%
8 December 2013	7.11%	9.04%	8.83%	10.5%
9 April 2017	9.98%	11.15%	8.60%	9.3%
17 July 2022	11.54%	13.02%	13.83%	9.3%

#### (D) Franchised Ferry

Franchised Ferry Service (Note 1)	Effective Date	Fare Adjustment Level (Note 2)	Change in CCPI from Date of Preceding Fare Increase
Tsim Sha Tsui – Central	29 March 2009	Phase one: 4.5% - 17.6%	-
	1 January 2010	Phase two: 8.7% - 20.0%	
	24 June 2012	13.3% - 16.7%	10.6%

<b>Franchised Ferry Service</b> (Note 1)	<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note 2)	<b>Change in CCPI from Date of Preceding Fare Increase</b>
	15 July 2017	8.0% - 10.7%	16.5%
	9 February 2021	13.5% - 18.5%	7.1%
	3 April 2023	53.8% – 56.3%	3.4% (up to Jan 2023)
Tsim Sha Tsui – Wan Chai	29 March 2009 1 January 2010	Phase one: 4.5% - 13.6% Phase two: 8.7% - 20.0%	-
	24 June 2012	13.3%	10.6%
	15 July 2017	8.0% - 8.8%	16.5%
	9 February 2021	13.5% - 18.5%	7.1%
	3 April 2023	54.8% - 56.3%	3.4% (up to Jan 2023)

Notes:

1. Records before 2008 are not readily available.
2. Rate of fare adjustment for adult single ticket.

#### **(E) Licensed Ferry**

<b>Licensed Ferry Service</b> (Note 1)	<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note 2)	<b>Changes in CCPI from the Date Preceding Fare Increase</b>
Cheung Chau – Central	1 July 2008	1.8%	-
	1 July 2011	9.3% - 9.6%	7.0%
	1 July 2014	4.8% - 5.4%	13.0%
	1 July 2017	2.6% - 4.3%	7.0%
	1 April 2021	4.4% - 4.9%	7.5%
Mui Wo – Central	1 July 2008	14.7% - 21.9%	-
	1 April 2011	11.1% - 11.5%	6.0%
	1 April 2014	4.8% - 5.4%	3.0%
	1 April 2017	3.1% - 4.7%	7.8%
	1 April 2021	4.4% - 5.0%	7.7%
Inter-Islands	1 July 2008	21.0%	-
	1 July 2011	9.9%	7.0%
	1 July 2014	4.9%	13.0%
	1 July 2017	4.7%	7.0%
	1 April 2021	4.5%	7.5%
Yung Shue Wan – Central	1 July 2008	22.8% - 28.2%	-
	1 July 2011	11.0% - 11.5%	7.0%
	1 July 2014	6.2% - 6.3%	13.0%
	1 July 2017	4.1% - 4.2%	7.0%
	1 April 2021	4.5% - 4.9%	7.5%
Sok Ku Wan – Central	1 July 2008	19.6% - 27.6%	-
	1 July 2011	11.9% - 12.0%	7.0%
	1 July 2014	6.1% - 6.4%	13.0%

<b>Licensed Ferry Service (Note 1)</b>	<b>Effective Date</b>	<b>Fare Adjustment Level (Note 2)</b>	<b>Changes in CCPI from the Date Preceding Fare Increase</b>
	1 July 2017	4.0% - 4.8%	7.0%
	1 April 2021	4.8% - 5.0%	7.5%
Peng Chau – Central	1 July 2008	10.4% - 13.3%	-
	1 July 2011	9.4% - 12.5%	7.0%
	1 July 2014	5.8% - 6.3%	13.0%
	1 July 2017	3.9% - 4.1%	7.0%
	1 April 2021	4.4% - 4.8%	7.5%
Discovery Bay – Central	1 May 2009	8.3% - 14.8%	-
	12 June 2011	9.0% - 11.5%	8.6%
	12 May 2013	8.8% - 10.3%	7.8%
	6 July 2014	4.1% - 8.2%	4.7%
	10 August 2018	4.7% - 19.6%	9.6%
Sai Wan Ho – Kwun Tong	1 November 2009	14.6%	-
	11 January 2013	9.1%	13.5%
	4 January 2015	50.0%	8.8%
Sai Wan Ho – Sam Ka Tsuen	1 November 2009	14.6%	-
	11 January 2013	9.1%	13.5%
	4 January 2015	50.0%	8.8%
North Point – Hung Hom	1 April 2011	22.2%	-
	1 April 2014	18.2%	13.0%
	1 April 2017	15.4%	7.8%
	1 April 2021	13.3%	7.4%
North Point – Kowloon City	1 April 2011	22.2%	-
	1 April 2014	18.2%	13.0%
	1 April 2017	15.4%	7.8%
	1 April 2021	13.3%	7.4%
North Point – Kwun Tong – Kai Tak	26 March 2017	20.0%	-
	1 September 2019	16.7%	6.7%
Ma Wan – Central	25 July 2010	7.3%	-
	24 July 2011	6.8%	8.0%
	14 September 2014	8.5% - 11.8%	13.8%
	8 May 2016	4.9% - 9.8%	3.8%
	5 March 2023	12.6% - 33.3%	13.3% (up to Jan 2023)
Ma Wan – Tsuen Wan	10 January 2010	25.0%	-
	25 July 2010	16.2%	-1.4%
	24 July 2011	14.0%	8.0%
	14 September 2014	11.0%	13.8%
	8 May 2016	4.1% - 8.1%	3.8%
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	27 September 2015	8.6%	-
	7 October 2018	10.5%	7.2%



<b>Licensed Ferry Service</b> (Note 1)	<b>Effective Date</b>	<b>Fare Adjustment Level</b> (Note 2)	<b>Changes in CCPI from the Date Preceding Fare Increase</b>
Aberdeen — Mo Tat — Sok Kwu Wan	3 June 2012	19.6%	-
	1 June 2015	9.1%	11.1%
	1 January 2020	3.9% - 4.2%	9.1%
Tuen Mun — Tung Chung — Sha Lo Wan — Tai O	26 January 2020	8.0%	-
“North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service	1 January 2010	10.9% - 11.8%	-
	28 January 2014	9.2% - 9.8%	18.2%
	4 January 2020	7.1% - 8.4%	13.3%
	26 August 2022	15.0% - 15.6%	5.0%

Notes:

1. Records before 2008 are not readily available.
2. Rate of fare adjustment for adult single ticket (except “North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service).

- (c) This part of the question is ruled out by Chairman of Finance Committee as it concerns about Government’s revenue.
- (d) There is no readily available information on the amount of government subsidy that would have been required for each transport mode for the past five fare increases assuming that the Government were to provide subsidy for containing the rate of fare increase at half the rate of CCPI which would take a large amount of data and time to compute.

In assessing applications for adjustments to fares of franchised bus, GMB, taxi as well as franchised and licensed ferries, the Government will take into consideration and balance a basket of factors, such as the financial and operational situations of the operators, service performance, prevailing social and economic situation as well as public acceptability and affordability. Under the existing mechanisms and arrangements, operators may submit fare adjustment applications to the Government at a suitable opportunity having regard to their actual financial and operational situations. This arrangement is flexible and generally strikes a balance between maintaining effective public transport services and taking into account public affordability and acceptability.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB175**

**(Question Serial No. 0217)**

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 Logistics

Question:

With a growing population in Tuen Mun District, the utilisation of Tuen Mun Road has greatly increased, resulting in long-standing traffic congestion. Nevertheless, although the Tuen Mun Road Bus-Bus Interchange (TMBBI) has been in operation for nearly ten years, no expansion works have been carried out to cater for the significant increase in its utilisation. In this connection, will the Government inform this Committee of the following:

1. whether the Government has considered earmarking resources to carry out expansion works for the TMBBI; if yes, what are the details; if no, what are the reasons; and
2. whether the Government has considered expanding the current boarding/alighting area to accommodate more buses; if yes, what are the details; if no, what are the reasons.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 3)

Reply:

With a growing population in Tuen Mun District, the utilisation rate of TMBBI is also increasing. To cope with the increased utilisation, the Transport Department (TD) has planned to enhance TMBBI by providing one additional bus lay-by at the Tuen Mun-bound and two at the Kowloon-bound in phases, so as to provide more space for boarding and alighting. The works are expected to be completed by the end of 2023.

The expenditures involved in the work of TD are absorbed under its overall provision and establishment and cannot be separately identified.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB176**

**(Question Serial No. 1270)**

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 Logistics

Question:

The “water taxi” ferry service (WTFS) in Hong Kong was launched on 1 July 2021. However, due to the COVID-19 pandemic, there were numerous occasions whereby the service could not be provided as usual. Please advise this Committee of the following:

1. the total number of passengers, the average monthly patronage and the expected patronage since the launch of WTFS;
2. the annual financial position of the operator, the number of staff hired and whether the operator is able to sustain its operation;
3. whether the Government has provided subsidy to WTFS to help the ferry operator tide over the difficulties; and
4. whether the Government will consider adding more stopping points and enhancing frequency in order to fully utilise the sea transport.

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 29)

Reply:

1. WTFS is a recreational service, primarily for sightseeing and tourism purpose. WTFS commenced operation on 1 July 2021 with one sailing plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route) on Saturdays during the time of the COVID-19 pandemic. To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the ferry operator had also operated a short-working route with two sailings plying between Central and TSTE via West Kowloon (Central - TSTE route) on Sundays and public holidays since 12 November 2021. However, in the light of the fifth wave of the COVID-19 pandemic and related social distancing measures in early 2022, the two WTFS routes were temporarily suspended from 16 January and 9 February 2022 respectively. In view of the epidemic development and the gradual lifting of social distancing measures, the Hung Hom - Central route resumed service since 21 May 2022, while the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central on Saturdays since 14 January 2023. Since the launch of WTFS and

up to the end of February 2023, the total and average monthly patronage on the two routes were 9 331 and 467 respectively.

- 2&4. Since WTFS is a recreational service primarily for tourists, the business environment of the service was difficult under the impact of the pandemic. Twelve staff, who are mostly redeployed from other inner harbour routes run by the same operator, are involved in operating WTFS. The Transport Department (TD) anticipates that there will be gradual increase in the demand for WTFS with increase in tourists following the return to normalcy of the society and full resumption of normal travel.

TD has all along been proactively collaborating with the operator of WTFS, the West Kowloon Cultural District Authority (WKCDA) and the Hong Kong Tourism Board (HKTb) to promote WTFS, including setting up eye-catching signage at the West Kowloon Cultural District and disseminating service information of WTFS on the websites of the operator, TD, WKCDA and HKTb. The Government will continue to explore possible measures to facilitate the operator in promoting WTFS. In addition, TD and the operator of WTFS will continue to closely monitor the situation, and make timely adjustments to the service levels and consider the feasibility of adding calling points of WTFS in order to meet the needs of passengers.

3. The Government has implemented various measures to help reduce the operating costs of ferry services, 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 fifth wave of the COVID-19 pandemic, the Government has introduced various one-off relief measures under the Anti-epidemic Fund (AEF) 6.0 and 2022 Employment Support Scheme<sup>Note</sup>. The operator of WTFS was eligible for reimbursement of 40% subsidy on fuel costs for a period of eight months from February to September 2022; a one-off non-accountable subsidy of \$30,000 per vessel; and wage subsidy to employers for a period of three months from May to July 2022.

Note: The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1271)**

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 Logistics

Question:

Star Ferry, a transport means with local colour and historical significance, has applied for fare increase on grounds of financial difficulties. Based on the operational data this year, the fare level at present and that upon the fare increase in April, will the Government inform this Committee of the expenditure involved in this year and the next two years if subsidy is provided for the operator to break even?

