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CONTROLLING OFFICER'S REPLY

TLB132

(Question Serial No. 3020)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To address the long standing problem of manpower shortage faced by the transport industry, the Transport Department (TD) has launched the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme). Please list the details of manpower and estimated expenditure involved.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 32)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the trades and providing a stable workforce, thus maintaining the reliability of public transport services.

The manpower and expenditure of the Transport Department (TD) involved in the implementation of the above Scheme are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

- End -

CONTROLLING OFFICER'S REPLY

TLB133

(Question Serial No. 3028)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) is committed to promoting “Smart Mobility” by implementing and maintaining intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems on strategic routes and major roads. In this connection, will the Government inform this Committee of the following:

1. the expenditures for development and maintenance of each of the intelligent transport systems in the past year; and
2. the estimated manpower and expenditure involved in 2024-25.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 33)

Reply:

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 expenditures of the various smart mobility initiatives, including (1) expenditures for development and maintenance in 2023-24; and (2) estimated expenditures for development and maintenance in 2024-25, are tabulated as follows:

| Smart Mobility Initiatives | Expenditures in 2023-24 | Estimated Expenditures in 2024-25 |
|--|--------------------------------|--|
| Smart Transport Infrastructure | | |
| 1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area | \$420.2 million | \$465 million |

| Smart Mobility Initiatives | Expenditures in 2023-24 | Estimated Expenditures in 2024-25 |
|--|--------------------------------|--|
| 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 | \$16.9 million | \$19 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 | \$4.53 million | N/A |
| 4. Implement real-time adaptive traffic signal system at suitable independent signalised junctions across the territory for the adaptation of traffic signal timing in response to vehicular and pedestrian flows, thereby making the most of the capacity of the signalised junctions | N/A | (Note 1) |
| 5. Commission a consultancy study on the latest regulatory framework and current technical standards for autonomous vehicles in the Mainland and overseas countries to finalise the technical details of the Code of Practice and make timely updates in future | \$75,000 | \$75,000 |
| 6. Take forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that section, testing the technologies and understanding the driving habits of motorists when using the smart motorway | \$3.58 million | \$19.6 million |

| Smart Mobility Initiatives | Expenditures in 2023-24 | Estimated Expenditures in 2024-25 |
|---|---|---|
| Data Sharing and Analytics | | |
| 7. 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 | \$3.42 million | \$4.3 million |
| 8. 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 | \$7.16 million | \$6 million |
| 9. Continue to maintain and improve the Traffic Data Analytics System to enhance traffic management and efficiency | \$1.45 million | \$2.6 million |
| 10. Continue to encourage operators of public car parks to provide real-time parking vacancy information to facilitate motorists’ search for parking spaces; and include relevant conditions in land leases and STT agreements requiring relevant public car parks to provide real-time parking vacancy information | The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved. | The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved. |
| Applications and Services | | |
| 11. Encourage PT operators to introduce new electronic payment systems, having regard to the systems’ reliability, user friendliness and efficiency | The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved. | The work is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved. |
| 12. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology | \$132.1 million | \$190.4 million (including estimated approved funding and administrative costs of the Fund) |

| Smart Mobility Initiatives | Expenditures in 2023-24 | Estimated Expenditures in 2024-25 |
|--|--------------------------------|--|
| 13. Manage, operate and maintain the parking meter system, which supports multiple payment means (including Faster Payment System and remote payment with mobile app “HKeMeter”) and provide real-time parking vacancy information. The Government will continue to install parking meters at suitable locations and enhance the parking meter system. | \$51.21 million | \$59.35 million |
| 14. Commission APS 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 | \$0.7 million (Note 2) | \$1.2 million (Note 2) |
| 15. Continue to operate sensors installed at some non-metered on-street parking spaces to provide real-time parking vacancy information | \$0.35 million | \$0.3 million |

Note 1: The Government plans to seek funding from the Legislative Council within 2024 for implementing real-time adaptive traffic signal system at suitable independent signalised junctions across the territory.

Note 2: The expenditure in 2023-24 and estimated expenditure in 2024-25 are 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 has been/will be sought from the Legislative Council. The relevant works expenditure is not included in the amount stated in the above table.

Except for item 12 above 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 total amount of the Fund.

CONTROLLING OFFICER'S REPLY

TLB134

(Question Serial No. 3029)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department oversees the launch of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (e-taxis)” to encourage the taxi trade to switch to e-taxis. Please provide the estimated increase in the number of battery e-taxis and the estimated total expenditure involved.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 31)

Reply:

On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. The Government provides a total commitment of \$6.4 billion for the Loan Scheme with an expected maximum expenditure of \$2.176 billion.

The Government’s target is to introduce 3 000 e-taxis by the end of 2027. The Government has been adopting a multi-pronged approach to promote the use of e-taxis, which includes launching the Loan Scheme. The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary. We have not set a specific target for the number of applications to be received under the Loan Scheme.

- End -

CONTROLLING OFFICER'S REPLY

TLB135

(Question Serial No. 2469)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the patronage of the MTR East Rail Line (ERL), will the Government inform this Committee of the following in the past three years:

1. the numbers, durations and causes of service disruption of ERL in table form;
2. further to the above, the numbers and details of incidents of falling onto ERL tracks and the details;
3. since the resumption of normal travel between the Mainland and Hong Kong, the ratio between design capacity and actual patronage of ERL; whether the service frequency be further increased;
4. further to the above, with the ratio of train frequency to Lok Ma Chau Station and to Lo Wu Station at 1:2 currently, whether the train frequency to Lok Ma Chau Station will be further increased; if yes, the details; if not, the reasons; and
5. given that ERL has switched to nine-car trains for operation, thereby increasing crowdedness on some of its platforms during the busiest period, what are the measures to improve the passenger flow?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 11)

Reply:

- (1) The numbers of incidents which caused ERL service disruption of eight minutes or above due to factors within the MTR Corporation Limited (MTRCL)'s control in the past three years are set out below:

| Year | Cause | Number of incidents | Duration of disruption and number of cases | |
|------|-------------------------------------|---------------------|--|----|
| | | | | |
| 2021 | equipment failure ^(Note) | 55 | 8 to 30 minutes | 48 |
| | | | 31 minutes or above | 7 |
| | human factors | 0 | -- | -- |
| 2022 | equipment failure ^(Note) | 28 | 8 to 30 minutes | 27 |
| | | | 31 minutes or above | 1 |
| | human factors | 1 | 8 to 30 minutes | 1 |
| | | | 31 minutes or above | 0 |
| 2023 | equipment failure ^(Note) | 13 | 8 to 30 minutes | 13 |
| | | | 31 minutes or above | 0 |
| | human factors | 0 | -- | -- |

Note: Including station equipment failure, infrastructure, rolling stock failure, etc.

- (2) The numbers of passenger-on-track cases (including suicide, attempted suicide, falling onto track and other trespassing cases) at ERL over the past three years are set out as follows:

| Year | Number of passenger-on-track cases |
|------|------------------------------------|
| 2021 | 12 |
| 2022 | 16 |
| 2023 | 44 |

Following the resumption of normal travel in early January 2023, the passenger flow of ERL has gradually increased, with the number of passenger-on-track cases comparable to the pre-pandemic level (the number of cases in 2018 is 47). For the safety of passengers, there are various safety facilities at ERL platforms, including the trial of new technology starting from 2023 to detect unusual passenger behaviour and monitor passengers who stand beyond the yellow line, and immediately alert station staff for quicker surveillance. MTRCL has also commenced the installation of automatic platform gates, which is expected to be completed in 2025.

(3) to (5)

The design capacity of ERL 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, service arrangement, passenger demand, etc. Currently, the carrying capacity of the critical links of ERL (i.e. from Tai Wai to Kowloon Tong) during the busiest one hour in the morning is 62 500 (six ppsm), with a train frequency of 2.7 minutes. In 2023, the patronage of that section was 42 400, and the loading was 68% and 94% respectively for six and four ppsm. MTRCL will continue to closely monitor the operational situation, travelling patterns of passengers and patronage of ERL, and make timely adjustments to train services in light of actual needs and operational situation. MTRCL will also adopt a series of measures to facilitate passenger flow where appropriate, including implementing passenger diversion measures to guide passengers to board the trains at the less crowded areas of platform so as to achieve a more even distribution of patronage, and arranging short-haul trips for stations with more passengers to improve passenger flow.

The Government and MTRCL have been closely monitoring the patronage of railway service to/from Lok Ma Chau Station and Lo Wu Station with a view to making timely adjustments to the ERL service as and when necessary. In light of the increase in passenger demand for ERL service to/from Lok Ma Chau Spur Line Control Point during the day and evening of weekends and public holidays, MTRCL has enhanced the train service to/from Lok Ma Chau Station during that period since 16 March 2024. And in light of the rise in total patronage of ERL, MTRCL has also increased the train frequency between Admiralty and Tai Po Market Stations so as to better align with the overall travelling patterns of passengers.

- End -

CONTROLLING OFFICER'S REPLY

TLB136

(Question Serial No. 2483)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (4) Management of Transport Services
Controlling Officer: Commissioner for Transport (Ms Angela LEE)
Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the design capacities and peak-hour utilisation of the ten strategic routes in Hong Kong;
2. the design capacities and peak-hour utilisation of various tunnels in Hong Kong currently;
3. the average daily patronages of various major public transport modes and their respective percentages; and
4. the decreases in peak-hour traffic flow in tunnels upon implementation of the time-varying toll plan?

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

Reply:

As the traffic data for Annual Traffic Census 2023 is still under consolidation, the traffic volume statistics updated to 2022 are provided hereby. The design capacities and morning peak-hour utilisation rates (measured by ratios of vehicular flow/design capacity) of the ten strategic routes from 2020 to 2022 are tabulated at **Annex 1**.

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

The average daily public transport passenger journeys in the past three years are tabulated at **Annex 3**.

To rationalise cross-harbour traffic and better utilise the tunnel capacity, the Government adjusted in phases in 2023 the toll levels of the three road harbour crossings (RHCs), namely

the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), allowing motorists to progressively adapt to the toll adjustments. The Transport Department has been closely monitoring the traffic condition following the implementation of the new tolls. With adjustments to commuting patterns made by motorists, the new tolls have been shown to be effective and the overall traffic queue and congestion at the portals of the RHCs have been alleviated. After the implementation of time-varying tolls, the average peak-hour traffic flows (two-way) of CHT and EHC on weekdays decreased, while that of WHC increased. For details, please refer to **Annex 4**.