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 30)

Reply:

Star Ferry's patronage has been declining in recent years because of the changes in transport network and travel pattern of passengers, while the COVID-19 pandemic has exacerbated the situation, as Star ferry is much patronised by tourists. After considering all the relevant factors, the Chief Executive in Council has approved Star Ferry to increase the fares of the two ferry routes, viz. Central – Tsim Sha Tsui and Wan Chai – Tsim Sha Tsui routes to take effect on 3 April 2023.

According to the Government's established policy, public transport services should be run by the private sector in accordance with commercial principles to enhance efficiency and cost-effectiveness. Nevertheless, the Government has implemented various measures to help reduce the operating costs of ferry services (including Star Ferry), including the Government taking up the pier maintenance, and reimbursing pier rental and exempting vessel licence fees under the Elderly Concessionary Fares Scheme (ECFS).

Furthermore, to assist the ferry operators to cope with the operating pressure arising from the pandemic, the Government has provided various subsidies, such as fuel subsidy, wage subsidy and subsidy for regular repair and maintenance under the Anti-epidemic Fund (AEF) and the Employment Support Scheme<sup>Note</sup>. As at February 2023, Star Ferry has received over \$31 million under the schemes, and is expected to receive another \$11 million later on.

On the revenue side, the Government permits Star Ferry to sub-let premises at its piers for commercial, retail, advertising concessions to generate non-farebox revenue. Star Ferry has also been actively identifying ways to expand its non-farebox income sources, such as collaborating with different brands and organisations in hosting bazaars, ferry wrap

campaigns and free-ride days, as well as improving pier facilities to generate more rental and advertising incomes. The Government will continue to explore possible measures to facilitate Star Ferry to expand its source of non-farebox revenue as far as possible.

It is expected that as the society returns to normalcy and with the resumption of normal travel, through implementation of the new fares and government subsidy (including the existing reimbursements under ECFS and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (commonly known as the \$2 Scheme), and ongoing support from the Government in taking up the pier maintenance), as well as Star Ferry's efforts to improve its non-farebox revenue, Star Ferry could improve its financial viability and continue to provide efficient and quality services to the public and tourists.

Note: The financial impact of measures under the AEF does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB178**

**(Question Serial No. 0092)**

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 Logistics

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. whether the Government will identify illegal parking black spots and focus on combating illegal parking in the districts; if yes, what are the details; if no, what are the reasons;
3. the numbers of newly registered vehicles in each of the past three years with a breakdown by vehicle class and fuel type;
4. the current numbers of on-street, Government and privately operated parking spaces with a breakdown by District Council district and vehicle type; and the number and locations of additional parking spaces to be provided in the next three years;
5. the annual numbers of electronic FPNs withdrawn due to human errors since the launch of the e-Ticketing Pilot Scheme; and
6. the effectiveness of the pilot scheme on Intelligent Traffic Enforcement Robot (ITER) implemented by the Traffic Hong Kong Island (THKI) 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.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 12)

Reply:

1. HKPF maintains statistics on FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by Police Region. The relevant enforcement figures for each of the five Police Regions between 2020 and 2022 are tabulated as follows:

Number of FPNs issued for illegal parking			
Police Region	Year		
	2020	2021	2022
Hong Kong Island	599 218	688 592	624 000
Kowloon East	489 901	570 466	555 417
Kowloon West	631 593	862 992	1 011 084
New Territories South	512 831	584 706	570 895
New Territories North	474 326	595 404	602 075
Total	2 707 869	3 302 160	3 363 471

2. As one of the Commissioner of Police's operational priorities, HKPF ensures smooth traffic flow through application of the Selected Traffic Enforcement Priorities (STEP) and the use of technology. STEP in turn focuses on, among others, offences that obstruct traffic flow. HKPF steps up law enforcement at road sections where severe traffic congestion occurs. HKPF issues FPNs against illegally parked vehicles, and where the vehicles concerned cause serious traffic obstructions or pose road safety hazards, HKPF may tow them away.
3. The numbers of newly registered vehicles from 2020 to 2022 with breakdown by vehicle class and fuel type are at **Annex 1**.
4. The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks as at February 2023 in each of the 18 districts by vehicle type are tabulated at **Annex 2**, **Annex 3** and **Annex 4** respectively.

The Government has been actively pursuing a host of short-term and medium-to-long term measures to increase the number of parking spaces. For example, following the principle of "single site, multiple use", 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 progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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. Since the provision of different types of new parking spaces hinge on a host of factors including consultation with the local community and implementation progress of individual private development projects, TD is not in a position to make a precise projection on the numbers and locations of parking spaces to be provided in the next three years.

5. In March 2020, the e-Ticketing Pilot Scheme commenced and frontline officers may print FPNs using portable printers after they capturing details of the traffic contraventions with smart phones. The numbers of FPNs that were issued against illegal parking under the pilot scheme but were eventually withdrawn due to human errors in 2020, 2021 and 2022 are tabulated as follows:



	Year		
	2020	2021	2022
<b>Number of electronic FPNs issued</b>	1 068 795	2 366 658	3 075 398
<b>Number of electronic FPNs withdrawn due to human errors (%)</b>	160 (0.015%)	400 (0.017%)	366 (0.012%)

6. The ITER project was first developed in 2021. In 2022, THKI collaborated with the Hong Kong Automotive Platforms and Application Systems R&D Centre to further optimise the ITER, which is then under continued trial. Subject to the outcome of the trial, HKPF will further consider how to take the initiative forward.

**Numbers of newly registered vehicles from 2020 to 2022****2020**

<b>Vehicle class</b>	<b>Number of newly registered vehicles</b>				
	<b>Petrol</b>	<b>Diesel</b>	<b>Electric</b>	<b>Liquefied Petroleum Gas</b>	<b>Total</b>
Motorcycle	9 343	0	25	0	9 368
Private car	32 441	0	4 595	0	37 036
Taxi	0	0	0	805	805
Franchised bus	0	289	0	0	289
Non-franchised public bus	0	172	0	0	172
Private bus	0	35	0	0	35
Public light bus	0	12	0	147	159
Private light bus	0	68	0	76	144
Goods vehicle	2	5 390	35	0	5 427
Special purpose vehicle	0	98	9	12	119

**2021**

<b>Vehicle class</b>	<b>Number of newly registered vehicles</b>				
	<b>Petrol</b>	<b>Diesel</b>	<b>Electric</b>	<b>Liquefied Petroleum Gas</b>	<b>Total</b>
Motorcycle	9 013	0	79	0	9 092
Private car	29 724	2	9 583	0	39 309
Taxi	0	0	0	1 120	1 120
Franchised bus	0	277	0	0	277
Non-franchised public bus	0	277	0	0	277
Private bus	0	74	0	0	74
Public light bus	0	13	0	146	159
Private light bus	0	63	0	46	109
Goods vehicle	2	7 045	55	0	7 102
Special purpose vehicle	0	91	13	11	115

**2022**

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Total
Motorcycle	7 477	0	163	0	7 640
Private car	17 683	0	19 795	0	37 478
Taxi	10	0	1	1 094	1 105
Franchised bus	0	217	19	0	236
Non-franchised public bus	0	310	2	0	312
Private bus	0	57	0	0	57
Public light bus	0	14	0	115	129
Private light bus	0	69	0	1	70
Goods vehicle	0	6 913	80	0	6 993
Special purpose vehicle	0	120	13	4	137

Note: Hybrid vehicles are included under their respective fuel types.

**Numbers of on-street parking spaces in 18 districts by vehicle type as at February 2023**

<b>District</b>	<b>Private Car*</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total<sup>μ</sup></b>
Central and Western	522	193	11	628	1 354
Wan Chai	1 008	24	22	729	1 783
Eastern	525	91	62	777	1 455
Southern	647	53	85	447	1 232
Yau Tsim Mong	1 608	374	141	1 299	3 422
Sham Shui Po	1 219	227	9	876	2 331
Kowloon City	2 325	144	134	967	3 570
Wong Tai Sin	304	131	0	475	910
Kwun Tong	501	120	40	794	1 455
Tsuen Wan	832	68	31	618	1 549
Tuen Mun	1 287	331	112	886	2 616
Yuen Long	1 275	426	114	617	2 432
North	1 226	357	27	424	2 034
Tai Po	1 558	354	83	259	2 254
Sai Kung	1 962	320	160	479	2 921
Sha Tin	1 579	337	69	506	2 491
Kwai Tsing	416	364	21	721	1 522
Islands	510	56	78	152	796
<b>Total</b>	<b>19 304</b>	<b>3 970</b>	<b>1 199</b>	<b>11 654</b>	<b>36 127</b>

\* 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 2023<sup>^</sup>**

<b>District</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
Central and Western	3 921	427	13	351	4 712
Wan Chai	2 581	227	11	262	3 081
Eastern	3 143	351	33	374	3 901
Southern	2 670	182	11	483	3 346
Yau Tsim Mong	1 066	254	20	39	1 379
Sham Shui Po	4 073	1 178	33	498	5 782
Kowloon City	3 183	134	7	247	3 571
Wong Tai Sin	4 209	282	29	552	5 072
Kwun Tong	7 696	469	36	1 449	9 650
Tsuen Wan	1 914	124	4	242	2 284
Tuen Mun	3 501	142	46	166	3 855
Yuen Long	3 315	107	49	238	3 709
North	3 475	374	42	126	4 017
Tai Po	897	213	8	80	1 198
Sai Kung	1 938	73	61	206	2 278
Sha Tin	4 420	183	33	481	5 117
Kwai Tsing	4 836	563	12	845	6 256
Islands	1 601	115	17	109	1 842
<b>Total</b>	<b>58 439</b>	<b>5 398</b>	<b>465</b>	<b>6 748</b>	<b>71 050</b>

<sup>^</sup> 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 2023<sup>^</sup>**

<b>District</b>	<b>Private Car</b>	<b>Goods Vehicle</b>	<b>Coach/Bus</b>	<b>Motorcycle</b>	<b>Total</b>
Central and Western	34 065	457	58	483	35 063
Wan Chai	35 209	83	98	323	35 713
Eastern	43 112	1 379	238	1 440	46 169
Southern	37 144	861	188	1 021	39 214
Yau Tsim Mong	33 259	770	94	796	34 919
Sham Shui Po	24 973	1 890	387	838	28 088
Kowloon City	45 989	977	91	930	47 987
Wong Tai Sin	16 403	877	73	1 311	18 664
Kwun Tong	41 058	2 765	45	2 368	46 236
Tsuen Wan	35 777	1 866	362	807	38 812
Tuen Mun	38 143	2 012	93	872	41 120
Yuen Long	39 322	1 513	284	1 119	42 238
North	17 804	884	32	377	19 097
Tai Po	29 432	638	54	845	30 969
Sai Kung	40 472	1 103	139	2 673	44 387
Sha Tin	70 191	2 234	101	2 210	74 736
Kwai Tsing	30 887	9 883	399	1 362	42 531
Islands	13 835	700	190	386	15 111
<b>Total</b>	<b>627 075</b>	<b>30 892</b>	<b>2 926</b>	<b>20 161</b>	<b>681 054</b>

<sup>^</sup> 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 car park 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****TLB179****(Question Serial No. 0093)**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 LogisticsQuestion:

Regarding the operation of franchised bus companies, will the Government inform this Committee of the following:

1. the lost trip rates of each franchised bus company in the past three years, and the measures taken to mitigate the franchised bus companies' lost trip problem;
2. the progress and the amount of subsidy provided to franchised bus companies for installation of safety devices, as well as the progress of implementing measures to enhance safety; and
3. the current progress of franchised bus companies to introduce double-deck electric buses and double-deck hydrogen buses.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 13)Reply:

1. The lost trip rates of each franchise in the past three years are set out below:

<b>Franchise</b> (Note 1)	<b>2020</b>	<b>2021</b>	<b>2022</b>
KMB	6.9%	3.2%	2.5%
CTB(F1)	4.4%	1.5%	2.1%
CTB(F2)	2.0%	0.6%	1.2%
NWFB	6.7%	2.9%	3.0%
LW	4.7%	1.4%	1.9%
NLB	3.0%	0.3%	0.4%
<b>Overall</b>	<b>6.3%</b>	<b>2.8%</b>	<b>2.4%</b>

Note (1)

KMB - The Kowloon Motor Bus Company (1933) Limited

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

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

NWFB - New World First Bus Services Limited  
LW - Long Win Bus Company Limited  
NLB - New Lantao Bus Company (1973) Limited

The Transport Department (TD) has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by franchised bus operators, conducting regular surveys and taking note of passenger complaints or suggestions. TD has also stepped up the arrangements for issuing warning letters to franchised bus companies regarding lost trip situations in order to oblige them to adopt rectification measures and improve services more proactively. Besides, starting from the fourth quarter of 2022, the number of warning letters received has been made as one of the considerations to be taken into account in selecting operator for new bus routes to be awarded by TD through operator selection exercises.

The lost trip rates of all franchises were affected by the impact of COVID-19 and the related social distancing measures in the last three years. In the past three years, lost trip rates in 2020 were generally higher particularly during the early stage of the COVID-19 pandemic outbreak in February and March 2020, as franchised bus operators adjusted their services in response to sharp and abrupt decreases in patronage, which led to higher lost trip rates in particular during non-peak hours and late nights. Bus captains having contracted COVID-19 or being close contacts of contracted persons also resulted in staff shortage. TD took immediate actions to ask the franchised bus operators to rectify and operate their services according to the approved schedules through reminding and advisory letters. Having regard to the development of the COVID-19 situation and the corresponding adjustments in social distancing measures, as well as the need to make better use of resources, TD developed a mechanism for the franchised bus operators to apply for temporary service adjustments, taking into account factors such as the magnitude of the changes in passenger demand, occupancy rates of the bus routes especially during peak hours, and public acceptability of the proposed service reduction. TD had also instructed the franchised bus operators to flexibly deploy their resources to maintain adequate service. With the above mechanism and measures in place, the overall franchised bus lost trip rates had improved, falling from 6.3% in 2020 to 2.8% in 2021 and further to 2.4% in 2022.

2. To further strengthen efforts 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 the 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 the franchised bus operators have taken forward the enhancement measures in several major areas, which include:

- (a) installing and enhancing in-vehicle devices/technologies to assist bus captains in safe driving;
- (b) enhancing the work environment of bus captains; and
- (c) strengthening safety performance management.

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



### Installation of In-vehicle Safety Devices

All new double-deck buses procured from July 2018 onwards are equipped with seat belts on all the passenger seats, electronic stability control (ESC) that can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function). For existing buses, taking into consideration the results of the cost-benefit analyses, the franchised bus operators are retrofitting ESC and speed limiting retarder on around 4 000 buses, and installing seat belts on all the seats on the upper deck of around 1 900 double-deck buses. The Government has set aside \$500 million to subsidise 80% of the relevant installation costs for the franchised bus operators.

Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation of seat belts in three years and installation of ESC and speed limiting retarder in four years. As at the end of December 2022, there were about 1 500 existing buses installed with seat belts and 3 000 installed with ESC and speed limiting retarder, involving a total government subsidy of around \$336.8 million. The numbers of buses installed with the safety devices by individual franchised bus companies are set out in the table below:

<b>Franchised Bus Company</b>	<b>Total Number of Buses Installed with Safety Devices (Position as at the end of December 2022)</b>		
	<b>Seat Belt</b>	<b>ESC</b>	<b>Speed Limiting Retarder</b>
KMB	810	1 897	1 919
NWFB	252	371	371
Citybus Limited (CTB)	296	586	586
LW	116	116	116
NLB	28	10	39
<b>Total</b>	<b>1 502</b>	<b>2 980</b>	<b>3 031</b>

In addition to these safety devices, the 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 at their own costs. As at the end of December 2022, KMB has installed such devices on about 1 100 buses travelling on expressways, while CTB and LW have installed such devices on their full fleet of buses operating on the Airport/North Lantau routes, and will install the devices for all new buses procured for operating such routes. The franchised bus operators will continue to explore the use of technologies to assist their bus captains in safe driving.

### Enhancing Work Environment of Bus Captains

The 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 15 applications made by the franchised bus operators to provide rest rooms/resting facilities at bus termini/public transport interchanges in 2022, making a total of 295 bus termini provided with such facilities over the territory. The number of applications approved in 2022 for the individual franchised bus companies is set out in the table below:

<b>Franchised Bus Company</b>	<b>Number of Applications Approved in 2022</b>
KMB	11
LW	1
NWFB	0
CTB	3
NLB	0
<b>Total</b>	<b>15</b>

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

#### 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, 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. The franchised bus operators started compiling these SPIs from 2020, and TD is closely monitoring their performance.

In addition, the franchised bus operators conduct route risk assessment on each bus route on a regular basis (at least once every two years), which consists of assessment on the actual operational environment and situation of each bus route, as well as driving instructions to the bus captains having regard to the unique operating situation of each bus route.

#### Road Safety and Bus-friendly Measures

On top of the above measures implemented by the franchised bus operators, TD has also been taking a proactive role in formulating road safety and bus-friendly measures, such as provision of bus-only lanes and bus gates, and conducting comprehensive review on franchised-bus-related accident trends, with a view to enhancing the safety performance of the franchised bus operators.

3. Currently more than about 95% of the franchised buses used in Hong Kong are double-deck buses due to their higher passenger carrying capacity. Moreover, given the hilly terrain in Hong Kong, vehicles are often required to run on slopes. The hot and humid weather also necessitates heavy air-conditioning demand for buses. Franchised buses also have long operating hours and travel distance every day, which requires electric buses to have batteries with a higher driving range. In view of the above, there are only limited models of electric double-deck bus models that can suit the operating environment in Hong Kong.

CTB has introduced the first electric double-deck bus in Hong Kong and commenced passenger service trial in mid-June 2022. Preliminary results showed stable operational performance of the bus. KMB has also procured 52 electric double-deck buses at its own cost with the first one arrived in Hong Kong in December 2022 while the remaining ones are expected to arrive progressively within 2023.

At present, hydrogen fuel cell (HFC) heavy vehicles are still at an early stage of development, and resources have been allocated in research and development, operational trials and construction of ancillary infrastructure worldwide. To keep up with the development trend and the demand for ancillary facilities for HFC vehicles, the Environment and Ecology Bureau (EEB) is leading an inter-departmental working group (IWG) to progressively commence the trials of HFC double-deck buses and heavy vehicles in phases in the second half of 2023 with regard to local circumstances. The IWG will also conduct risk assessments on hydrogen refilling stations, the arrangements of hydrogen supply, and HFC vehicles on road, etc., as well as review relevant regulations, standards and technical guidelines, with a view to preparing for the establishment of a legal framework for the local use of hydrogen fuel. EEB has set aside \$200 million under the New Energy Transport Fund for subsidising the trial projects of HFC double-deckers and heavy vehicles on a project basis. In the meantime, the IWG will review and assess various applications of trial projects on hydrogen fuel technology before the completion of abovementioned tasks, and establish requirements/standards on aspects such as safety and planning, so that the trade can commence trials of HFC technology early. The Government will integrate the results from the trial projects to formulate regulations, standards and technical guidelines suitable for local circumstances, with a view to supporting the large-scale use of hydrogen fuel technology in Hong Kong in the long run.

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**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0094)**

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 Logistics

Question:

Regarding the operation of green minibuses (GMBs), will the Government inform this Committee of the following:

1. the lost trip rates of GMBs in each of the past three years and the measures to address the lost trip problem of GMBs; and
2. the numbers of cases in each of the past three years where the Transport Department (TD) (i) required GMB operators to submit written explanation of circumstances where GMB service diverted from a specified route; (ii) served letters on the GMB operators for failing to maintain a service in accordance with the Passenger Service Licence (PSL) conditions; and (iii) cancelled PSLs of GMB operators.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 14)

Reply:

1. TD has been effectively monitoring the operation of GMBs through various channels, including conducting regular and ad-hoc surveys or site observations, following up on passengers' complaints or suggestions, and maintaining close liaison with GMB operators, to ensure that proper and efficient service is maintained in accordance with the conditions of the PSL. If any service irregularities are found during the inspections or surveys, TD will advise GMB operator concerned to conduct follow-up investigation and provide written explanation with relevant information. If an operator fails to comply with the PSL conditions, TD may issue warning letters, and will take into account the warnings issued and the operator's service performance in the mid-term review for considering renewal of the PSL. If the contravention is serious and persistent in nature, TD may conduct inquiry against such GMB operator pursuant to section 30 of the Road Traffic Ordinance (Cap. 374) and after considering the inquiry result, consider suspend, cancel, or vary the operator's PSL pursuant to section 31 of Cap. 374.

Currently, TD does not keep comprehensive trip records or lost trip rates of GMB services. Nevertheless, as the GMB Real-time Arrival Information System (System) has been fully implemented in October 2022, TD will explore making use of the operational data provided by the System for the monitoring and regulation of GMB services, including the lost trip situations.

2. The numbers of cases over the past three years where TD (a) required GMB operators to submit written explanation of the circumstances where service diverted from a specified route; (b) served letters to GMB operators for failing to maintain service in accordance with PSL conditions; and (c) cancelled PSL of GMB operators are tabulated as follow:

<b>The numbers of cases that -</b>	<b>Year</b>		
	<b>2020</b>	<b>2021</b>	<b>2022</b>
i) TD required GMB operators to submit written explanation of the circumstances where service diverted from a specified route	457	637	465
ii) TD served letters to GMB operators for failing to maintain service in accordance with PSL conditions	16	13	25
iii) TD cancelled PSL of GMB operators	0	0	0

- End -

**CONTROLLING OFFICER'S REPLY****TLB181****(Question Serial No. 0095)**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 LogisticsQuestion:

Please list out the number and nature of complaints received by the Transport Department (TD) in the past three years concerning the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited (LWB), Citybus Limited (CTB), New World First Bus Services Limited (NWFB), New Lantau Bus Company (1973) Limited (NLB), taxi and public light bus; and is there any mechanism in place for assessing the public transport service performance; if yes, what are the details; if no, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 15)Reply:

The number and nature of complaints received by TD concerning KMB, LWB, CTB (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1)), CTB (Franchise for Airport and North Lantau Bus Network) (CTB(F2)), NWFB, NLB, taxi and public light bus in the past three years are set out in the tables below:

**2020**

Public Transport Modes	Number of Complaints Received by TD <sup>(Note 1)</sup>			
	Adequacy of Services	Standard of Services	General <sup>(Note 2)</sup>	Total
Franchised Bus				
KMB	968	7 109	504	8 581
LWB	145	224	24	393
CTB(F1)	202	632	56	890
CTB(F2)	102	288	47	437
NWFB	140	942	84	1 166
NLB	30	113	17	160
Other <sup>(Note 3)</sup>	233	1 451	344	2 028
Taxi	0	620	115	735
Public Light Bus	520	5 867	461	6 848
<b>Total</b>	<b>2 340</b>	<b>17 246</b>	<b>1 652</b>	<b>21 238</b>

## 2021

Public Transport Modes	Number of Complaints Received by TD <sup>(Note 1)</sup>			
	Adequacy of Services	Standard of Services	General <sup>(Note 2)</sup>	Total
Franchised Bus				
KMB	1 896	7 869	975	10 740
LWB	323	328	82	733
CTB(F1)	531	1 339	186	2 056
CTB(F2)	113	269	60	442
NWFB	369	2 481	216	3 066
NLB	55	190	42	287
Other <sup>(Note 3)</sup>	593	1 570	594	2 757
Taxi	5	1 100	77	1 182
Public Light Bus	1 145	9 306	687	11 138
<b>Total</b>	<b>5 030</b>	<b>24 452</b>	<b>2 919</b>	<b>32 401</b>

## 2022

Public Transport Modes	Number of Complaints Received by TD <sup>(Note 1)</sup>			
	Adequacy of Services	Standard of Services	General <sup>(Note 2)</sup>	Total
Franchised Bus				
KMB	2 278	17 020	940	20 238
LWB	177	388	25	590
CTB(F1)	967	2 749	202	3 918
CTB(F2)	181	405	89	675
NWFB	647	3 344	393	4 384
NLB	44	167	25	236
Other <sup>(Note 3)</sup>	856	1 687	747	3 290
Taxi	1	1 442	150	1 593
Public Light Bus	1 268	9 591	540	11 399
<b>Total</b>	<b>6 419</b>	<b>36 793</b>	<b>3 111</b>	<b>46 323</b>

### Notes

1. The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.
2. General complaints include those relating to fares and payment method, etc.
3. Complaints involving more than one franchisee or jointly operated routes, or could not be identified as associated to a franchisee.