Design Capacities and Morning Peak-hour¹ Utilisation Rates of Strategic Routes

| Road section | Strategic route ² | Direction | Design capacity (vehicle/hour) | Peak-hour utilisation rate | | |
|---|------------------------------|------------|--------------------------------|----------------------------|------|------|
| | | | | 2020 | 2021 | 2022 |
| Hong Kong Island | | | | | | |
| Harcourt Road (between Tamar Street and Arsenal Street) | Route 4 | Westbound | 9 450 | 0.6 | 0.6 | 0.6 |
| Central-Wan Chai Bypass | Route 4 | Eastbound | 4 700 | 0.5 | 0.5 | 0.4 |
| Kowloon | | | | | | |
| Princess Margaret Road (between Wylie Road and Pui Ching Road) | Route 1 | Southbound | 4 700 | 0.4 | 0.4 | 0.4 |
| Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road) | Route 2 | Eastbound | 4 700 | 0.6 | 0.6 | 0.6 |
| West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West) | Route 3 | Southbound | 4 700 | 0.9 | 0.8 | 0.7 |
| East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North) | Route 5 | Northbound | 3 000 | 0.9 | 0.9 | 1.0 |
| Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road) | Route 7 | Eastbound | 4 700 | 0.9 | 1.0 | 0.8 |

| Road section | Strategic route ² | Direction | Design capacity (vehicle/hour) | Peak-hour utilisation rate | | |
|--|------------------------------|------------|--------------------------------|----------------------------|------|------|
| | | | | 2020 | 2021 | 2022 |
| New Territories East | | | | | | |
| Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange) | Route 9 | Southbound | 6 300 | 1.1 | 1.1 | 1.1 |
| Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange) | Route 9 | Northbound | 4 700 | 0.5 | 0.5 | 0.5 |
| New Territories West | | | | | | |
| Ting Kau Bridge | Route 3 | Southbound | 4 700 | 1.2 | 1.2 | 1.1 |
| Nam Wan Tunnel | Route 8 | Eastbound | 4 700 | 0.4 | 0.5 | 0.4 |
| Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng) | Route 9 | Eastbound | 6 300 | 0.9 | 0.9 | 0.9 |
| Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge) | Route 10 | Northbound | 4 700 | 0.1 | 0.1 | 0.1 |

Note 1: “Morning peak hour” refers to the busiest one hour from 7 a.m. to 10 a.m. on weekdays (i.e. Mondays to Fridays, except public holidays).

Note 2: Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel. Since Route 6 is under construction, its utilisation rate is not available.

Design Capacities and Peak-hour Utilisation Rates of Various Tolled Tunnels

| Tunnels ¹ | Direction | Design capacity (vehicle/hour) | Utilisation rate ² | | |
|---|------------|-----------------------------------|-------------------------------|------|-------------------|
| | | | 2021 | 2022 | 2023 ⁴ |
| Aberdeen Tunnel | Northbound | 2 600 | 0.7 | 0.7 | 0.8 |
| | Southbound | 2 600 | 0.8 | 0.8 | 0.9 |
| Cross-Harbour Tunnel | Northbound | 2 600 | 1.1 | 1.1 | 1.0 |
| | Southbound | 2 600 | 1.1 | 1.1 | 1.0 |
| Eastern Harbour Crossing | Northbound | 2 600 | 1.1 | 1.0 | 1.0 |
| | Southbound | 2 600 | 1.1 | 1.1 | 1.1 |
| Western Harbour Crossing | Northbound | 4 200 | 0.9 | 0.8 | 0.8 |
| | Southbound | 4 200 | 0.9 | 0.8 | 0.8 |
| Lion Rock Tunnel | Northbound | 2 600 | 1.1 | 1.1 | 1.1 |
| | Southbound | 2 600 | 1.1 | 1.1 | 1.1 |
| Tate's Cairn Tunnel | Northbound | 2 600 | 1.0 | 1.0 | 1.0 |
| | Southbound | 2 600 | 1.0 | 1.0 | 1.0 |
| Tseung Kwan O Tunnel ³ | Westbound | 2 600 | 1.2 | 1.1 | - |
| | Eastbound | 2 600 | 1.2 | 1.2 | - |
| Eagle's Nest Tunnel and Sha Tin Heights Tunnel | Northbound | 4 700 | 0.7 | 0.7 | 0.7 |
| | Southbound | 4 700 | 0.8 | 0.7 | 0.8 |
| Shing Mun Tunnels | Westbound | 2 600 | 0.8 | 0.8 | 0.8 |
| | Eastbound | 2 600 | 0.8 | 0.7 | 0.7 |
| Tai Lam Tunnel | Northbound | 4 700 | 0.5 | 0.4 | 0.4 |
| | Southbound | 4 700 | 0.7 | 0.6 | 0.6 |

Note 1: The Transport Department 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: "Utilisation rate" refers to the ratios of average hourly traffic volume during the busiest hours on weekdays (i.e. Mondays to Fridays, except public holidays) provided by tunnel operators through toll collection systems, to tunnel design capacity. The utilisation rates 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, a mere comparison between the actual traffic volume and the design capacity may not truly reflect the actual traffic condition.

Note 3 : With the exemption of tolls for the Tseung Kwan O Tunnel since 0:00 on 11 December 2022, there is no longer any toll collection system at the tunnel. As such, data of the tunnel traffic flow from that day onwards is not kept.

Note 4 : Provisional figures

Average Daily Public Transport Passenger Journeys from 2021 to 2023

| | Franchised buses ('000) | MTR ('000) | Hong Kong Tramways ('000) | Public light buses ('000) | Ferries ('000) | Taxis ('000) | Residents' services ('000) | MTR Buses (Northwest New Territories) ('000) | Total ('000) |
|-------------|--------------------------------|--------------------|----------------------------------|----------------------------------|-----------------------|------------------------------|-----------------------------------|---|---------------------------------|
| 2021 | 3 471.3 (32.9%) | 4 290.3 (40.7%) | 131.2 (1.2%) | 1 481.5 (14.0%) | 97.3 (0.9%) | 762.3 (7.2%) | 180.1 (1.7%) | 138.0 (1.3%) | 10 552.2 (100.0%) |
| 2022 | 3 105.5 (32.1%) | 4 026.9 (41.6%) | 116.6 (1.2%) | 1 329.5 (13.8%) | 82.1 (0.8%) | 711.1 (7.4%) | 165.4 (1.7%) | 132.1 (1.4%) | 9 669.3 (100%) |
| 2023 | 3 666.5 (31.9%) | 5 038.7 (43.9%) | 134.0 (1.2%) | 1 463.1 [#] (12.7%) | 106.9 (0.9%) | 729.3 [#] (6.4%) | 183.2 [#] (1.6%) | 158.1 (1.4%) | 11 479.7 [#] (100%) |

Notes:

1. () Figures in brackets denote the percentage share of the respective public transport modes.
 2. Breakdowns may not add up to total due to rounding.
- # Provisional figures

**Average Peak-hour Traffic Flows (two-way) of the Three Road Harbour Crossings
on Weekdays (in Vehicles) ¹**

| Peak hours² | WHC | CHT | EHC |
|--|--------------------|--------------------|--------------------|
| Before the implementation of time-varying tolls³ | 37 500 | 32 900 | 31 700 |
| After the implementation of time-varying tolls ⁴ | 38 800 [+1 300] | 31 200 [-1 700] | 29 400 [-2 300] |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
 2. “Peak hours” refer to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours).
 3. The period from 4 to 8 December 2023
 4. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
- [] Figures in brackets denote the change of traffic flow after the implementation of time-varying tolls.

- End -

CONTROLLING OFFICER'S REPLY

TLB137

(Question Serial No. 2484)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On matters relating to the local transport matters in the past three years, will the Government advise this Committee of the following:

1. the numbers of first registered private cars and other vehicle classes with a breakdown by fuel type;
2. the measures to be taken by the Transport Department (TD) to complement the work of the Environment Bureau (ENB) in formulating the roadmap on the popularisation of electric vehicles (EVs);
3. given the congested roads in Hong Kong, a breakdown of the number of fixed penalty notices against illegal parking by district each year;
4. the number of parking spaces in each of the 18 districts and the utilisation rates of government car parks;
5. the number of additional parking spaces planned to be provided in each of the 18 districts in the coming three years;
6. the expenditure on the implementation of electronic driving licences and online licence renewal; and the estimated reduction in the average waiting time at various offices of TD; and
7. the number of applicants for the "Northbound Travel for Hong Kong Vehicles" scheme; the percentage of successful applicants; and whether TD will further request the Mainland to increase the quota for the scheme?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 26)

Reply:

1. The numbers of first registered vehicles from 2021 to 2023 with breakdown by vehicle class and fuel type are at **Annex 1**.
2. 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.

On vehicle approval, TD regularly reviews the prevalent legislation and guidelines and makes corresponding amendments having regard to various relevant national and regional vehicle standards so as to keep pace with the latest developments in the automotive market. For instance, in order to support the introduction of various new energy vehicles, TD issued guidelines on “Vehicle Construction Approval Requirements for EVs” in November 2010 to set out technical requirements for EVs in Hong Kong. Guobiao (GB) on the safety requirements for EVs and motorcycles have been incorporated into the guidelines. The latest version was issued in May 2023 to provide further guidance and specifications on the technical requirements for EVs, thereby facilitating the submission of relevant technical information of EV by various trades in the automotive industry, with a view to streamlining the application and approval process. In December 2022, TD issued a new guideline to the trades about batch processing mechanism for them to introduce EVs in bulk. Procedures for applications for the same EV models were also streamlined. As at the end of February 2024, over 400 EV models had been approved by TD. TD will maintain close communication with the trades and seek their views, update the technical guidelines timely, refine the approval process to facilitate the introduction of more EV models, and ensure that such EVs are in compliance with relevant technical requirements.

TD has also been actively assisting EEB/EPD to closely liaise with the relevant public transport trades on promoting trial and use of new energy public transport. The relevant work includes:

- (a) For EPD’s implementation of the pilot scheme of electric public light buses, TD has provided support in selection of suitable vehicles, public transport interchanges (PTIs) and route packages, and liaising and coordinating with operators for making complementary operational arrangements, etc.;
- (b) TD has assisted franchised bus operators in selecting suitable routes for trials of electric buses. TD has also requested the inclusion of power supply infrastructure at new PTIs during the design stage so that franchised bus operators may install charging facilities as necessary in future; and
- (c) TD has selected a number of taxi stands in various districts for the relevant departments to consider the feasibility of setting up dedicated electric taxi (e-taxi) charging facilities there to expand the quick charging network for taxis.

Moreover, to further encourage the taxi trade to switch to battery e-taxis, the Government has launched the “Dedicated 100% Loan Guarantee Scheme for Battery E-taxis” (the Loan Scheme) in early September 2023 to offer fully guaranteed loans for eligible taxi

owners. The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited and overseen by TD.

As regards the installation of EV charging facilities at car parks, TD has assisted EPD for their installation of EV charging facilities at ten public multi-storey car parks under its management, including designating additional parking spaces for installation of charging facilities in accordance with EPD’s requirements where possible.