Changes in number of complaints may be affected by a number of factors and should be interpreted with care. For example, the number of complaints in 2020 is lower partly because of a significant drop in number of passengers taking public transport services during the initial outbreak of the COVID-19 pandemic. On the other hand, the number of complaints in 2022 is higher due partly to services being affected by a noticeable number of

drivers and bus captains needed to undergo isolation or quarantine during the fifth wave of the pandemic.

Public transport operators (PTOs) are obliged to provide their services in a satisfactory manner in accordance with the Schedules of Services approved by TD as applicable. TD monitors the performance of PTOs of scheduled services, e.g. franchised bus and green minibus, by conducting site inspections and surveys, etc. In addition, TD conducts vehicle inspections and performance appraisals, analyses the operating returns submitted by PTOs on a regular basis, investigates public feedback or complaints, etc. TD also holds regular meetings with PTOs to review their service performance.

In general, if any non-compliance is found or the performance is not up to satisfaction of TD, TD will instruct PTOs concerned to improve the situation and implement rectification measures within a specified period of time. Depending on the persistence, nature and severity of each non-compliance case, TD may issue warning letter if no apparent improvement is made. If a PTO fails to provide a proper and efficient service in accordance with the requirements under the law, the Government may revoke the PTO's right to operate the service.

With regard to taxi, TD has enhanced its mechanism for handling complaints about taxi services by developing an internal database for consolidating complaint records. The database assists TD in grasping the overall taxi service quality more effectively and analysing whether there is a rising trend of complaints in any particular areas, so that appropriate follow-up actions could be taken in a more effective and timely manner.

- End -



**CONTROLLING OFFICER'S REPLY**

**TLB182**

**(Question Serial No. 2912)**

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport and Logistics Bureau will continue to oversee the implementation of recommendations arising from the consultancy study on parking for commercial vehicles (CVs). In this regard, will the Government inform this Committee of the following:

1. the progress of taking forward the recommendations arising from the consultancy study, including the number of additional parking spaces as a result of the implementation of various measures, and the latest vehicle-to-parking space ratios for various types of licensed vehicles in 2022-23;
2. whether the shortage of parking spaces for various types of CVs is mentioned in the consultancy study; if yes, please provide a list with breakdown by vehicle type; and a list of the latest shortage figures of various types of CV parking spaces since the commencement of implementation of the consultancy study's recommendations; and
3. there are allegations that the Government has been slow in increasing the provision of parking spaces and that the Hong Kong Police Force have adopted electronic technology to step up law enforcement while parking spaces are insufficient. Meanwhile, some short-term tenancy sites used as temporary car parks have been taken back for development purposes. As such, what measures will the Government take to speed up the provision of various types of CV parking spaces?

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

Reply:

1&3. The recommendations of the consultancy study on parking for 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 1**.

The latest numbers of parking spaces, licensed vehicles and the ratios of parking spaces to licensed vehicles as at February 2023 are tabulated at **Annex 2**.

2. The consultancy study on parking for CVs has been completed. The final report containing details of the projected CV parking demand, as well as the measures to alleviate the difference in projected demand and supply of parking spaces, is available on the Transport Department (TD)'s website ([https://www.td.gov.hk/filemanager/en/publication/ce38\\_2017-final%20report-eng.pdf](https://www.td.gov.hk/filemanager/en/publication/ce38_2017-final%20report-eng.pdf)).

Efforts to increase the provision of parking spaces for CVs are on-going. As such, we do not have an exact commencement time for implementation of these measures. TD will continue to pursue a host of short term and medium- to long-term measures as detailed above to increase the supply of parking spaces to alleviate the difference in projected demand and supply of parking spaces.

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

<b>Recommendations</b>	<b>Latest Progress</b>
(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 February 2023, TD has designated a total of 1 776 and 908 on-street parking spaces for night-time CV parking and coaches respectively. A total of 406 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	As at February 2023, a cumulative total of 35 schools have provided about 100 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 February 2023, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 37 STT car parks, involving a total of some 1 800 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple use”	<p>Eight potential sites have been identified for providing CV parking spaces. The latest progress of taking forward the eight sites as at the end of March 2023 is as follows:</p> <p>For (1) Amenity Complex in Area 103, Ma On Shan, the designs are in progress.</p> <p>For (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai (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, the sites are currently in the preliminary study or design stages. The project implementation will be subject to funding approval.</p> <p>For the four remaining sites in Hung Hom, Kowloon City, Tung Chung and Tuen Mun, TD will continue relevant work in conducting feasibility assessments and consultation with relevant stakeholders.</p>

<b>Recommendations</b>	<b>Latest Progress</b>
(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 completed the review of the standards on parking spaces and loading/unloading spaces stipulated in 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.

**Numbers of Parking Spaces and Licensed Vehicles  
(as at February 2023)**

	<b>Parking spaces</b>	<b>Licensed vehicles</b>	<b>Ratio*</b>
<b>Private cars (including van-type light goods vehicle)</b>	704 818	632 777	1.11
<b>Motorcycles</b>	38 563	74 815	0.52
<b>Goods vehicles (excluding van-type light goods vehicle)</b>	40 260	62 805	0.64
<b>Coaches and non-franchised public buses</b>	4 590	7 247	0.63
<b>Total</b>	788 231	777 644	1.01

\*Ratio of parking spaces to licensed vehicles

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2913)**

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport and Logistics 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 use". In this connection, please advise this Committee of the following:

- 1) the progress of addition of public car parks by the Government under the principle of "single site, multiple use", the number of parking spaces involved, and among them, the number of parking spaces available for use by various types of commercial vehicles (CVs); and
- 2) the number of short-term tenancy (STT) temporary car park sites that will be resumed for development in the next three years in order to meet the land requirements for other developments, the numbers of various types of CVs affected, and whether the Government will adopt a policy of "relocation before resumption"; if yes, what are the details; if no, what are the reasons.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 3)

Reply:

- 1) Following the principle of "single site, multiple use", 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 progress of seeking required approvals for those projects under planning; and the progress of construction of the approved projects, 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.

In particular, eight potential sites have been identified for providing CV parking spaces. For (1) Amenity Complex in Area 103, Ma On Shan, the designs are in progress. For (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai (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, the sites are currently in the preliminary

study or design stages. The project implementation will be subject to funding approval. For the four remaining sites in Hung Hom, Kowloon City, Tung Chung and Tuen Mun, TD will continue relevant work in conducting feasibility assessments and consultation with relevant stakeholders.

Several projects have already commenced construction, including:

- Joint-user Government Office Building in Area 67, 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 (Site 2) in Sheung Shui;
- Public Vehicle Park at Area 99, Tung Chung;
- The development of Chinese Medicine Hospital in Tseung Kwan O;
- Kwun Tong Composite Development Project;
- District Open Space, Sports Centre and Public Vehicle Park Project at Sze Mei Street; and
- Redevelopment of Yuen Long Stadium – demolition and main construction works.

The construction of Joint-user Complex at Site G2, Anderson Road Quarry will commence soon.

As regards other projects including the New Territories East Cultural Centre in Area 11, Fanling, Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po and Town Park with Public Vehicle Park in Area 66, Tseung Kwan O, the Government plans to seek funding approval for the projects from the Legislative Council in the 2023 legislative session.

- 2) Temporary public car parks provided under STTs are only stop-gap measures. STT sites would eventually be used for implementing planned permanent developments or relevant policy initiatives. In determining the duration of STTs, the Lands Department (LandsD) will take into account the timetable for the long-term use and development of the sites. In general, if the sites concerned are not immediately required for permanent uses, the sites would continue to be used for STTs. The permanent development programme would hinge on a host of variable factors, such as the market response and relevant policy initiatives. LandsD does not have information on the existing temporary STT car parks which will be terminated for the implementation of planned permanent developments in the next three years. TD will continue to liaise with LandsD to identify suitable reprovisioning sites for STT car parks which will be terminated for implementation of planned permanent developments. Parking demand and other competing land uses in the area will be taken into account in the process.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2916)**

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 Logistics

Question:

In Matters Requiring Special Attention in 2023-24, it is mentioned that the Transport Department (TD) will continue to review the operating conditions of public light buses (PLBs) and support the Environmental Protection Department (EPD) in carrying out the pilot scheme of electric public light buses (e-PLBs). In this regard, please inform this Committee of the following:

- 1) with the continuous expansion of railways, the room for business for PLBs (including green minibuses (GMBs) and red minibuses (RMBs)) has been shrinking continuously and their patronage has been declining. This, coupled with shortage and ageing of drivers, have caused PLB trade facing much difficulty in their businesses. As PLBs play an important role in the provision of public transport services, providing supplementary feeder services and serving residents in remote areas without convenient connections by public transport, what measures does the Government have to assist the trade in its continuous development?
- 2) regarding supporting the implementation of the pilot scheme of e-PLBs, what are the work details and latest progress, as well as the expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

- 1) With a view to maintaining the sustainability of PLB services, TD has been taking multi-pronged measures to assist the trade through introduction of new services, enhancement of operational efficiency, improvement on financial conditions and use of technology. The details are provided as follows:

Introduction of New Services

- (a) All along, it is the Government's policy to convert RMBs to GMBs to ensure better service quality and monitoring. As at the end of 2022, there were 3 352 and 997 registered GMBs and RMBs respectively. To reinforce the role of PLBs as supplementary feeder service and serving residents in remote areas, TD has been introducing new GMB routes to meet the additional demand for public transport services arising from housing development with regard to geographical



locations, road and railway connections, the role and function of GMBs in the public transport network, as well as operational and financial viability of the planned GMB routes, etc. For major housing development, TD takes a holistic planning approach to ensure an appropriate public transport network comprising of various public transport modes including franchised bus and GMB services are provided to meet different transport needs of the residents. In addition, TD has recently adjusted the assessment criteria of the Operators' Selection Exercise on new GMB routes such that existing GMB operators with good performance could stand a better chance to be granted with the operating rights. TD will strive to introduce more new GMB routes and invite applications from interested parties (including RMB operators or existing GMB operators) to operate these new GMB routes.

#### Enhancement of Operational Efficiency

- (b) TD actively helps the GMB trade to improve their operating and financial conditions by way of service rationalisation, including adjustments of service frequencies, operating hours, routings and vehicles deployment, etc.
- (c) With effect from August 2021, TD has allowed GMB operators with common shareholders to merge their passenger service licences to facilitate vehicle redeployment and operational flexibilities, and hence the GMB operators would be better able to enjoy the benefits of economies of scale.

#### Improvement on Financial Conditions

- (d) GMB operators can apply to TD for fare adjustments having regard to the business situation of their route packages. TD revised the internal guidelines in early 2022 to streamline the processing of fare adjustment applications, with a view to facilitate timely fare adjustments by the operators to improve the financial position of their route packages. In 2022, TD granted approval for the fare adjustment applications of 79 route packages, involving a total of 275 GMB routes. Upon the implementation of the new fares, along with recovery of patronage and resuming normalcy from the pandemic, it is expected that GMB services would be operating in a healthier financial position.

#### Use of Technology

- (e) With a view to enhancing fleet management of GMB services and passengers' trip planning, TD has fully implemented the GMB Real-time Arrival Information System covering all GMB routes in October 2022, under which passengers can get access to the real-time arrival information of GMB through TD's "HKeMobility" mobile application. At the same time, GMB operators may utilise the relevant data for fleet management, as well as service planning and monitoring so as to enhance their operational efficiency.

Regarding the driver shortage problem, TD has been keeping in view the situation, and communicating with the trade to actively consider practical measures that could help the trade to cope with the shortfall in the supply of drivers, such as liaising with the Labour Department (LD) to arrange for briefing sessions and inviting the participation of PLB trade in job fairs organised by LD, and providing the trade with more information on

suitable employment programme of LD, e.g. the Employment Programme for the Elderly and Middle-aged.

- 2) The Government is actively preparing for the launch of the pilot scheme on e-PLBs. TD has been supporting EPD in testing the operations of e-PLBs under local environment, providing views on the appropriate locations for installation of charging facilities, assisting in liaison with PLB trades / operators for identifying GMB routes suitable for the pilot scheme, and assisting gauging views from PLB trades on the pilot scheme, etc. Under the pilot scheme, EPD will provide the necessary charging facilities at selected public transport interchanges and GMB operators participating in the pilot scheme will be provided with a subsidy in procuring e-PLBs. According to EPD, the pilot scheme is planned to commence in the second half of 2023. The duties of supporting EPD in carrying out the pilot scheme on e-PLBs are undertaken by the existing resources of TD.

- End -

**CONTROLLING OFFICER'S REPLY****TLB185****(Question Serial No. 2917)**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 LogisticsQuestion:

Regarding the planning and introduction of new Green Minibus (GMB) services, please advise this Committee of the following:

- 1) the details of the six new GMB routes planned to be introduced in 2023, including the routeings involved, the numbers of vehicles required, the time of tender exercise and the service commencement dates;
- 2) the numbers of Red Minibuses (RMBs) and GMBs in the past two years (2021 and 2022) and their changes; and
- 3) to encourage more RMBs to convert to GMBs, what is the work plan of the Transport Department (TD) in expediting the introduction of new GMB services? Will TD take the initiative to invite suggestions on new routes from the trade and speed up the vetting and approval procedures?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)

Reply:

- 1) TD conducted a GMB Operators Selection Exercise in August 2022 for the award of the operating rights of four GMB packages comprising the following six planned GMB routes in the New Territories. Details of the routes, their respective minimum vehicle requirements and planned service commencement date are as follows:

	<b>Origin - Destination</b>	<b>Minimum Vehicle Requirement</b>	<b>Planned Service Commencement Date</b> <sup>Note 1</sup>
(1)	Chi Fuk Circuit — Luen Wo Hui (Circular)	4	Second quarter of 2023
(2)	Ma Sik Road — Fanling Station (Circular)	4	
(3)	Pak Shing Kok — Tseung Kwan O Station (Circular)	2	

	<b>Origin - Destination</b>	<b>Minimum Vehicle Requirement</b>	<b>Planned Service Commencement Date</b> <sup>Note 1</sup>
(4)	Anderson Road Quarry Development Area —Yau Tong (Circular)	5	Fourth quarter of 2023
(5)	Anderson Road Quarry Development Area —Sheung Tak Public Transport Terminus	3	
(6)	Tai Po (Fu Tip Estate) — Tai Po (Kwong Fuk Road) (Circular)	3	

Note 1: The service commencement date of each GMB route would be subject to the progress of the population intake of the respective housing development.

- 2) The numbers of registered RMBs and GMBs in 2021 and 2022 are tabulated as follows:

<b>Year (as at year-end)</b>	<b>Number of RMBs</b>	<b>Number of GMBs</b>
2021	1 015	3 334
2022	997	3 352

- 3) It has been the Government's established policy to encourage the conversion of RMBs to GMBs. TD has been introducing new GMB routes, having regard to the additional demand for public transport services arising from housing developments and their geographical locations, road and railway connections, the role and function of GMBs in the public transport network, as well as operational and financial viability of the planned GMB routes, etc. For major housing developments, TD takes a holistic planning approach to ensure an appropriate public transport network of franchised bus and GMB services is provided to meet different transport needs of the residents. Moreover, TD will take into account the suggestions from the public light bus trade. TD will strive to introduce more new GMB routes and invite applications from interested parties (including RMB operators) to operate these new routes through open invitation.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2918)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned that the waiting time for processing various vehicle and driving licences and permits is long, and there are always long queues in the licensing offices of the Transport Department (TD), causing inconvenience to the public. Would the Government inform this Committee of the following:

1. in the past two years (2021 and 2022), what were the numbers and the average processing time for licensing applications submitted in person and by non-counter means?
2. to improve the queue situation of the licensing offices, TD encourages members of the public to renew licences via "iAM Smart". In the past two years (2021 and 2022), what were the numbers of driving licence and vehicle licence renewal applications submitted via "iAM Smart"? In 2023, are there any measures to further encourage members of the public to renew licences via "iAM Smart"?
3. in 2023-24, TD will conduct process re-engineering of licensing services, and implement a series of measures. What are the implementation details and the expenses of the various measures, and the expected effectiveness of the measures?
4. currently, there are only four licensing offices under TD. In the New Territories, there is only Shatin Licensing Office located in the New Territories East, which is inconvenient to the residents in the New Territories West (NTW). There are many vehicle repairing workshops and car dealers in NTW, with great demand for licensing services. With the development of NTW, the Government is planning to develop a multi-storey building (MSB) for the vehicle repairing industry to accommodate the vehicle repairing operators affected by the resumption of brownfield sites. Will the Government consider to set up a licensing office in MSB in order to meet the licensing service demand from NTW residents? If yes, what are the details; if not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 8)

Reply:

1. The numbers of applications for vehicle licences (VL) and driving licences (DL) (including full DL, probationary DL and learner's DL) processed by TD in 2021 and 2022 are tabulated below:

<b>Year</b>	<b>Numbers of VL Applications Processed</b>	<b>Numbers of DL Applications Processed</b>
2021	895 677	387 508
2022	892 347	366 522

In 2021 and 2022, about 88% and 87% of the applications were submitted in person respectively, and the rest were submitted through non-counter means (i.e. by drop-in box, by post or online). For applications submitted in person, the percentage of applications that were processed within the performance pledge of 70 minutes in 2021 and 2022 are tabulated below:

<b>Year</b>	<b>Percentage of VL Renewal Applications Processed within 70 Minutes</b>	<b>Percentage of DL Renewal Applications Processed within 70 Minutes</b>
2021	99%	100%
2022	97%	99%

For applications submitted through non-counter means, if the application is in order with the support of all necessary valid documents and prescribed fee, it was processed within ten working days.

2. The numbers of DL and VL renewal applications submitted via “iAM Smart” in 2021 and 2022 are tabulated as follows:

<b>Year</b>	<b>Numbers of DL Renewal Applications Submitted via “iAM Smart”</b>	<b>Numbers of VL Renewal Applications Submitted via “iAM Smart”</b>
2021	6 350	30 139
2022	14 679	82 551

As revealed by the figures, the number of licensing applications submitted via “iAM Smart” in 2022 increased by more than 100% when compared to that of 2021. With the continuous effort made in publicity, the number of applications submitted via “iAM Smart” is expected to further increase in 2023.

To further encourage members of the public to renew licences via “iAM Smart”, TD has made arrangements with the Office of the Government Chief Information Officer to set up “iAM Smart” registration kiosks in TD's licensing offices since May 2022 to help members of the public register for “iAM Smart+”. Its digital signing function enables members of the public to utilise TD's online services to submit licensing applications. Up to February 2023, the kiosks have successfully processed over 26 000 registrations. Besides, TD has also displayed posters in TD's licensing offices and website banner at the homepage of TD's website for promoting the use of “iAM Smart”. TD will

continue to encourage members of the public to use “iAM Smart” to submit online applications for renewal of various licences.

- 3&4. TD has been working on the expansion of online licensing services and streamlining of application procedures in order to reduce the reliance on counter services and provide greater convenience for members of the public in handling licensing applications by saving their queuing time at licensing offices and allowing them to submit applications anytime and anywhere.

By tapping the benefits of “iAM Smart”, TD has already implemented 18 types of online licensing services (including renewal of full DL and VL) using “iAM Smart” as identity authentication. In 2023-24, TD will continue to further enhance the operational efficiency of its licensing offices by providing more user-friendly services to the public, including the extension of online licensing services to other types of licensing applications and to introduce electronic licences and permits as detailed below:

- Electronic Permits - Since December 2022, TD has progressively introduced by phases the electronic form of the permits, licences and certificates (collectively referred to as “permits”) of TD by issuing them in portable document format (pdf) and sending them to applicants by email for the applicants to print and display.
- Electronic VL (eVL) - TD plans to further digitalise the information on VL so that vehicle owners will no longer need to replace their paper-form VL upon each renewal after the first issuance; and to streamline the application procedures for VL renewal and pave way for full automation of processing. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, the implementation of eVL can be completed by 2024. Moreover, upon streamlining of the application procedures for VL renewal and full automation of processing, it is expected that the processing time of online VL renewal applications which do not involve manual checking can be reduced from ten working days to less than three working days by 2024.
- Electronic DL (eDL) - TD plans to introduce this measure as a supplementary and additional form of DL. While the physical DL will continue to be issued, eDL will be presented via a mobile application with the authentication by “iAM Smart”. eDL can be accepted in lieu of the physical DL, so that its holder can choose to bring along either the physical DL or eDL when driving. Subject to the passage of the relevant legislative amendment and the completion of system enhancements, eDL is expected to be introduced in 2024.

The additional workload arising from the aforementioned initiatives will be absorbed by TD with existing resources and no separate breakdown can be provided.