3. The Hong Kong Police Force (HKPF) handles statistics on fixed penalty notices (FPNs) issued against illegal parking and other traffic offences by Police Region. Therefore, the prosecution figures by 18 districts is not available. The numbers of FPNs issued against illegal parking by the HKPF under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) in the past three years by Police Region are set out below:

| Number of FPNs issued against illegal parking | | | |
|--|------------------|------------------|------------------|
| Police Region | 2021 | 2022 | 2023 |
| Hong Kong Island | 688 592 | 624 000 | 523 167 |
| Kowloon East | 570 466 | 555 417 | 443 038 |
| Kowloon West | 862 992 | 1 011 084 | 960 276 |
| New Territories South | 584 706 | 570 895 | 471 527 |
| New Territories North | 595 404 | 602 075 | 615 011 |
| Total | 3 302 160 | 3 363 471 | 3 013 019 |

4. The numbers of parking spaces in the 18 districts as at February 2024 are at **Annex 2**. The utilisation rates of public car parks managed by TD and the Leisure and Cultural Services Department (LCSD) are at **Annex 3** and **Annex 4** respectively. The numbers of parking spaces and their utilisation rates in fee-paying public car parks leased out by the Government Property Agency (GPA) are at **Annex 5**.
5. The Government is actively pursuing a host of short-term and medium-to-long-term measures to suitably increase the supply of parking spaces where circumstances permit. However, as the number of parking spaces provided under respective measures and the implementation progress are affected by various factors including the development pace and scale of individual projects as well as the views of local stakeholders, it is technically difficult to give a projection of the number of additional parking spaces to be provided in the next three years.
6. TD has all along been striving for developing online licensing services to allow the public to use the digital signing and/or “e-ME” form filling functions of “iAM Smart” to submit licence applications via a mobile phone or computer anytime anywhere. Members of the public can complete the entire application process without having to queue up for counter services at the Licensing Offices, saving time and enjoying convenience. The licence or permit issued will be sent to the applicant by registered mail. Regarding the initiatives

on electronic driving licences (eDLs) and online vehicle licence renewal mentioned in the question, the details are as follows:

- (a) eDLs - TD plans to introduce the eDL as an additional form of DL. While the physical DL will continue to be issued, the eDL will be presented via a mobile application with the authentication by “iAM Smart”. The licence holder may choose to bring along either the physical DL or the eDL. TD is now working on the preparatory work for the legislative amendments. We expect to launch eDLs between late 2024 and early 2025 upon passage of the relevant legislative amendments and completion of the system enhancement.
- (b) Online vehicle licence (VL) renewal - At present, members of the public can submit online applications for VL renewal. TD in general completes processing within 10 working days and sends the VLs to the applicants by registered mail. Moreover, to provide greater convenience to the public, TD plans to launch electronic vehicle licences (eVLs), upon which the paper-form VL printed with an expiry date will no longer be issued during renewals. After obtaining the first paper-form VL not showing the expiry date, vehicle owners will no longer need to replace their paper-form VLs upon each renewal. Meanwhile, a free-of-charge online enquiry platform will be set up by TD for vehicle owners to check their VL expiry dates. TD also plans to simplify the requirements on the supporting documents to be submitted for VL renewal application, including conducting automated and computerised checking by backend system to save applicants the need to submit certificates of roadworthiness, vehicle registration documents and third party risks insurance policies, and pave way for full automation of processing. TD is currently working on the preparatory work for the legislative amendments. We expect to launch eVLs within 2024 upon passage of the relevant legislative amendments and completion of the system enhancement.

The public can now make appointments online for DL- and VL-related counter services at the four Licensing Offices via the GovHK portal. In general, those who have made the appointments can use counter services within 30 minutes. Moreover, TD has extended the trial queue ticketing system for DL-related services implemented at the Kowloon Licensing Office to the other three Licensing Offices from March 2024. Same-day queue ticket holders can check the latest queue ticket numbers being distributed and called at the Licensing Offices by scanning the QR code on the ticket or via the TD’s website. They can return to the Licensing Office at the specified time without staying and waiting there. Members of the public with a ticket can use counter services within 30 minutes after the ticket number is called.

The above measures and tasks are mainly carried out by existing staff of TD as part of their established duties and therefore no separate breakdown of expenditure could be provided.

- 7. To ensure the implementation of the “Northbound Travel for Hong Kong Vehicles” scheme in an orderly manner, the governments of Guangdong and Hong Kong agreed to introduce a cap on the number of applications to be accepted. Upon application commencement, 200 applications were accepted per working day in the first week,

followed by an increase to the current number of 300 applications to be accepted per working day. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota. As at 29 February this year, TD has conducted a total of 21 rounds of balloting, providing about 70 000 ballot quotas for participation by interested applicants. Since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications. The ratio of successful applicants is set out at **Annex 6**. The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and further enhance the application procedures and the relevant arrangement of the Scheme in a timely manner.

Numbers of first registered vehicles from 2021 to 2023 with breakdown by vehicle class and fuel type**2021**

| Vehicle class | Number of first registered vehicles | | | | |
|---------------------------|-------------------------------------|--------|----------|-------------------------------|--------|
| | Petrol | Diesel | Electric | Liquefied Petroleum Gas (LPG) | Total |
| 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 first registered vehicles | | | | |
|---------------------------|-------------------------------------|--------|----------|-------|--------|
| | Petrol | Diesel | Electric | LPG | 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 |

2023

| Vehicle class | Number of first registered vehicles | | | | | |
|---------------------------|--|---------------|-----------------|------------|-----------------|--------------|
| | Petrol | Diesel | Electric | LPG | Hydrogen | Total |
| Motorcycle | 4 632 | 0 | 211 | 0 | 0 | 4 843 |
| Private car | 15 628 | 0 | 28 541 | 0 | 0 | 44 169 |
| Taxi | 2 | 0 | 17 | 933 | 0 | 952 |
| Franchised bus | 0 | 108 | 24 | 0 | 1 | 133 |
| Non-franchised public bus | 0 | 401 | 15 | 0 | 0 | 416 |
| Private bus | 0 | 90 | 0 | 0 | 0 | 90 |
| Public light bus | 0 | 93 | 1 | 21 | 0 | 115 |
| Private light bus | 0 | 81 | 1 | 0 | 0 | 82 |
| Goods vehicle | 0 | 4 701 | 308 | 0 | 0 | 5 009 |
| Special purpose vehicle | 0 | 81 | 7 | 5 | 0 | 93 |

Notes:

1. Hybrid vehicles are included under their respective fuel types. Only pure electric vehicles are counted in the category of electric vehicles.
2. Government vehicles are not included as they are not required for registration.

**Numbers of parking spaces in 18 districts in Hong Kong
(as at February 2024)**

| District | Total ^(Note) |
|---------------------|--------------------------------|
| Central and Western | 41 033 |
| Wan Chai | 40 559 |
| Eastern | 51 638 |
| Southern | 43 467 |
| Yau Tsim Mong | 39 810 |
| Sham Shui Po | 36 995 |
| Kowloon City | 55 952 |
| Wong Tai Sin | 24 750 |
| Kwun Tong | 57 546 |
| Tsuen Wan | 42 866 |
| Tuen Mun | 48 590 |
| Yuen Long | 48 395 |
| North | 25 773 |
| Tai Po | 34 998 |
| Sai Kung | 49 572 |
| Sha Tin | 83 532 |
| Kwai Tsing | 49 005 |
| Islands | 22 288 |
| Total | 796 769 |

Note:

The total numbers of parking spaces include the parking spaces for private cars, motorcycles, vans, medium goods vehicles, heavy goods vehicles, coaches and non-franchised public buses. The parking spaces for taxis, franchised buses, public light buses, private light buses, special purpose vehicles and government vehicles are excluded from the calculation because most of them should be parked at depots, bus stops within public transport termini as well as stands. As regards taxis, they generally operate on the road round the clock and their parking demand is mainly for short duration stay.

Utilisation rates of public car parks managed by TD from 2021 to 2023

| Car park | District | Number of parking spaces | Average utilisation rate (%) of parking spaces for private cars/van-type light goods vehicles | | | | | |
|--------------------------------|---------------------|--------------------------|---|------|------|--------------------------|------|------|
| | | | From 10:00 am to 6:00 pm | | | From 6:00 pm to 10:00 am | | |
| | | | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| Star Ferry | Central and Western | 377 | 80 | 81 | 82 | 25 | 27 | 31 |
| City Hall | | 170 | 62 | 57 | 65 | 19 | 19 | 25 |
| Rumsey Street | | 829 | 64 | 63 | 57 | 31 | 34 | 27 |
| Kennedy Town | | 195 | 88 | 85 | 86 | 80 | 80 | 80 |
| Tin Hau | Wan Chai | 428 | 81 | 81 | 79 | 67 | 66 | 64 |
| Shau Kei Wan | Eastern | 385 | 83 | 83 | 80 | 80 | 80 | 78 |
| Aberdeen | Southern | 293 | 68 | 69 | 64 | 82 | 83 | 79 |
| Sheung Fung Street | Wong Tai Sin | 267 | 73 | 74 | 77 | 83 | 84 | 83 |
| Wong Tai Sin ^(Note) | | 25 | 69 | 63 | 45 | 34 | 38 | 32 |
| Kwai Fong | Kwai Tsing | 521 | 79 | 80 | 83 | 75 | 76 | 76 |
| Tsuen Wan | Tsuen Wan | 545 | 84 | 84 | 86 | 80 | 80 | 82 |

Note: The figures cover coaches and goods vehicles (over 5.5 tonnes). The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

| Car park | District | Number of parking spaces | Average utilisation rate (%) of motorcycle parking spaces | | | | | |
|--------------------|---------------------|--------------------------|---|------|------|--------------------------|------|------|
| | | | From 10:00 am to 6:00 pm | | | From 6:00 pm to 10:00 am | | |
| | | | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| Star Ferry | Central and Western | 37 | 95 | 76 | 72 | 70 | 58 | 54 |
| City Hall | | 27 | 86 | 74 | 77 | 66 | 60 | 68 |
| Rumsey Street | | 164 | 90 | 82 | 93 | 79 | 75 | 87 |
| Kennedy Town | | 37 | 71 | 69 | 74 | 80 | 78 | 82 |
| Tin Hau | Wan Chai | 75 | 85 | 79 | 77 | 86 | 82 | 78 |
| Shau Kei Wan | Eastern | 72 | 82 | 80 | 76 | 87 | 85 | 81 |
| Aberdeen | Southern | 51 | 66 | 71 | 67 | 77 | 78 | 72 |
| Sheung Fung Street | Wong Tai Sin | 74 | 72 | 70 | 67 | 82 | 79 | 75 |
| Kwai Fong | Kwai Tsing | 93 | 81 | 79 | 82 | 83 | 80 | 80 |
| Tsuen Wan | Tsuen Wan | 34 | 73 | 73 | 64 | 75 | 72 | 63 |

Utilisation rates of public car parks managed by LCSD from 2021 to 2023

| District | Average utilisation rate (%) | | |
|---------------------|-------------------------------------|-------------|-------------|
| | 2021 | 2022 | 2023 |
| Central and Western | 54% | 37% | 54% |
| Wan Chai | 53% | 52% | 58% |
| Eastern | 73% | 73% | 69% |
| Southern | 17% | 16% | 17% |
| Yau Tsim Mong | 36% | 40% | 38% |
| Sham Shui Po | 18% | 15% | 22% |
| Kowloon City | 65% | 60% | 57% |
| Wong Tai Sin | 20% | 17% | 19% |
| Kwun Tong | 49% | 53% | 53% |
| Tsuen Wan | 27% | 28% | 33% |
| Tuen Mun | 59% | 55% | 59% |
| Yuen Long | 56% | 55% | 63% |
| North | 56% | 57% | 64% |
| Tai Po | 28% | 27% | 26% |
| Sai Kung | 49% | 44% | 50% |
| Sha Tin | 62% | 60% | 70% |
| Kwai Tsing | 34% | 30% | 36% |
| Islands | 30% | 27% | 23% |