TD will continue to encourage members of the public to utilise online services to submit licensing applications so that they no longer need to visit licensing offices in person to process their applications. Against the above background, there is no plan to establish a new licensing office.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2919)**

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 Logistics

Question:

Regarding the monitoring of the Public Transport Fare Subsidy Scheme (the Scheme) by the Transport Department (TD), please advise this Committee of the following:

- 1) details of the regular transport surveys conducted by TD in 2022-23; whether any fraudulent claims of subsidy were found; and the expenditure incurred in the relevant investigations;
- 2) the Scheme has been well received by the public, as illustrated by the continuous rise in the average monthly number of beneficiaries since its launch in 2019, especially upon introduction of special measures by TD. The number is expected to go even higher to reach 3.29 million in 2023. In this regard, will the Government consider regularising the special measures to relieve the public's fare burden?
- 3) the Scheme has yet to cover all public transport modes (such as taxi and some kaito routes). Now that a subsidy cap has been set, will the Government consider further extending the Scheme to cover all public transport modes? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

- 1) TD has been adopting a series of risk-based monitoring measures to ensure proper use of public funds under the Scheme and minimise the risks of abuse. As part of the monitoring measures, TD conducts regular transport surveys to gather operational data and passenger statistics, verify the reports submitted by the operators and check the relevant transaction records. In 2022-23, an average of about 150 on-site inspections and monitoring surveys were conducted per month and the actual expenditure for engaging a contractor was about \$1.2 million. TD has not identified any cases of non-compliance in the monitoring surveys.
- 2) The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. Considering that the local economy is still recovering, the Government decided to extend the temporary special measures



under the Scheme for a period of six months till October 2023 to provide commuters with a subsidy amounting to one third of their actual monthly public transport expenses in excess of \$200, subject to a maximum of \$500 per month. Subsidy involves the use of public funds. Although each Octopus card is subject to a monthly subsidy cap, due to the large number of beneficiaries, the annual recurrent expenditure under the Scheme exceeds \$3 billion, excluding the expenditure for the temporary special measures. In considering the long-term arrangements of the Scheme, the Government will balance various considerations cautiously on the premise of prudent fiscal management, in order to ensure the proper use of public funds.

- 3) Currently, the Scheme covers all major local public transport modes including the Mass Transit Railway, franchised buses, green minibuses, ferries and trams, as well as designated routes of red minibuses, non-franchised buses providing residents' services or employees' services and kaitos approved by TD. Since the operation modes of red minibuses, non-franchised buses providing residents' services or employees' services and kaitos are relatively flexible and their fares do not require TD's approval, TD has adopted a risk-based monitoring approach in processing applications from these operators for joining the Scheme so as to ensure prudent use of public funds. TD has all along been encouraging operators that have fulfilled the basic requirements and undertaken to comply with the prescribed operational requirements to join the Scheme. TD will continue to liaise closely with the trade and provide necessary assistance as appropriate with a view to encouraging more operators to join the Scheme.

As regards taxis, noting that they offer personalised and point-to-point services for commuters who are willing to pay a higher fare, TD has not included taxi in the Scheme to ensure prudent use of public funds.

- End -

**CONTROLLING OFFICER'S REPLY****TLB188****(Question Serial No. 1114)**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 LogisticsQuestion:

Passenger services for cross boundary transport have been suspended for three years. After the resumption of normal traveller clearance between Hong Kong and the Mainland, there are still 70% of vehicles parking at the temporary parking site at Kwai Chung, which hindered the recovery of transportation capacity in Hong Kong. Please provide the changes among the numbers of different types of non-franchised bus over the past three years.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 21)Reply:

There are 6 905 registered non-franchised public buses as at the end of 2022, and each non-franchised public bus can be granted with more than one service endorsement. The numbers of different service endorsement for non-franchised public bus over the past three years are provided in the table below.

Service sub-type	No. of service endorsement for non-franchised public bus as at year end <sup>(Note)</sup>		
	2020	2021	2022
A01 - Tour Service	3 013	2 959	3 055
A02 - Hotel Service	689	578	538
A03 - Student Service	3 195	3 282	3 347
A04 - Employees' Service	2 206	2 345	2 379
A05 - International Passenger Service	1 473	1 355	1 305
A06 - Residents' Service	1 103	1 112	1 068
A08 - Contract Hire Service	5 395	5 287	5 237

Note: A non-franchised bus can be granted with more than one service endorsement.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0921)**

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 Logistics

Question:

In addition to special transport services for persons with disabilities (PwD), improving the accessibility and friendliness of public transport is very crucial to PwD to travel independently and integrate into the community. For example, low-floor minibuses with wheelchair seats can facilitate the mobility of PwD and the elderly to access different destinations, which is one of the indicators to promote barrier-free public transport. Some trade representatives mentioned that the promotion of barrier-free public transport involves additional costs and requires different forms of support from the Government.

In this regard, will the Government please advise the Committee of the following:

1. regarding the mainstream public transport, including but not limited to franchised buses, green minibuses (GMB), franchised and licensed ferries, whether there is any plan to support, in the form of financial or non-financial assistance, promotion of barrier-free public transport from 2023-24; and
2. the territory-wide Travel Characteristics Survey is expected to be completed in 2023. Whether there is any budget reserved to improve the ride experience and safety to address the travel needs of PwD and elderly.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 1)

Reply:

1.&2.

It is the Government's policy to provide a barrier-free and accessible public transport system to facilitate PwD and the elderly to participate and integrate into the community. The Transport Department (TD) has all along been working closely with the public transport operators to enhance facilities for PwD and the elderly. Some major initiatives taken / to be taken to promote barrier-free public transport services and facilities include:

- (a) All MTR stations are equipped with at least one type of barrier-free facility, such as lifts, ramps, stair lifts, wheelchair aids, etc. When constructing new railways, passenger lifts connecting station platform, concourse and street level are standard provisions, subject to actual circumstances. To facilitate the use of railway services by passengers with

different types of disabilities, accessible facilities such as wide gates, tactile guide paths, next stop announcement systems, braille maps, audible devices providing audible Octopus readings, induction loops, etc. have been installed at stations.

- (b) Regarding franchised buses, among the total fleet of about 6 100 buses, about 99% of the buses are wheelchair accessible low-floor buses (the only exceptions are those buses deployed in South Lantau as the choice of bus models are subject to topographical constraints) equipped with fixed ramps and wheelchair parking spaces inside the compartment for carriage of wheelchair bound passengers. Among them, about 400 buses are equipped with double wheelchair parking spaces, which are usually deployed to routes serving areas with hospitals. Priority waiting spaces to wheelchair users are also provided at suitable bus termini or en-route bus stops.

Regarding facilities within bus compartments, all buses are installed with bus stop announcement systems. Buses are also provided with other barrier-free or elderly-friendly features, such as priority seats, easily reached stop buttons, continuous railings and handrails at exit doors to provide safe and more pleasant bus journey for the elderly and PwD.

- (c) As regards GMBs, TD encourages GMB operators to use public light buses (PLBs) with barrier-free facilities. Higher marks will be given to GMB operators who undertake to deploy low-floor PLBs in the operators selection exercises for new routes. Starting from August 2018, TD has also imposed a mandatory requirement on GMB operators running new hospital routes to deploy at least one low-floor wheelchair accessible PLB. Currently, there are three low-floor wheelchair accessible PLBs serving three different hospital routes. Two more low-floor wheelchair accessible PLBs would be put into service on two other new hospital routes by the end of June 2023.
- (d) Regarding taxis, the Government has been actively encouraging the taxi trade to use wheelchair-accessible models. Currently, there are about 3 800 wheelchair-accessible taxis in operation. In 2022, TD assisted the taxi trade to introduce a new wheelchair-accessible taxi model for trial in Hong Kong. TD will continue to assist the taxi trade and vehicle suppliers in introducing more models of wheelchair-accessible taxis so as to provide wheelchair bound passengers with more choices while ensuring vehicle safety.
- (e) As regards franchised and licensed ferries, tactile guide paths are provided at all Government ferry piers, while accessible toilets, emergency call bells and wide gates / turnstiles to facilitate PwD are available at most of the ferry piers. The Government has been striving to enhance barrier-free facilities at piers where opportunity arises and circumstances permit. For example, an accessible toilet is provided at the Yung Shue Wan Ferry Pier after the pier enhancement in 2021 and the new lift facilities for the Hung Hom (South) Ferry Pier is expected to commence for use from the second quarter of 2023.

Further, the Government will fully subsidise the operators of outlying island ferry routes to procure a total of 44 new vessels for replacement of their existing vessels under the Vessel Subsidy Scheme (VSS), which will be implemented in two phases starting from 2021. Under the VSS, the new vessels will be equipped with accessible toilets and more space will be designated for use by wheelchair users.

As regards the Travel Characteristics Survey 2022 (TCS 2022), the fieldwork was completed in early January 2023 and over 35 000 households were successfully interviewed. In addition to collecting trip information of individual household members, TCS 2022 invited some households to share the factors affecting their travel characteristics and views on various transport facilities, such as considerations in choosing transport modes and elderly people's opinions towards transport services, etc. TD will take heed of the results and views obtained from TCS 2022 as reference on further enhancing barrier-free facilities on public transport for PwD and the elderly in future.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB190**

**(Question Serial No. 2176)**

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 Logistics

Question:

To enhance the accessibility in the territory, the Government has previously selected new hillside escalator links and elevator systems (HEL) proposals from over 110 proposals received for implementation based on the revised assessment mechanism. However, amongst the proposals which are not selected, there are proposals that can benefit the people with disabilities, wheelchair users and the elderly, and even affect the safety of their commuting. In this connection, does the Government plan to allocate resources to implement more proposals which are not selected at this moment? Also, is there any room to review the assessment mechanism to increase the weighting of the scores in effectiveness related to the number of beneficiaries of the people with disabilities, wheelchair users and the elderly people?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 2)

Reply:

Upon reviewing the assessment mechanism for the HEL proposals established in 2009, the Government consulted the Legislative Council (LegCo) Panel on Transport on the proposed revisions to the assessment mechanism, which was subsequently endorsed by the LegCo in 2019. Based on the revised assessment mechanism which takes into account the technical feasibility, social benefits and cost-effectiveness of individual proposals, 11 HEL proposals have been selected for priority implementation and the Government has commenced the next stage of works for taking forward these projects. Subject to the implementation progress of the 11 priority proposals and factors such as the allocation of available resources, we will review the rest of the proposals under the assessment mechanism in a timely manner.

In considering the needs of the elderly and people with impaired mobility, the revised assessment mechanism has, compared with the previous mechanism, increased the scoring weighting of the proportion of 65 year-old or above population in the beneficial catchment from 5 to 20 points (out of 100 points), and taken into account whether there is any hospital/rehabilitation centre/nursing home in the beneficial catchment, so that the proposed HEL can facilitate the commuting of the elderly and those in need. The weighting of this factor represents a key component in assessing the social benefits, and has struck a proper balance with other factors, including the expected pedestrian flow, implementation readiness and convenience, in the assessment of HEL proposals. The Government will continue to

monitor the effectiveness of the assessment mechanism in taking forward HEL projects to ensure they serve the public's needs.

- End -

**CONTROLLING OFFICER'S REPLY****TLB191****(Question Serial No. 2357)**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 LogisticsQuestion:

Following the commissioning of the East Rail Line (EAL) cross-harbour extension and resumption of normal travel between Hong Kong and the Mainland, the passenger flow of EAL has been gradually increasing. In this connection, please provide the following information regarding EAL (during peak hours):

	<b>1 January to 14 May 2022 (before the commissioning of EAL cross-harbour extension)</b>	<b>15 May 2022 to 5 February 2023 (after the commissioning of EAL cross-harbour extension and before the reopening of the Lo Wu Control Point)</b>	<b>After 6 February 2023 (after the reopening of the Lo Wu Control Point)</b>
Design maximum service frequency (minutes)			
Design carrying capacity (at six persons (standing) per square metre (ppsm))			
Actual service frequency (minutes)			



Actual carrying capacity (at six ppsm)						
Per hour per direction	Current patronage	Loading (%)	Current patronage	Loading (%)	Current patronage	Loading (%)
Lok Ma Chau to Sheung Shui						
Lo Wu to Sheung Shui						
Sheung Shui to Fanling						
Fanling to Tai Wo						
Tai Wo to Tai Po Market						
Tai Po Market to University						
University to Fo Tan						
Fo Tan to Sha Tin						
Sha Tin to Tai Wai						
Tai Wai to Kowloon Tong						
Kowloon Tong to Mong Kok East						
Mong Kok East to Hung Hom						
Hung Hom to Exhibition Centre						
Exhibition Centre to Admiralty						

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 39)

Reply:

According to the information provided by the MTR Corporation Limited, when evaluating the service demand for a railway line, the section of a railway line with the highest passenger loading, i.e. the critical link of a railway line, is usually used as a benchmark. The requested figures of the critical link of the EAL during the busiest one hour in the morning are as follows:

	<b>Before commissioning of EAL cross- harbour extension</b>	<b>After commissioning of EAL cross- harbour extension</b>	<b>Before resumption of normal service at Lok Ma Chau and Lo Wu</b>	<b>After resumption of normal service at Lok Ma Chau and Lo Wu</b>
Design Maximum Service Frequency (minutes)	Not Applicable (Note 1)	2.1 (Note 2)	2.1 (Note 2)	2.1 (Note 2)
Design Carrying Capacity (per hour) (at six ppsm)	Not Applicable (Note 1)	82 500 (Note 2)	82 500 (Note 2)	82 500 (Note 2)
Actual Average Service Frequency (minutes)	2.9 - 3.2 (Sheung Shui - Admiralty)	2.7 - 3.2 (Sheung Shui - Admiralty)	2.7 - 3.2 (Sheung Shui - Admiralty)	2.7 - 3.2 (Sheung Shui – Admiralty)  4.7-5.5 (Lo Wu – Admiralty)  9.5-12 (Lok Ma Chau – Admiralty)
Actual Carrying Capacity (per hour) (at six ppsm) (Note 3)	59 700 (Note 4)	62 500	62 500	62 500
Patronage at the critical link (Note 3)	26 000	33 100	37 700	39 500
Loading (at four ppsm) (Note 3)	60%	73%	83%	87%
Critical link (Note 3)	Sha Tin to Tai Wai	Tai Wai to Kowloon Tong	Tai Wai to Kowloon Tong	Tai Wai to Kowloon Tong

Note 1: Since EAL was operated with a mixed fleet of 12-car trains and 9-car trains before the commissioning of the cross-harbour extension, the design headway and design carrying capacity are not applicable.

- Note 2: The design maximum service frequency and carrying capacity under the new signalling system.
- Note 3: The first two columns refer to the weekly average figure for the week before and after commissioning of the EAL cross-harbour extension respectively. The last column refers to the weekly average figure for the week after resumption of services at Lo Wu on 6 February 2023.
- Note 4: The EAL was running solely with 9-car trains in the week before commissioning of the EAL cross-harbour extension.

- End -

**CONTROLLING OFFICER'S REPLY**

**LWB(W)247**

**(Question Serial No. 0157)**

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Labour and Welfare

Question:

In Matters Requiring Special Attention in 2023-24 under Programme (5), it is mentioned that the Transport Department will continue to strengthen anti-abuse measures under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme). In this connection, will the Government advise this Committee of the following:

1. the resources and staff establishment involved in the implementation of this policy initiative;
2. regarding the application for JoyYou Cards by eligible persons in 12 batches, whether an assessment has been made as to the proportion of applications received under batches 1 to 8;
3. the numbers of summonses issued by law enforcement agencies relating to abuse of the \$2 Scheme in the past 3 years with a breakdown by the 10 geographical constituencies for Legislative Council election; and the penalties awarded in these cases;
4. whether the existing penalty mechanism for abuse of the \$2 Scheme will be reviewed to step up the deterrent effect; if yes, the manpower involved.

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

Reply:

The required information is as follows:

1. In 2023-24, the estimated staff establishment for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) is 25 posts, and the amount of Government's reimbursement of the revenue

forgone to the participating public transport operators under the \$2 Scheme is about \$6.73 billion.

2. Since 1 June 2022, the Government has started to accept applications for JoyYou Cards from Hong Kong residents aged 65 or above, who should apply in 12 batches according to their years of birth to continue to enjoy the concessionary fare under the \$2 Scheme. As at the end of February 2023, the number of applications for JoyYou Cards received was more than 730 000, representing 93% of the population of eligible persons from the relevant years of birth (about 790 000).

3. and 4.

The Transport Department (TD) has all along been requesting public transport operators to strengthen ticket inspection and passenger identity verification work and to strictly enforce the penalty as set out in relevant legislation and by-laws to prevent any abuse. It has also conducted surveys to monitor the situation. Public transport operators have also enhanced publicity and reminded passengers to honestly tender the fares payable. At present, non-eligible passengers who are found travelling at the concessionary fares by the MTR Corporation Limited are liable to a surcharge or even prosecutions. Bus captains or field staff of bus companies, staff of ferry companies, staff of kaito operators, as well as minibus, tram and residents' bus drivers will also observe the boarding passengers. Non-eligible passengers who are found travelling at the concessionary fares will normally be required to pay the shortfall on the spot. Depending on the circumstances, individual cases may be referred to the Police for follow-up action. Individual cases of abuse of the \$2 Scheme by non-eligible passengers were detected during TD's surveys, and all of them paid the shortfall on the spot. As the amount of differential fares in such cases have been deducted from the amount reimbursed to the public transport operators concerned, no Government's reimbursement has been involved. During site monitoring surveys jointly conducted by TD and public transport operators between 2020 and 2022 on MTR, buses, ferries, kaito, minibuses, trams and residents' buses, 1 108 suspected abuse cases were found.

TD has also been closely monitoring the public transport operators in implementing the \$2 Scheme to prevent any abuse. TD has put in place a series of monitoring measures with participating public transport operators, including the establishment of audit standards to strengthen the internal control system and the deployment of TD staff to conduct on-site inspections on the internal control procedures adopted by various public transport operators. These operators and Octopus Cards Limited are required to submit annual assurance and audit reports on the relevant patronage and differential fare under the \$2 Scheme prepared by independent auditors in accordance with the relevant standards issued by the Hong Kong Institute of Certified Public Accountants. TD regularly examines the records and reports submitted by the participating public transport operators and Octopus Cards Limited. Between 2020 and 2022, TD detected six abnormal cases when examining the relevant reports and the cases were referred to the Police for follow-up action. No suspicious circumstances were detected in two of the cases after investigation by the Police, while the investigation of the remaining four cases is still ongoing.

To ensure prudent use of public funds and prevent abuse of the concessions by ineligible persons, the Government now requires that persons aged 60 to 64 must apply for and use JoyYou Cards as a prerequisite for enjoying the concessions; and eligible persons aged 65 or above should apply for JoyYou Cards from 1 June 2022 to the end of October 2023 in batches to continue to enjoy the concessionary fare under the \$2 Scheme. JoyYou Cards carry the Chinese and English names and photo of the card holder, which can facilitate the front-line staff to verify the identity of the user and strengthen the effectiveness of monitoring and inspection. The Government will, depending on the progress of applications made by eligible persons aged 65 or above, announce at a later date that it will cease the existing arrangement of covering Anonymous Elder Octopus Cards and Personalised Octopus Cards under the \$2 Scheme and all eligible persons must use JoyYou Cards to benefit from the \$2 Scheme.

On public education and publicity, the Government has launched a new round of publicity programmes in March 2023. Through TV and radio announcements in the public interest and posters, the Government has reminded persons aged 60 to 64 that they must use JoyYou Cards to benefit from the \$2 Scheme. It has also stressed that it is an offence for an ineligible person to abuse the \$2 Scheme. Any person who is convicted is liable to imprisonment.

The above tasks of strengthening the anti-abuse efforts are undertaken by the existing staff of TD. There is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**LWB(W)248**

**(Question Serial No. 1552)**

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (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), will the Government advise this Committee of the following:

- (1) the expenditure in the past 3 years;
- (2) the original estimate, revised estimate and actual amount of annual operational expenses;
- (3) the original estimate, revised estimate and actual amount of the Government's reimbursement of the revenue forgone to the participating public transport operators;
- (4) the respective amounts of the Government's reimbursement of the revenue forgone to the public transport operators in the past 3 years; and
- (5) whether there is any plan to combat the abuse of the Scheme and the "short rides on long bus routes" situation; if yes, the details; if no, the reasons.

Asked by: Hon LAI Tung-kwok (LegCo internal reference no.: 20)

Reply:

The information sought is provided as follows:

(1) and (4)

The expenditure of the \$2 Scheme in each of the past 3 financial years is tabulated below:

	<b>2020-21 Actual (\$'000)</b>	<b>2021-22 Actual (\$'000)</b>	<b>2022-23 Revised Estimate (\$'000)</b>
<b>(a) The Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme<sup>(Note)</sup>:</b>			
MTR Corporation Limited	266,742	368,927	1,163,410
Franchised bus operators	408,013	576,020	1,177,756
Ferry operators	27,004	38,362	77,461
Green minibus operators	314,917	407,401	558,680
Red minibus operators	The \$2 Scheme has not yet been extended to cover the operators concerned	3,742	59,564
Kaito operators		683	7,796
Hong Kong Tramways Limited		188	2,212
Residents' service operators		The \$2 Scheme has not yet been extended to cover the operators concerned	28,010
Sub-total	1,016,676	1,395,323	3,074,889
<b>(b) Operational expenses<sup>(Note)</sup></b>	<b>22,513</b>	<b>37,961</b>	<b>51,272</b>
<b>Total</b>	<b>1,039,189</b>	<b>1,433,284</b>	<b>3,126,161</b>

<sup>(Note)</sup> From 27 February 2022, the \$2 Scheme has been extended to cover persons aged 60 to 64, as well as red minibuses, kaitos and trams. From 25 September 2022, the \$2 Scheme has been extended to cover residents' services. The operational expenses have also increased as a result.

(2) and (3)

The original and revised estimates of the annual operational expenses of the \$2 Scheme for 2022-23 are about \$110 million and \$50 million respectively. The original and revised estimates of the Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme for 2022-23 are \$6.04 billion and \$3.07 billion respectively. The actual expenditures are yet to be determined.

- (5) The Transport Department (TD) has all along been requesting public transport operators to strengthen ticket inspection and passenger identity verification work and to strictly enforce the penalty as set out in relevant legislation and by-laws to prevent any abuse. It has also conducted surveys to monitor the situation. Public transport operators have also enhanced publicity and reminded passengers to honestly tender the fares payable. At present, non-eligible passengers who are found travelling at the concessionary fares by the MTR Corporation Limited are liable to a surcharge or even prosecutions. Bus captains or field staff of bus companies, staff of ferry companies, staff of kaito operators,



as well as minibus, tram and residents' bus drivers will also observe the boarding passengers. Non-eligible passengers who are found travelling at the concessionary fares will normally be required to pay the shortfall on the spot. Depending on the circumstances, individual cases may be referred to the Police for follow-up action. Individual cases of abuse of the \$2 Scheme by non-eligible passengers were detected during TD's surveys, and all of them paid the shortfall on the spot. The amount of differential fares in such cases have been deducted from the amount reimbursed to the public transport operators concerned.

TD has also been closely monitoring the public transport operators in implementing the \$2 Scheme to prevent any abuse. TD has put in place a series of monitoring measures with participating public transport operators, including the establishment of audit standards to strengthen the internal control system and the deployment of TD staff to conduct on-site inspections on the internal control procedures adopted by various public transport operators. These operators and Octopus Cards Limited are required to submit annual assurance and audit reports on the relevant patronage and differential fare under the \$2 Scheme prepared by independent auditors in accordance with the relevant standards issued by the Hong Kong Institute of Certified Public Accountants. TD regularly examines the records and reports submitted by the participating public transport operators and Octopus Cards Limited.