Numbers of parking spaces and their utilisation rates in fee-paying public car parks leased out by GPA from 2021 to 2023

| Car Park | District | Number of parking spaces | | Average utilisation rate of parking spaces (%) | | |
|---|-------------------|--------------------------|-------------|--|----------------------------|----------------------------|
| | | Private car (PC) | Motor-cycle | 2021 | 2022 ^(Note 1) | 2023 ^(Note 2) |
| Queensway Government Offices | Central & Western | 155 | 21 | N/A (See Note 1) | 13% | 14% |
| Wanchai Tower, Immigration Tower and Revenue Tower | Wan Chai | 157 | 10 | | 25% | 13% |
| North Point Government Offices | Eastern | 95 | 0 | | 41% | 40% |
| Chai Wan Municipal Services Building ^(Note 3) | | 39 | 6 | | 91% | 78% |
| Cheung Sha Wan Government Offices ^(Note 4) | Sham Shui Po | 250 | 13 | | 52% | 49% |
| Tokwawan Market and Government Offices | Kowloon City | 29 | 4 | | 37% | 36% |
| Trade and Industry Tower | | 24 | 0 | | 47% | 38% ^(Note 5) |
| West Kowloon Government Offices | Yau Tsim Mong | 50 | 0 | | 38% | 39% |
| Shun Lee Disciplined Services Quarters ^(Note 3) | Kwun Tong | 89 | 16 | | 55% | 94% |
| Sai Kung Government Offices | Sai Kung | 70 | 0 | | 18% | 12% |
| Sha Tin Government Offices | Sha Tin | 122 | 22 | | 42% | 49% |
| New Territories (Shatin) Forensic Medicine Centre ^(Note 3) | | 50 | 0 | | - | 13% ^(Note 6) |
| Tai Po Government Offices | Tai Po | 69 | 4 | | 59% | 63% |
| Tuen Mun Government Offices | Tuen Mun | 42 | 0 | | 23% | 23% |
| Yuen Long District Office Building | Yuen Long | 43 | 0 | | 47% | 46% |
| North District Government Offices | North | 96 | 0 | | 26% | 36% |
| Heung Yuen Wai Boundary Control Point ^(Note 3) | | 415 | 36 | - | 45% ^(Note 7) | |
| Hong Kong – Zhuhai – Macao Bridge Hong Kong Port ^(Note 3) | Islands | 673 | 25 | 1% | 26% | |

Notes:

1. These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from April to December 2022 provided by the contractors. GPA does not have the statistics on the utilisation rates of the car parks before April 2022.
2. These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from January to December 2023 provided by the contractors.
3. The car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, New Territories (Shatin) Forensic Medicine Centre, Heung Yuen Wai Boundary Control Point and Hong Kong – Zhuhai – Macao Bridge Hong Kong Port are full-time fee-paying public car parks. The remaining properties in the table above are government joint-user general office buildings (JUBs) and their car parks are open for public use during non-office hours only.
4. A portion of the fee-paying public car park in the building provides 24-hour parking spaces. The remaining parking spaces are for user departments of the JUBs and are open for public use during non-office hours only.
5. As the fee-paying public car park at Trade and Industry Tower has ceased operation from 10 October 2023 till now, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from April 2022 to September 2023 are provided.
6. As the car park at New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.
7. As the car park at Heung Yuen Wai Boundary Control Point commenced operation on 17 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.

**Numbers of successful balloting applicants in respective rounds of balloting under the
“Northbound Travel for Hong Kong Vehicles”**

| Balloting | Date of registration for balloting | Number of applicants registered for balloting | Number of successful balloting applicants | Ratio of successful applicants |
|------------------|---|--|--|---|
| Round 1 | 29 to 30 May 2023 | 17 261 | 1 600 | 9.3% |
| Round 2 | 5 to 8 June 2023 | 13 476 | 2 700 | 20.0% |
| Round 3 | 19 to 22 June 2023 | 11 319 | 3 442 | 30.4% |
| Round 4 | 3 to 6 July 2023 | 10 523 | 3 557 | 33.8% |
| Round 5 | 17 to 20 July 2023 | 8 576 | 3 533 | 41.2% |
| Round 6 | 31 July to 3 August 2023 | 7 401 | 3 680 | 49.7% |
| Round 7 | 14 to 17 August 2023 | 7 387 | 3 571 | 48.3% |
| Round 8 | 28 to 31 August 2023 | 6 087 | 3 618 | 59.4% |
| Round 9 | 11 to 14 September 2023 | 4 834 | 3 728 | 77.1% |
| Round 10 | 25 to 28 September 2023 | 4 215 | 3 495 | 82.9% |
| Round 11 | 9 to 12 October 2023 | 3 527 | 3 452 | 97.9% |
| Round 12 | 23 to 26 October 2023 | 3 784 | 3 784 | 100% |
| Round 13 | 6 to 9 November 2023 | 3 871 | 3 871 | 100% |
| Round 14 | 20 to 23 November 2023 | 3 924 | 3 924 | 100% |
| Round 15 | 4 to 7 December 2023 | 4 068 | 4 068 | 100% |
| Round 16 | 18 to 21 December 2023 | 3 641 | 3 641 | 100% |
| Round 17 | 1 to 4 January 2024 | 4 000 | 4 000 | 100% |
| Round 18 | 15 to 18 January 2024 | 4 012 | 4 012 | 100% |
| Round 19 | 29 January to 1 February 2024 | 3 095 | 3 095 | 100% |
| Round 20 | 12 to 15 February 2024 | 2 449 | 2 449 | 100% |
| Round 21 | 26 to 29 February 2024 | 4 592 | 4 592 | 100% |

- End -

CONTROLLING OFFICER'S REPLY

TLB138

(Question Serial No. 2489)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

With the exception of the Tai Lam Tunnel, all road tunnels in Hong Kong have now implemented HKeToll for collection of tolls from vehicles. Regarding the HKeToll system, will the Government inform this Committee of the following:

1. the manpower and expenditure involved at various toll booths; and the costs reduced since implementing the measure;
2. the number of complaints received;
3. the reduction in the duration of traffic congestion;
4. Traffic lanes originally planned alongside the toll booths will need to be adjusted upon implementation of HKeToll. When will the relevant works be completed?
5. Further to the above, will the Government consider adjusting the locations of bus stops at tunnels in the light of the replanning of traffic lanes? If yes, what is the works programme? If no, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 31)

Reply:

Prior to the implementation of the free-flow tolling service of HKeToll, the tunnel operators engaged by the Transport Department (TD) were responsible for the day-to-day management, operation and maintenance of the government tunnels and control areas, as well as the collection of tolls from tunnel users. To tie in with the implementation of HKeToll, the Government has respectively engaged, through open tender, a toll service provider and a contractor to provide services for the collection of tolls, operation and maintenance of the HKeToll backend system and on-site equipment, etc. As at 29 February 2024, the recurrent expenditure of the aforesaid duties under the contract was \$128 million in 2023-24.

Upon implementation of HKeToll at government tolled tunnels and the Tsing Sha Control Area (TSCA), there is no need to employ toll collectors and provide equipment for Autotoll lanes. Hence the fee for the management, operation and maintenance by tunnel operators is about \$30 million less than that before the implementation of HKeToll. Based on the estimated cost reduction in February 2024, the projected full-year cost reduction is approximately \$57 million.

From the implementation of HKeToll to 7 March 2024, there were about 68 toll related enquiries/complaints in average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. After investigation, it was found that the cases did not involve a system problem. The main causes are as follows:

- (a) some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In this case, manual image review would be carried out by TSP, and human errors occasionally occur during the process; and
- (b) some cases involved private cars using class tags or taxis using driver cards with failure to install the class tags/driver cards correctly as instructed in the guidelines, thereby affecting the accurate detection of relevant class tags/driver cards by the HKeToll system.

In light of the above, TSP has taken the following corresponding measures, including:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
- (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKeToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.

HKeToll enables motorists to pay tolls remotely using toll tags, without having to stop or queue up at toll booths for payment. This saves time and efforts for motorists, hence delivering a smoother driving experience for them, whilst reducing weaving near the toll booths and thus improving the general traffic around the toll plazas. The overall tunnel traffic flow after the implementation of HKeToll remained generally the same as before. For tunnels with traffic demand exceeding their capacity during peak periods, generally speaking, there has not been any significant change in the overall car journey speed as a result of the implementation of HKeToll.

Following the implementation of HKeToll, the Government has started to demolish toll booths and islands, and adjust the traffic lanes. We have completed such works at TSCA. Relevant works at the other tunnels are expected to be progressively completed between the second quarter of 2024 and mid-2025.

The freed-up spaces after the implementation of HKEToll can be used for improving public transport facilities (e.g. adding or upgrading the waiting environment at bus stops) and traffic at tunnel portals. In the long run, the freed-up spaces can complement the development of the neighbouring areas and will be considered in tandem with relevant planning work.

- End -

CONTROLLING OFFICER'S REPLY

TLB139

(Question Serial No. 0996)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the continuous support for the implementation of the “Northbound Travel for Hong Kong Vehicles” and formulation of “Southbound Travel for Guangdong Vehicles”, please advise this Committee of the following:

1. the government expenditure involved in the past three years; whether funding has been allocated to make the implementation of the “Northbound Travel for Hong Kong Vehicles” and formulation of “Southbound Travel for Guangdong Vehicles” more digitalised and smarter; and
2. with more Mainland vehicles entering Hong Kong, whether the Government will consider more funding for enhancing regulatory arrangements or opening up the registration of on-road driving for left-hand-drive vehicles?

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

Reply:

To facilitate the application for “Northbound Travel for Hong Kong Vehicles” (the Scheme) by members of the public, the Transport Department (TD) has launched a one-stop online application system (www.hzmbqfs.gov.hk) to process balloting, application and travel booking through e-processes. In the past three years, TD’s expenditure on the implementation of the Scheme is about \$10.63 million, which includes the expenses on the development and ongoing updating of the one-stop online application system to process balloting, application and travel booking, as well as the hiring of outsourced staff for processing applications, conducting publicity activities, etc.

On the “Southbound Travel for Guangdong Vehicles”, the Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and embraces the commitment to promoting convenient and smooth flow of personnel under the concept of joint development in the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve this goal and better leverage the Hong Kong-Zhuhai-Macao Bridge, we are actively working with the relevant Mainland authorities on the master specific plan of the “Southbound Travel for Guangdong Vehicles” and the details will be announced in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB140

(Question Serial No. 1000)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In regard to continuous provision of efficient and customer-oriented licensing services for the issuance and renewal of licences and permits, please advise on the following:

1. Will the Government accept the standards of vehicles manufactured in Mainland and provide funding for improving the vehicle examination process?
2. With technology advancement, is there any plan to re-engineer the staffing and funding arrangements for vehicle examination to adapt to the new requirements? If yes, what are the specific timetable and plan? If not, what are the reasons?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 17)

Reply:

1. The Transport Department (TD) processes applications for vehicle construction approval in accordance with the requirements of the Road Traffic Ordinance (Cap. 374) and its subsidiary legislation. The trades have all along been allowed to cite Guobiao (GB) to support their applications that the vehicles concerned or their components are in compliance with relevant technical requirements. Apart from GB, other international standards such as the UNECE Standards of the United Nations Economic Commission for Europe are also accepted.
2. TD regularly reviews the prevalent legislation and guidelines and make corresponding amendments having regard to relevant vehicle standards of various countries and regions so as to keep pace with the latest developments in the automotive market. For instance, in order to support the policy of introducing various new energy vehicles, TD issued guidelines on "Vehicle Construction Approval Requirements for Electric Vehicles (EVs)" in November 2010 to set out technical requirements for EVs in Hong Kong. GB on the safety requirements for EVs and electric motorcycles have been incorporated into the guidelines. The latest version was issued in May 2023 to provide further guidance and specifications on the technical requirements for EVs, thereby facilitating

the submission of relevant technical information of EV by various trades in the automotive industry, with a view to streamlining the application and approval process.

In December 2022, TD issued a new guideline to the trades about batch processing mechanism for them to introduce EVs in bulk. Procedures for applications for the same EV models were also streamlined. As at the end of February 2024, over 400 EV models had been approved by TD.

TD will maintain close communication with the trades and seek their views, update the technical guidelines timely, refine the approval process to facilitate the introduction of more EV models, and ensure that such EVs are in compliance with relevant technical requirements.

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 -

CONTROLLING OFFICER'S REPLY

TLB141

(Question Serial No. 1007)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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 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 (Please indicate the changes in the number of beneficiaries and the amount of subsidy after a number of adjustments under the Scheme);
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;
4. the percentage of commuters using Personalised Octopus to claim the subsidy at present; and
5. Under Matters Requiring Special Attention this year, the Transport Department has indicated that it will assist the Transport and Logistics Bureau in taking forward the incorporation of suitable e-payment platform into the Scheme. Please advise on the current progress and timetable.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 24)

Reply:

1. The Government introduced the Scheme in 2019, which was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly subsidy amount, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary during different periods from January 2019 to January 2024 are set out in **Table 1**.

Table 1:

| Period | Total subsidy amount (\$ million) | Average monthly subsidy amount (\$ million) | Average monthly number of beneficiaries ('000) | Average amount of monthly subsidy per beneficiary (\$) |
|--|--|--|---|---|
| January to December 2019 (before Scheme enhancement) | 1,874 | 156.1 | 2 143 | 73 |
| January to June 2020 (without special measures) | 765 | 127.5 | 1 434 | 89 |
| July 2020 to December 2021 (with special measures) | 5,091 | 282.8 | 2 843 | 99 |
| January to April 2022 (without special measures) | 380 | 95.1 | 1 099 | 87 |
| May 2022 to October 2023 (with special measures) | 5,939 | 329.9 | 3 068 | 108 |
| November 2023 to January 2024 (without special measures) | 650 | 216.7 | 2 050 | 106 |

The distribution of beneficiaries by monthly subsidy amount from January 2019 to January 2024 is set out in **Table 2**.

Table 2:

| Monthly amount of subsidy | Average monthly number of beneficiaries ('000)^{Note} | | | | | |
|----------------------------------|--|---|--|--|--|--|
| | January to December 2019 (before Scheme enhancement) | January to June 2020 (without special measures) | July 2020 to December 2021 (with special measures) | January to April 2022 (without special measures) | May 2022 to October 2023 (with special measures) | November 2023 to January 2024 (without special measures) |
| \$0.1 to \$100.0 | 1 583 | 949 | 1 715 | 737 | 1 743 | 1 184 |
| \$100.1 to \$200.0 | 438 | 343 | 771 | 254 | 855 | 567 |

| Monthly amount of subsidy | Average monthly number of beneficiaries ('000) ^{Note} | | | | | |
|---------------------------|--|---|--|--|--|--|
| | January to December 2019 (before Scheme enhancement) | January to June 2020 (without special measures) | July 2020 to December 2021 (with special measures) | January to April 2022 (without special measures) | May 2022 to October 2023 (with special measures) | November 2023 to January 2024 (without special measures) |
| \$200.1 to \$300.0 | 117 | 100 | 260 | 74 | 327 | 202 |
| \$300.1 or above | N/A | 37 | 92 | 27 | 139 | 89 |

Note: Due to rounding, the average monthly numbers of beneficiaries for each year do not add up to the totals shown in Table 1.

- 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 average monthly number of beneficiaries with expired subsidy from 2019 to 2023 (up to October) are set out in the table below:

| Year | Average monthly number of beneficiaries with expired subsidy (rounded off to the nearest thousand) |
|--------------------------------------|--|
| 2019 | 357 000 |
| 2020 | 371 000 |
| 2021 | 359 000 |
| 2022 | 245 000 |
| 2023 (up to October) ^{Note} | 509 000 |

Note: The subsidy for November 2023 onwards remains valid for collection as at early March 2024 and hence is not included in the table.

- The average monthly subsidy amount by year from 2019 to 2023 are listed below:

| Year | Average monthly subsidy amount (\$ million) |
|------|---|
| 2019 | 156.1 |
| 2020 | 178.9 |
| 2021 | 309.1 |
| 2022 | 236.4 |
| 2023 | 325.7 |

The recurrent expenditures for the Scheme (excluding the subsidy amount) in the past three financial years are set out in the table below:

| Financial Year | Recurrent Expenditure (\$ million) |
|-------------------------------|---|
| 2021-22 | 41.8 |
| 2022-23 | 37.4 |
| 2023-24 (Revised Estimate) | 40.9 |

The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditure for the Scheme (excluding the subsidy amount) in the past three financial years was around 1% of the annual total subsidy amount.

4. In 2023, around 32% of commuters entitled to the subsidy used Personalised Octopus.
5. We note the emergence of various e-payment platforms and are actively discussing with individual e-payment system operator and carrying out preparatory work for the inclusion of new e-payment system into the Scheme. When incorporating suitable e-payment systems into the 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 disbursement, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

TLB142

(Question Serial No. 1009)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please advise this Committee of the following information since the launch of the “water taxi” ferry service (WTFS) in Hong Kong:

1. the patronage of respective routes of WTFS with a breakdown by year and route;
2. the annual profit and loss situation of the current operator of WTFS (please list out the information by year);
3. whether the Government has introduced any measures to increase the number of locals and tourists taking water taxis; please list out the measures;
4. whether the Government has reviewed the future development of WTFS; if yes, what is the situation?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 26)

Reply:

1. and 2.

WTFS is mainly of a sightseeing and tourism nature, providing recreational services for the public and tourists travelling across the Victoria Harbour. Since WTFS commenced operation on 1 July 2021, the operator has provided different routes plying across the Victoria Harbour having regard to various factors such as passenger demand, etc. Owing to the COVID-19 pandemic, the services of some routes have been adjusted.

From July 2021, WTFS has operated a route plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route), with one sailing on Saturdays. In the light of the fifth wave of the COVID-19 pandemic in early 2022, the route was temporarily suspended from 9 February to 20 May 2022.

To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the WTFS operator had 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. Subsequently, due to the fifth wave of the COVID-19 pandemic, the route was temporarily suspended from 16 January 2022. In light of the easing of the epidemic situation and the gradual lifting of social distancing measures, the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central (TSTE - West Kowloon route) on Saturdays from 14 January 2023.

To attract more tourists to use WTFS, the operator has enhanced its services starting from 6 October 2023 by merging the Hung Hom - Central route and the TSTE - West Kowloon route into a route with seven daily sailings plying between TSTE and Central via Wan Chai. On Saturdays, Sundays and public holidays, the first two sailings will depart from TSTE then return to TSTE via West Kowloon, and resume the original routeing.

The annual patronage of each of the above routes is as follows:

| Route | Operation Date | Patronage | | | |
|---|---|-----------|-------|--------|-----------------------------|
| | | 2021 | 2022 | 2023 | 2024 (As at 29 February) |
| Hung Hom - Central (via TSTE) | From 1 July 2021 to 30 September 2023 | 3 379 | 4 407 | 2 904 | N/A |
| Central - TSTE (via West Kowloon) | From 12 November 2021 to 15 January 2022 | 190 | 18 | N/A | N/A |
| TSTE - West Kowloon (via Wan Chai and Central) | From 14 January 2023 to 30 September 2023 | N/A | N/A | 1 101 | N/A |
| TSTE - Central (via Wan Chai / West Kowloon) | Commenced operation on 6 October 2023 | N/A | N/A | 17 958 | 23 366 |

The financial position of the ferry operator is commercially sensitive information and thus is not provided.

3. and 4.

The Transport Department (TD) has all along been proactively facilitating the operator of WTFS in promoting WTFS among the public and tourists. Regarding the promotion of WTFS, TD collaborated with the Hong Kong Tourism Board (HKTB) to distribute flyers about WTFS to tourists at visitor centres and disseminate service information of WTFS on the websites of the operator, TD, the West Kowloon Cultural District Authority (WKCDA) and HKTB. Moreover, TD collaborated with relevant government departments and WKCDA to improve the signages at West Kowloon Cultural District, Tsim Sha Tsui and Wan

Chai, etc. For example, eye-catching signs have been set up and WTFS service information has been provided at suitable locations to facilitate the public and tourists to access the berthing points for taking WTFS. TD also coordinated with relevant government departments to allow the WTFS operator to set up a ticketing counter in TSTE (near WTFS berthing point). The ticketing counter has commenced service in October 2023 for the convenience of WTFS passengers.

TD and the operator of WTFS has all along been monitoring the demand for WTFS and make timely adjustments to the service. With the return to normalcy and the increase in tourists, the services have been adjusted and enhanced in October last year, and the patronage of WTFS has increased significantly from the second half of 2023 after the government, the operator of WTFS and related organisations have stepped up their publicity and promotion efforts. TD and the operator of WTFS will continue to closely monitor the services provided and the passenger demand, and further improve the services in a timely manner to attract the public and tourists.

- End -

CONTROLLING OFFICER'S REPLY

TLB143

(Question Serial No. 1011)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Franchised bus companies (FBCs) have established the Franchised Bus Toll Exemption Funds (the Funds) for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and roads. Will the Government inform this Committee of the following:

1. What are the amount deposited, withdrawn and balance of the Funds of each FBC since the establishment of the Funds. Please list the details by year with reference to the table below.

| FBC | Amount Deposited | Amount Withdrawn | Balance of the Funds |
|-----|------------------|------------------|----------------------|
| | | | |
| | | | |

2. Franchised bus operators should make use of the Funds to mitigate the fare increase magnitude imposed on passengers. Please advise if the Funds in effect help relieving the fare increase pressure since its establishment. Please provide explanation.
3. Please set out the passenger reward measures offered by each FBC upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved in the past three years.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 28)

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 franchised bus operators. 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 the Fund of each franchise set up by the respective bus company since the implementation of the Fund in 2019 are tabulated below.