To ensure prudent use of public funds and prevent abuse of the concessions by ineligible persons, the Government now requires that persons aged 60 to 64 must apply for and use JoyYou Cards as a prerequisite for enjoying the concessions; and eligible persons aged 65 or above should apply for JoyYou Cards from 1 June 2022 to the end of October 2023 in batches to continue to enjoy the concessionary fare under the \$2 Scheme. JoyYou Cards carry the Chinese and English names and photo of the card holder, which can facilitate the front-line staff to verify the identity of the user and strengthen the effectiveness of monitoring and inspection. The Government will, depending on the progress of applications made by eligible persons aged 65 or above, announce at a later date that it will cease the existing arrangement of covering Anonymous Elder Octopus Cards and Personalised Octopus Cards under the \$2 Scheme and all eligible persons must use JoyYou Cards to benefit from the \$2 Scheme.

On public education and publicity, the Government rolled out Announcements in the Public Interest (APIs) in July 2022 to encourage eligible beneficiaries to make appropriate use of short-haul services and section fares to ensure proper use of public funds. In mid-March 2023, the Government has launched a new round of publicity programmes. Through TV and radio APIs and posters, the Government has reminded persons aged 60 to 64 that they must use JoyYou Cards to benefit from the \$2 Scheme. It has also stressed that it is an offence for an ineligible person to abuse the \$2 Scheme. Any person who is convicted is liable to imprisonment.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1088)**

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the support to public transport trades, will the Government advise this Committee of the following:

1. the recurrent expenditures of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in the past 5 years and the percentages of administrative cost in such expenditures;
2. the amount of subsidies provided for green and red minibuses under the measure in the past 5 years;
3. whether the Government will study maintaining the services of some minibus routes with business difficulties but with actual passenger demand, through a mode of purchasing services from the operators or providing subsidy for them;

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 29)

Reply:

The information sought is provided as follows:

1. The recurrent expenditure of the \$2 Scheme in each of the past 5 financial years is tabulated below:

	<b>2018-19 Actual (\$'000)</b>	<b>2019-20 Actual (\$'000)</b>	<b>2020-21 Actual (\$'000)</b>	<b>2021-22 Actual (\$'000)</b>	<b>2022-23 Revised Estimate (\$'000)</b>
The Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme <sup>(Note)</sup>	1,209,408	1,274,988	1,016,676	1,395,323	3,074,889
Administrative cost <sup>(Note)</sup>	22,653	20,844	22,513	37,961	51,272
<b>Total</b>	<b>1,232,061</b>	<b>1,295,832</b>	<b>1,039,189</b>	<b>1,433,284</b>	<b>3,126,161</b>
<b>Administrative cost as a percentage of the recurrent expenditure</b>	<b>1.8%</b>	<b>1.6%</b>	<b>2.2%</b>	<b>2.6%</b>	<b>1.6%</b>

(Note) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, and the scheme has been extended to cover red minibuses (RMBs), kaitos and trams. The \$2 Scheme has been further extended to cover eligible residents' services from 25 September 2022. The administrative cost has also increased as a result.

- The Government's reimbursement of the revenue forgone to the participating green minibus (GMB) and RMB operators under the \$2 Scheme in each of the past 5 financial years is tabulated below:

	<b>GMB operators</b>	<b>RMB operators</b>
2018-19 Actual (\$'000)	348,292	The \$2 Scheme has not yet been extended to cover RMB operators
2019-20 Actual (\$'000)	362,551	
2020-21 Actual (\$'000)	314,917	
2021-22 <sup>(Note)</sup> Actual (\$'000)	407,401	3,742
2022-23 Revised Estimate (\$'000)	558,680	59,564

(Note) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, and the scheme has been extended to cover RMBs.

3. The Government understands that the public light bus (PLB) trade was affected by the epidemic in the past 3 years. To help the trade cope with the hardship and financial pressure, the Government has introduced a number of appropriate subsidy arrangements under the first, second and sixth rounds of the Anti-epidemic Fund, including:
- (1) One-off non-accountable subsidy of \$30,000 for each eligible PLB to GMB passenger service licence (PSL) holders and registered owners of RMBs for a total of 2 times;
  - (2) Fuel subsidy to PLBs for a total of 20 months (from July 2020 to June 2021 and from May to December 2022);
  - (3) Wage subsidy of \$6,000 for 6 months (from June to November 2020) to GMB operators for hiring each eligible employee aged 65 or above; and
  - (4) Wage subsidy to employers (including GMB operators) for 2 times for a total of 9 months (i.e. from June to November 2020; and from May to July 2022) under the Employment Support Scheme and 2022 Employment Support Scheme, helping employers retain their current employees and maintain their business operation, and enabling them to employ more staff when the epidemic stabilises and the business revives.

In addition, the Hong Kong Monetary Authority and the banking sector launched a Pre-approved Principal Payment Holiday Scheme in May 2020 to offer credit relief for eligible corporate customers (including the PLB trade). The Scheme has been further extended to the end of July 2023.

Regarding the operation of individual GMB services, operators may apply to the Transport Department (TD) for adjustment of fare or service levels in light of the operational situation of their route packages or change in patronage. When assessing the applications, TD will take into account factors including the prevailing operational and financial situation of individual routes. In addition, TD will proactively seek to improve the financial situation of individual GMB route packages through adjustment of service frequency and operating hours, route rationalisation, and vehicle deployment, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**LWB(W)250**

**(Question Serial No. 1363)**

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please provide the following information since the inclusion of persons aged 60 to 64 as beneficiaries under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme):

1. the monthly amount of government subsidy with a breakdown by mode of public transport; and the respective administrative costs involved; and
2. the number of eligible beneficiaries who have yet to apply for JoyYou Cards.

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 27)

Reply:

The information sought is provided as follows:

1. From 27 February 2022, the eligible age of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) has been lowered from 65 to 60, and the scheme has been extended to cover red minibuses, kaitos and trams. The \$2 Scheme has been further extended to cover eligible residents' services from 25 September 2022. In the period from 27 February 2022 to 28 February 2023, the Government's reimbursement of the revenue forgone to the participating public transport operators in respect of persons aged between 60 and 64 is as follows<sup>(Note 1)</sup> <sup>(Note 2)</sup>:

<b>Public transport operators</b>	<b>The Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme in respect of persons aged between 60 and 64 (From 27 February 2022 to 28 February 2023) (\$'000)</b>
MTR Corporation Limited	726,401
Franchised bus operators	582,767
Ferry operators	43,309
Green minibus operators	180,049
Red minibus operators	23,977
Kaito operators	3,251
Hong Kong Tramways Limited	1,954
Residents' service operators	3,738
<b>Total</b>	<b>1,565,446</b>

(Note 1) As requested in the question, the above figures only cover those trips taken by persons aged between 60 and 64 under the \$2 Scheme, excluding those relating to persons aged 65 or above.

(Note 2) As the actual timing of the Government's monthly reimbursement of the revenue forgone to individual operators varies, the above table only lists the total amounts of the reimbursement of the revenue forgone to the operators during the above-mentioned period.

The revised estimate of the total recurrent administrative costs of the \$2 Scheme for 2022-23 is about \$51 million. There is no breakdown of the recurrent administrative costs by beneficiary.

- Under the \$2 Scheme, there are currently about 630 000 eligible beneficiaries aged 60 to 64. As at the end of February 2023, the Octopus Cards Limited received about 622 000 applications for JoyYou Cards from that group (i.e. about 98.7%). In other words, around 8 000 eligible beneficiaries (around 1.3%) have yet to apply.

- End -

**CONTROLLING OFFICER'S REPLY**

**SV-TLB002**

**(Question Serial No. SV030)**

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 Logistics

Question:

The total number of commercial vehicle (CV) parking spaces provided by the Government and the private sector in the past three years has decreased by 477. Would the Government advise on the plan to increase the provision of CV parking spaces?

Asked by: Hon CHAN Han-pan

Reply:

The Government's policy on provision of parking spaces accords priority to considering and meeting the parking demand of CVs which play a vital role in the logistics industry, the tourism industry and the overall economy of Hong Kong. The Transport Department (TD) completed the consultancy study on parking for CVs in 2021. The recommendations of the consultancy study 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**.

Amongst the various measures undertaken, to cater for the demand of drivers living in subsidised housing for CV parking spaces in the vicinity during non-business hours (e.g. night time), an increasing number of loading/unloading bays ancillary to subsidised housing have been opened up for large-size CV's overnight parking where feasible. The Hong Kong Planning Standards and Guidelines (HKPSG) were revised in 2021 to, inter alia, increase the type and number of CV parking spaces in subsidised housing developments.

With the implementation of various measures, the number of CV parking spaces provided by the Government increases from 10 792 in February 2021 to 11 032 in February 2023. The reduction in the overall number of CV parking spaces during the same period (from 45 327 to 44 850) was mainly due to the closure of some short-term tenancy (STT) public car parks for implementing planned permanent developments or relevant policy initiatives. TD will continue to liaise with relevant Government departments to identify suitable sites for STT car parks, taking into account the parking demand and planning needs in the area.

TD will also continue to pursue the host of short term and medium- to long-term measures to increase the supply of parking spaces for CVs.



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

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time CV parking spaces and provide on-street parking spaces and picking-up/setting-down facilities for coaches	As at February 2023, TD has designated a total of 1 776 and 908 on-street parking spaces for night-time CV parking and coaches respectively. A total of 406 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	As at February 2023, a cumulative total of 35 schools have provided about 100 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 February 2023, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 37 STT car parks, involving a total of some 1 800 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple use”	<p>Eight potential sites have been identified for providing CV parking spaces. The latest progress of taking forward the eight sites as at the end of March 2023 is as follows:</p> <p>For (1) Amenity Complex in Area 103, Ma On Shan, detailed design work is in progress. Project implementation will be subject to funding approval.</p> <p>For (2) Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai; (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, the sites are currently in the preliminary study or design stages. Project implementation will be subject to funding approval.</p> <p>For the four remaining sites in Hung Hom, Kowloon City, Tung Chung and Tuen Mun, TD will continue with feasibility assessment and consultation with relevant stakeholders.</p>

<b>Recommendations</b>	<b>Latest Progress</b>
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in HKPSG with a view to increasing the parking provision	TD completed the review of the standards on parking spaces and loading/unloading spaces stipulated in HKPSG in July 2021 and the revised parking standards were promulgated in August 2021 on the 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-LWB(W)08**

**(Question Serial No. SV038)**

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Labour and Welfare

Question:

The MTR Corporation Limited (MTRCL) has to set aside an amount to provide Special Fare Days for incidents causing service disruptions. Has this caused an increase in the Government's expenditure on reimbursement of the revenue forgone to MTRCL on these days under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme)? If yes, will relevant measures be implemented to avoid the extra cost being borne by the Government?

Asked by: Hon ZHANG Xinyu, Gary

Reply:

Under the new arrangement of the reviewed Fare Adjustment Mechanism by MTRCL and the Government, MTRCL will rebate passengers for service disruptions by arranging "Thank You Day" on specific weekend(s). On a "Thank You Day", all Octopus or QR code ticket users travelling on MTR lines can enjoy a 50% fare discount. MTRCL held the first "Thank You Days" under the new arrangement on 8 and 9 April 2023.

When beneficiaries of the \$2 Scheme travel on MTR services covered by the \$2 Scheme on a "Thank You Day", MTRCL will offer them a \$1 fare discount, which is half the \$2 flat fare, meaning they will only need to pay \$1 per trip. According to the agreement entered into between the Government and MTRCL under the \$2 Scheme, fare concessions offered by MTRCL will be deducted from the Government's reimbursement of the revenue forgone to the company under the \$2 Scheme. As such, no additional expenditure will be incurred for each trip on a "Thank You Day" in relation to the Government's reimbursement of the revenue forgone to MTRCL under the \$2 Scheme. On the contrary, the Government will pay \$1 less for each of these trips.

- End -