2019

| Franchise^{Note 1} | Amount Deposited in 2019^{Note 2} (\$'000) [A] | Amount Withdrawn in 2019 (\$'000) [B] | Balance of the Fund in 2019 (\$'000) [C] = [A] - [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 ^{Note 4} | 8.3 | 0 | 8.3 |

2020

| Franchise^{Note 1} | Balance of the Fund Brought Forward from 2019 (\$'000) [A] | Amount Deposited in 2020^{Note 2} (\$'000) [B] | Amount Withdrawn in 2020 (\$'000) [C] | Balance of the Fund in 2020 (\$'000) [D] = [A] + [B] - [C] |
|-----------------------------------|---|---|--|---|
| 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 ^{Note 4} | 8.3 | 9 | 0 | 17.3 |

2021

| Franchise^{Note 1} | Balance of the Fund Brought Forward from 2020 (\$'000) [A] | Amount Deposited in 2021^{Note 2} (\$'000) [B] | Amount Withdrawn in 2021 (\$'000) [C] | Balance of the Fund in 2021 (\$'000) [D] = [A] + [B] - [C] |
|-----------------------------------|---|---|--|---|
| 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 ^{Note 4} | 17.3 | 0.4 | 0 | 17.7 |

2022

| Franchise^{Note1} | Balance of the Fund Brought Forward from 2021 (\$'000) [A] | Amount Deposited in 2022^{Note 2} (\$'000) [B] | Amount Withdrawn in 2022 (\$'000) [C] | Balance of the Fund in 2022 (\$'000) [D] = [A] + [B] – [C] |
|----------------------------------|--|--|---|---|
| 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 ^{Note 4} | 17.7 | 0.2 | 0 | 17.9 |

2023

| Franchise^{Note1} | Balance of the Fund Brought Forward from 2022 (\$'000) [A] | Amount Deposited in 2023^{Note2} (\$'000) [B] | Amount Withdrawn in 2023 (\$'000) [C] | Balance of the Fund in 2023 (\$'000) [D] = [A] + [B] – [C] |
|--|--|---|---|---|
| KMB | 448,833 | 169,990 | 199,760 | 419,063 |
| CTB (Urban and New Territories) ^{Note3} | 324 | 104,316 | 97,260 | 7,380 |
| CTB (F2) | 1,146 | 8,329 | 5,550 | 3,925 |
| LW | 1,541 | 1,150 | 990 | 1,701 |
| NLB ^{Note 4} | 17.9 | 0.1 | 0 | 18 |

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)
- CTB (Urban and New Territories): Citybus Limited (Franchise for the Urban and New Territories 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.

Note 3:

As decided by the Chief Executive in Council, the franchises of CTB (F1) and NWFB were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing at 4 a.m. on 1 July 2023. The balances, amounts deposited and amounts withdrawn in the Funds of CTB (F1) and NWFB before the merger in the year are reflected in the account of CTB (Urban and New Territories) for the year of 2023 as shown in the table above.

Note 4:

NLB operates no route via government tolled tunnels. It has only one recreational route using the Lantau Link and the tolls of the Lantau Link have been waived since 27 December 2020. Thus, basically there would be no money saved in the Fund of NLB. With the extremely low balance of the Fund, it was not possible to reduce the magnitude of fare increase by withdrawing money from the Fund.

2. The reduction of the fare increase magnitude depends on the balance of the Fund as well as the frequency and level of fare increase of the respective franchises of the bus companies. Since its implementation, the Fund has been applied to mitigate the rate of fare increase or reduce the pressure for fare increase in the following occasions:

KMB

- (a) the overall actual weighted average rate (OAWAR) 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%; and
- (b) OAWAR of fare increase shouldered by the passengers, implemented on 18 June 2023, was reduced from 5.5% to 3.9%.

LW

- (a) 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
- (b) OAWAR of fare increase shouldered by the passengers, implemented on 18 June 2023, was reduced from 4.5% to 4.2%.

CTB (F1) and NWFB

- (a) OAWARs 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; and
- (b) OAWAR of fare increase shouldered by the passengers of the routes of the CTB (F1) and NWFB, implemented on 18 June 2023, was reduced from 6.2% to 4.9%;

CTB (F2)

- (a) 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; and

(b) OAWAR of fare increase shouldered by the passengers, implemented on 18 June 2023, was reduced from 6.4% to 4.2%.

3. A “passenger reward arrangement” is put in place under the current fare adjustment arrangement. When the rate of return on average net fixed assets (ANFA) of a franchise exceeds the Weighted Average Cost of Capital of the bus industry (currently 8.7% p.a.), the profit above the triggering point shall be shared with passengers on a 50:50 basis. The passengers’ share is maintained as “passenger reward balance” to be used for providing fare concessions or relieving the pressure for future bus fare increase. Some franchised bus companies had used the cumulative passenger reward balance to provide fare concessions for passengers in the past three years. The amount involved is set out below:

| Franchise | Amount involved in passenger reward (\$ million) | | |
|-----------|--|------|------------------|
| | 2021 | 2022 | 2023 |
| KMB | 5.0 | 0 | 0 |
| NWFB | 4.0 | 0 | 0.4 [^] |
| CTB (F1) | 0 | 0 | |
| CTB (F2) | 0 | 0 | 0 |
| LW | 2.2 | 0 | 0 |
| NLB | 0.1 | 0.1 | 0.3 |

[^] As mentioned above, CTB (F1) and NWFB franchises were merged as CTB (Urban and New Territories) on 1 July 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB144

(Question Serial No. 1012)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the use of tunnels by public transport operators, please provide the following information for the past three years:

1. the numbers of routes and daily departures of franchised buses, public light buses and non-franchised (i.e. residents' service) buses plying the three road harbour crossings (RHCs) and the three tunnels between Kowloon and Sha Tin;
2. the corresponding toll revenue collected each year from franchised buses, public light buses and non-franchised buses (set out in table form);
3. Since implementing time-varying tolls at the three RHCs, have franchised buses, public light buses and non-franchised (i.e. residents' service) buses been affected in terms of journey time and number of departures, etc.? If yes, what is the situation?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 29)

Reply:

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

| Tunnels | Year (Note (1)) | Franchised buses | | Green minibuses | | Residents' service vehicles | |
|--------------------------|--------------------|-------------------------|--|---------------------------------------|--|-----------------------------|----------------------------|
| | | Number of routes plying | Number of daily departures (Note (2)) | Number of routes plying (Note (3)) | Number of daily departures (Note (2)) | Number of routes plying | Number of daily departures |
| Cross-Harbour Tunnel | 2021 | 32 | 3 940 | 1 | 26 | 7 | 95 |
| | 2022 | 31 | 3 228 | 1 | 26 | 6 | 89 |
| | 2023 | 31 | 3 129 | 1 | 26 | 6 | 85 |
| Eastern Harbour Crossing | 2021 | 24 | 1 968 | 2 | 35 | 8 | 101 |
| | 2022 | 24 | 1 746 | 2 | 35 | 4 | 90 |
| | 2023 | 26 | 1 687 | 1 | 12 | 4 | 83 |
| Western Harbour Crossing | 2021 | 40 | 3 107 | 0 | 0 | 32 | 319 |
| | 2022 | 45 | 2 862 | 0 | 0 | 30 | 283 |
| | 2023 | 46 | 2 901 | 0 | 0 | 27 | 236 |
| Lion Rock Tunnel | 2021 | 30 | 3 096 | 7 | 264 | 9 | 127 |
| | 2022 | 30 | 2 840 | 7 | 279 | 8 | 122 |
| | 2023 | 30 | 2 700 | 7 | 251 | 7 | 116 |
| Tate's Cairn Tunnel | 2021 | 37 | 3 498 | 0 | 0 | 17 | 240 |
| | 2022 | 40 | 3 150 | 0 | 0 | 12 | 218 |
| | 2023 | 40 | 3 060 | 0 | 0 | 12 | 203 |
| Eagle's Nest Tunnel | 2021 | 20 | 651 | 0 | 0 | 6 | 34 |
| | 2022 | 22 | 682 | 0 | 0 | 4 | 25 |
| | 2023 | 24 | 833 | 0 | 0 | 3 | 20 |

Notes:

- (1) The figures provided are based on year end situation of the respective year.
 - (2) For franchised buses, actual numbers of daily departures are provided. For green minibuses and residents' services, 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.
 - (3) Red minibuses are not included because their routes and headways are not subject to regulation.
2. The toll collection systems of the tunnels keep records of the toll collected based on the vehicle classes of "bus" (i.e. including single-deck and double-deck, franchised and non-franchised buses) and "light bus" (i.e. including private and public light buses) only. The toll revenues collected from buses and light buses by respective tunnels in the past three years are tabulated as follows:

| Tunnel | Toll revenue collected from “bus” (\$ million) (Note (4)) | | | Toll revenue collected from “light bus” (\$ million) | | |
|--|---|-------|---------------|--|------|---------------|
| | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| Cross-Harbour Tunnel | 5.5 | 6.2 | 8.6 | 3.4 | 2.6 | 2.9 |
| Eastern Harbour Crossing | 11.3 | 11.3 | 12.9 | 6.8 | 6.1 | 6.5 |
| Western Harbour Crossing (Note (5)) | 251.3 | 228.7 | 168.7 | 15.5 | 11.4 | 9.0 |
| Lion Rock Tunnel | Not applicable (Note (6)) | | 2.8(Note (7)) | Not applicable (Note (6)) | | 1.2(Note (7)) |
| Tate’s Cairn Tunnel | 7.1 | 6.5 | 8.9 | 1.2 | 1.1 | 1.3 |
| Eagle’s Nest Tunnel | 1.9 | 2.1 | 2.6 | 0.4 | 0.5 | 0.4 |

Notes:

- (4) Excluding the tolls of franchised buses using government tunnels. This is because since the implementation of the Franchised Bus Toll Exemption Fund (the Fund) on 17 February 2019, franchised buses have been exempted from paying tolls for government tolled tunnels including Cross-Harbour Tunnel, Eastern Harbour Crossing, Western Harbour Crossing (starting from the reversion to government ownership upon expiry of its “Build-Operate-Transfer” (BOT) franchise on 2 August 2023), Lion Rock Tunnel, Tate's Cairn Tunnel and Eagle's Nest Tunnel.
 - (5) Western Harbour Crossing was a BOT tunnel operated by Western Harbour Tunnel Company Limited before expiry of its BOT franchise on 2 August 2023. Its toll revenue was not government revenue.
 - (6) Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system did not keep records of the toll collected based on individual vehicle classes prior to the implementation of HKeToll, the Transport Department does not have records of the toll revenue collected from buses and light buses using Lion Rock Tunnel.
 - (7) Since HKeToll was implemented at Lion Rock Tunnel from 5 a.m. on 28 May 2023, the figure only shows the revenue record between 5 a.m. on 28 May 2023 and end 2023.
3. The time-varying tolls have narrowed toll differentials and even brought the tolls to a uniform level among the three RHCs during different time periods, which helped reduce detours by motorists and rationalise the cross-harbour traffic among the three tunnels, thereby alleviating the traffic pressure on Cross-Harbour Tunnel and Eastern Harbour Crossing. The overall cross-harbour traffic flow during peak period has abated on average, and the traffic queues and congestion at tunnel portals have been generally alleviated (including those at Cross-Harbour Tunnel which was often congested in the past). Overall traffic at the tunnels has smoothed, while non-cross-harbour traffic in

the vicinity of the tunnel portals has also shown visible improvement, which should facilitate the operation of franchised buses, public light buses and non-franchised buses, etc. As for Western Harbour Crossing, despite the increase in overall traffic flow, with the addition of a bus-only lane at its Kowloon portal at the same time, there was no obvious impact on the overall operation of buses during peak hours.

- End -

CONTROLLING OFFICER'S REPLY

TLB145

(Question Serial No. 1013)Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)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 their respective expenditures incurred in the past three years and this year up to the present.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 30)Reply:

From 2020-21 to 2023-24, 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) | | | |
|------------------------|--|-----------------|---------|---------|--|
| | | 2020-21 | 2021-22 | 2022-23 | 2023-24 (as at 29 February 2024) |
| Franchised bus | Exemption of vehicle licence fees ^(Note 1) | 26,347 | 23,912 | 25,484 | 23,304 |
| | Reimbursement of government rent and government land rental ^(Note 1 & Note 2) | 110,113 | 108,917 | 95,282 | 129,244 (as at 31 December 2023) |
| | Exemption of tolls of government tunnels and roads ^(Note 3) | 247,549 | 214,606 | 198,780 | 213,862 (as at 31 December 2023) |
| | Exemption of first registration tax | 30,665 | 23,755 | 28,638 | 10,639 |
| | Waiver of vehicle examination fees for | 6,178 | 5,883 | 5,801 | 4,718 |

| Public Transport Modes | Exemption/Subsidy Items | Amount (\$'000) | | | |
|--------------------------|--|-----------------|---------|---------|-------------------------------------|
| | | 2020-21 | 2021-22 | 2022-23 | 2023-24 (as at 29 February 2024) |
| | registered commercial vehicles ^(Note 4) | | | | |
| | Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops | 6,270 | 9,061 | 4,863 | 897 |
| | Subsidy for installation of safety devices on existing buses ^(Note 5) | 40,555 | 180,121 | 127,107 | 45,471 |
| Non-franchised Bus (NFB) | Waiver of vehicle licence fees for registered commercial vehicles ^(Note 4) | 15,743 | 14,545 | 15,194 | 11,594 |
| | Waiver of vehicle examination fees for registered commercial vehicles ^(Note 4) | 6,195 | 6,026 | 6,303 | 5,322 |
| | Waiver of fees payable for the new issue or renewal of Passenger Service Licence (PSL) for eligible types of vehicles ^(Note 4) | 519 | 530 | 519 | 440 |
| | Waiver of fees payable for the new issue or renewal of Passenger Service Licence Certificate (PSLC) for eligible types of vehicles ^(Note 4) | 1,326 | 1,255 | 1,223 | 952 |
| | Waiver of fees payable for the new issue or renewal of Closed Road Permit (CRP) for eligible types of vehicles ^(Note 4) | 553 | 399 | 494 | 342 |
| | | | | | |
| Tram | Subsidy for tram track replacement and maintenance | 7,713 | 0 | 5,000 | 10,000 |
| | Reimbursement of government rent and government land rental ^(Note 2 & Note 6) | 1,727 | 1,640 | 1,648 | 1,917 |

| Public Transport Modes | Exemption/Subsidy Items | Amount (\$'000) | | | |
|------------------------|--|-----------------|---------|---------|--|
| | | 2020-21 | 2021-22 | 2022-23 | 2023-24 (as at 29 February 2024) |
| Taxi | Waiver of vehicle licence fees for registered commercial vehicles ^(Note 4) | 55,892 | 55,811 | 55,261 | 43,230 |
| | Waiver of vehicle examination fees for registered commercial vehicles ^(Note 4) | 10,070 | 10,034 | 9,962 | 8,336 |
| Ferry | Exemption of vessel licence fees ^(Note 7) | 227 | 236 | 234 | 245 |
| | Reimbursement of pier rental ^(Note 7) | 2,384 | 2,452 | 2,415 | 3,989 |
| | Reimbursement under Special Helping Measures (SHM) for outlying island ferry routes ^(Note 8) | 122,676 | 186,691 | 215,282 | 216,146 (as at 7 March 2024) |
| Public light bus (PLB) | Waiver of vehicle licence fees for registered commercial vehicles ^(Note 4) | 35,638 | 35,164 | 34,723 | 26,467 |
| | Waiver of vehicle examination fees for registered commercial vehicles ^(Note 4) | 2,789 | 2,828 | 2,762 | 2,273 |
| | Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles ^(Note 4) | 304 | 302 | 303 | 238 |
| | Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles ^(Note 4) | 747 | 728 | 735 | 504 |

Notes:

- Under the Elderly Concessionary Fare Scheme (ECFS), the Government has exempted franchised buses from payment of annual vehicle licence fees, and reimbursed franchised bus operators (FBOs) the rentals of government land used for franchised bus operations.

2. From 2020-21 to June 2023, the Government provided 75% rental concession for Short Term Tenancy sites. Thereafter, the Government continued to provide 50% rental concession up to December 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 implemented relief measures to waive 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.
5. To enhance bus safety, the Government subsidises FBOs 80% of the cost of installing seat belt on all seats in the upper deck, electronic stability control and speed limiting retarder on appropriate existing franchised buses. Installation works commenced progressively starting from the third quarter of 2020, and the target is to complete installation within 2024.
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 2020-21 to 2023-24, 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, the Government has completed the disbursement of a total of about \$6.46 billion of subsidies to the public transport trades under various rounds of the Anti-epidemic Fund (AEF) and the measures approved by the AEF Steering Committee. The details are set out in the table below:

| Public Transport Modes | Subsidy Details | Amount Disbursed (\$ million) |
|---|---|--|
| 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 | 320.3 |
| | One-off non-accountable subsidy of \$30,000 for each vehicle under the sixth-round AEF | 189.8 |
| | Monthly allowance of \$2,000 and monthly administrative fee of \$20 for each eligible cleansing and security worker engaged by the FBOs and HKT for five months from April to August 2022 under the sixth-round AEF | 6.7 |
| | Reimbursement of regular repair and maintenance cost for six months from 1 July to 31 December 2022 under the sixth-round AEF ^(Note 1) | 232.7 |
| | 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 |
| One-off non-accountable subsidy of \$30,000 to registered owners of each cross-boundary coach as additional financial support for the cross-boundary passenger transport trade under the measures approved by the AEF Steering Committee and the fifth-round AEF respectively | | 77.6 |

| Public Transport Modes | Subsidy Details | Amount Disbursed (\$ million) |
|------------------------|---|-------------------------------|
| | 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 | 1.5 |
| 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 | 1,344.5 |
| | 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 |
| | 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 to 31 December 2022 under the sixth-round AEF | 583.0 |
| | 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 | 30.8 |

| Public Transport Modes | Subsidy Details | Amount Disbursed (\$ million) |
|-------------------------------|--|--------------------------------------|
| | September 2020 under the second-round AEF | |
| | 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 | 77.7 |
| | 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 |
| | Reimbursement of regular repair and maintenance costs for six months from 1 July to 31 December 2022 under the sixth-round AEF ^(Note 1) | 18.0 |

Note:

1. The actual regular repair and maintenance costs from July to December 2022 will be reimbursed to the relevant operators, subject to the condition that they were operated at a loss in 2022, after taking into account all AEF subsidies received in 2022.

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

TLB146

(Question Serial No. 1014)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. 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.
2. Please provide information on the interchange fare concession arrangements between different public transport operators in the past three years:

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

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

Reply:

1. As public transport services are closely related to people's livelihoods, the Government will handle fare increase applications in a prudent manner as always, taking into account the operators' financial situation and prospects, public acceptability and affordability, etc., and continue to play a gatekeeper role. The fare adjustment applications of public transport services received by TD in 2023 are set out below:

(A) Green Minibus (GMB)

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|-------------------------|---------------|--|--|
| Hong Kong Island | | | |
| 1. | HKI 4A | 14.6% | Proposed increase by 6.3% ^{Note(1)} |
| 2. | HKI 4B | 27.9% | Proposed increase by 7.0% ^{Note(1)} |
| 3. | HKI 4C | 14.6% | Proposed increase by 6.3% ^{Note(1)} |
| 4. | HKI 4M | 13.0% | Proposed increase by 6.5% ^{Note(1)} |
| 5. | HKI 4S | 19.4% | Proposed increase by 6.5% ^{Note(1)} |
| 6. | HKI 5 | 14.6% | Proposed increase by 6.8% ^{Note(1)} |
| 7. | HKI 5M | 13.0% | Proposed increase by 6.5% ^{Note(1)} |
| 8. | HKI 8 | 12.5% | Proposed increase by 6.7% ^{Note(1)} |
| 9. | HKI 8X | 12.5% | Proposed increase by 6.7% ^{Note(1)} |
| 10. | HKI 10 | 9.2% | Proposed increase by 6.9% ^{Note(1)} |
| 11. | HKI 10P | 9.2% | Proposed increase by 6.9% ^{Note(1)} |
| 12. | HKI 16A | 11.1% | Increased by 7.4% |
| 13. | HKI 16M | 11.1% | Increased by 7.4% |
| 14. | HKI 16X | 15.0% | Increased by 10.0% |
| 15. | HKI 18M | 19.0% | Increased by 10.1% |
| 16. | HKI 20 | 23.1% | Increased by 10.8% |
| 17. | HKI 20M | 33.3% | Increased by 13.3% |
| 18. | HKI 24A | 9.4% | Proposed increase by 7.5% ^{Note(1)} |
| 19. | HKI 24M | 9.5% | Proposed increase by 5.4% ^{Note(1)} |
| 20. | HKI 25 | 9.4% | Proposed increase by 5.7% ^{Note(1)} |
| 21. | HKI 31 | 13.0% | Proposed increase by 7.8% ^{Note(1)} |
| 22. | HKI 31X | 13.0% | Proposed increase by 7.8% ^{Note(1)} |
| 23. | HKI 32 | 12.5% | Being processed |
| 24. | HKI 32A | 12.8% | Being processed |
| 25. | HKI 33 | 12.5% | Being processed |
| 26. | HKI 33M | 12.8% | Being processed |

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|-----|---------------|--|---|
| 27. | HKI 35M | 14.6% | Proposed increase by 6.3% ^{Note(1)} |
| 28. | HKI 36X | 20.0% | Being processed |
| 29. | HKI 37 | 20.7% | Being processed |
| 30. | HKI 39C | 15.4% | Being processed |
| 31. | HKI 39M | 15.1% | Being processed |
| 32. | HKI 40 | 15.4% | Being processed |
| 33. | HKI 40X | 15.4% | Being processed |
| 34. | HKI 43M | 31.3% | Being processed |
| 35. | HKI 44M | 22.2% | Being processed |
| 36. | HKI 45A | 10.2% | Being processed |
| 37. | HKI 45S | 10.2% | Being processed |
| 38. | HKI 47E | 24.4% | Being processed |
| 39. | HKI 47M | 23.8% | Being processed |
| 40. | HKI 47S | 23.8% | Being processed |
| 41. | HKI 48M | 25.0% | Being processed |
| 42. | HKI 51 | 17.6% | Being processed |
| 43. | HKI 51A | 17.6% | Being processed |
| 44. | HKI 51S | 15.4% | Being processed |
| 45. | HKI 52 | 15.8% | Being processed |
| 46. | HKI 56 | 9.5% | Proposed increase by 4.8% ^{Note(1)} |
| 47. | HKI 56A | 9.5% | Proposed increase by 4.8% ^{Note(1)} |
| 48. | HKI 56B | 9.5% | Proposed increase by 4.8% ^{Note(1)} |
| 49. | HKI 58 | 14.3% | Being processed |
| 50. | HKI 58A | 14.3% | Being processed |
| 51. | HKI 58M | 14.3% | Being processed |
| 52. | HKI 59 | 15.2% | Being processed |
| 53. | HKI 59A | 14.3% | Being processed |
| 54. | HKI 59B | 14.3% | Being processed |
| 55. | HKI 59S | 15.0% | Being processed |
| 56. | HKI 59X | 14.9% | Being processed |
| 57. | HKI 63 | 15.3% | Being processed |
| 58. | HKI 63A | 15.6% | Being processed |
| 59. | HKI 66 | 14.7% | Being processed |
| 60. | HKI 66A | 14.7% | Being processed |
| 61. | HKI 68 | 15.1% | Being processed |
| 62. | HKI 69 | 14.7% | Proposed increase by 12.4% ^{Note(1)} |
| 63. | HKI 69A | 14.3% | Proposed increase by 11.1% ^{Note(1)} |
| 64. | HKI 69X | 8.7% | Proposed increase by 8.7% ^{Note(1)} |

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|----------------|---------------|--|---|
| 65. | HKI N4A | 14.5% | Proposed increase by 6.4% ^{Note(1)} |
| 66. | HKI N4C | 14.5% | Proposed increase by 6.4% ^{Note(1)} |
| 67. | HKI N4X | 14.5% | Proposed increase by 6.4% ^{Note(1)} |
| 68. | HKI N31 | 13.8% | Proposed increase by 6.0% ^{Note(1)} |
| 69. | HKI N40 | 14.6% | Being processed |
| 70. | HKI N51S | 16.3% | Being processed |
| 71. | HKI N59A | 15.7% | Being processed |
| 72. | HKI N69X | 15.1% | Proposed increase by 11.5% ^{Note(1)} |
| Kowloon | | | |
| 1. | KLN 3 | 11.9% | Being processed |
| 2. | KLN 5M | 11.3% | Being processed |
| 3. | KLN 8 | 12.7% | Being processed |
| 4. | KLN 8M | 10.0% | Being processed |
| 5. | KLN 8S | 12.7% | Being processed |
| 6. | KLN 9M | 20.0% | Increased by 20.0% |
| 7. | KLN 12 | 14.8% | Increased by 14.8% |
| 8. | KLN 12A | 9.6% | Increased by 9.6% |
| 9. | KLN 12B | 9.6% | Increased by 9.6% |
| 10. | KLN 12S | 12.7% | Increased by 12.7% |
| 11. | KLN 17M | 15.1% | Being processed |
| 12. | KLN 20 | 18.5% | Increased by 13.0% |
| 13. | KLN 20M | 15.0% | Increased by 12.5% |
| 14. | KLN 22A | 16.1% | Being processed |
| 15. | KLN 22M | 19.0% | Being processed |
| 16. | KLN 25A | 12.7% | Being processed |
| 17. | KLN 25B | 11.1% | Being processed |
| 18. | KLN 25M | 12.7% | Being processed |
| 19. | KLN 25MS | 15.7% | Being processed |
| 20. | KLN 37A | 11.4% | Being processed |
| 21. | KLN 37M | 11.4% | Being processed |
| 22. | KLN 38M | 22.7% | Being processed |
| 23. | KLN 39M | 22.7% | Being processed |
| 24. | KLN 44 | 10.0% | Being processed |
| 25. | KLN 44A | 11.9% | Being processed |
| 26. | KLN 44M | 2.9% | Being processed |
| 27. | KLN 44S | 15.4% | Being processed |
| 28. | KLN 48 | 12.5% | Being processed |
| 29. | KLN 49 | 12.0% | Being processed |
| 30. | KLN 49M | 12.0% | Being processed |
| 31. | KLN 51M | 23.5% | Increased by 17.6% |
| 32. | KLN 52 | 26.3% | Increased by 15.8% |

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|------------------------|---------------|--|---|
| 33. | KLN 53M | 23.5% | Increased by 17.6% |
| 34. | KLN 54 | 11.5% | Increased by 8.0% |
| 35. | KLN 54M | 13.0% | Increased by 8.7% |
| 36. | KLN 54S | 12.5% | Increased by 8.3% |
| 37. | KLN 66S | 16.7% | Proposed increase by 8.3% ^{Note(1)} |
| 38. | KLN 71A | 13.6% | Being processed |
| 39. | KLN 71B | 13.6% | Being processed |
| 40. | KLN 72 | 19.7% | Increased by 13.6% |
| 41. | KLN 73 | 20.0% | Increased by 12.9% |
| 42. | KLN 75 | 15.4% | Being processed |
| 43. | KLN 75A | 22.2% | Being processed |
| 44. | KLN 77M | 12.7% | Being processed |
| 45. | KLN 78 | 17.6% | Being processed |
| 46. | KLN 78A | 17.6% | Being processed |
| 47. | KLN 80M | 10.9% | Being processed |
| 48. | KLN 81K | 10.9% | Being processed |
| 49. | KLN 89A | 21.4% | Being processed |
| 50. | KLN 89B | 20.0% | Being processed |
| 51. | KLN 89C | 21.4% | Being processed |
| 52. | KLN 90A | 19.0% | Being processed |
| 53. | KLN 90B | 19.0% | Being processed |
| New Territories | | | |
| 1. | NT 3 | 26.3% | Proposed increase by 10.5% ^{Note(1)} |
| 2. | NT 3A | 9.4% | Proposed increase by 7.5% ^{Note(1)} |
| 3. | NT 4 | 16.2% | Proposed increase by 10.8% ^{Note(1)} |
| 4. | NT 4A | 14.3% | Proposed increase by 9.5% ^{Note(1)} |
| 5. | NT 20A | 14.8% | Being processed |
| 6. | NT 20B | 15.4% | Being processed |
| 7. | NT 20C | 15.7% | Being processed |
| 8. | NT 20E | 15.7% | Being processed |
| 9. | NT 20K | 14.7% | Being processed |
| 10. | NT 20M | 14.8% | Being processed |
| 11. | NT 20P | 14.8% | Being processed |
| 12. | NT 20R | 15.5% | Being processed |
| 13. | NT 20S | 14.3% | Being processed |
| 14. | NT 20T | 15.4% | Being processed |
| 15. | NT 20X | 14.8% | Being processed |
| 16. | NT 21A | 14.3% | Being processed |
| 17. | NT 21K | 15.4% | Being processed |
| 18. | NT 22K | 16.2% | Being processed |
| 19. | NT 23K | 14.8% | Being processed |

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|-----|---------------|--|--|
| 20. | NT 23S | 15.3% | Being processed |
| 21. | NT 26 | 14.0% | Being processed |
| 22. | NT 26A | 13.6% | Being processed |
| 23. | NT 41 | 11.1% | Being processed |
| 24. | NT 44 | 12.1% | Being processed |
| 25. | NT 44A | 12.1% | Being processed |
| 26. | NT 44A1 | 12.1% | Being processed |
| 27. | NT 44B | 12.1% | Being processed |
| 28. | NT 44B1 | 12.1% | Being processed |
| 29. | NT 45 | 10.8% | Being processed |
| 30. | NT 46 | 8.0% | Increased by 4.0% |
| 31. | NT 46A | 8.0% | Increased by 4.0% |
| 32. | NT 46M | 14.9% | Being processed |
| 33. | NT 46X | 8.0% | Increased by 4.0% |
| 34. | NT 47M | 15.1% | Being processed |
| 35. | NT 47S | 13.7% | Proposed increase by 9.8% ^{Note(1)} |
| 36. | NT 48S | 13.7% | Proposed increase by 9.8% ^{Note(1)} |
| 37. | NT 49S | 12.2% | Being processed |
| 38. | NT 50A | 12.5% | Being processed |
| 39. | NT 50K | 12.5% | Being processed |
| 40. | NT 51B | 11.6% | Being processed |
| 41. | NT 51K | 11.9% | Being processed |
| 42. | NT 59A | 11.3% | Being processed |
| 43. | NT 59S | 8.8% | Being processed |
| 44. | NT 60K | 15.8% | Being processed |
| 45. | NT 60P | 15.8% | Being processed |
| 46. | NT 60R | 15.8% | Being processed |
| 47. | NT 61M | 15.2% | Being processed |
| 48. | NT 61S | 15.3% | Being processed |
| 49. | NT 62K | 15.8% | Being processed |
| 50. | NT 63A | 16.2% | Proposed increase by 5.4% ^{Note(1)} |
| 51. | NT 63B | 16.2% | Proposed increase by 5.4% ^{Note(1)} |
| 52. | NT 63K | 16.2% | Proposed increase by 5.4% ^{Note(1)} |
| 53. | NT 63S | 16.8% | Proposed increase by 3.6% ^{Note(1)} |
| 54. | NT 64A | 15.4% | Proposed increase by 5.1% ^{Note(1)} |
| 55. | NT 64K | 15.4% | Proposed increase by 5.1% ^{Note(1)} |
| 56. | NT 68K | 15.3% | Being processed |
| 57. | NT 68S | 15.0% | Being processed |

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|------------|----------------------|---|---|
| 58. | NT 69K | 14.3% | Being processed |
| 59. | NT 71 | 12.2% | Proposed increase by 6.1% ^{Note(1)} |
| 60. | NT 71A | 9.1% | Proposed increase by 6.1% ^{Note(1)} |
| 61. | NT 72 | 12.2% | Proposed increase by 6.1% ^{Note(1)} |
| 62. | NT 73 | 14.8% | Proposed increase by 8.2% ^{Note(1)} |
| 63. | NT 73A | 14.8% | Proposed increase by 8.2% ^{Note(1)} |
| 64. | NT 74 | 14.8% | Proposed increase by 8.2% ^{Note(1)} |
| 65. | NT 74A | 13.2% | Proposed increase by 9.4% ^{Note(1)} |
| 66. | NT 75 | 66.7% | Proposed increase by 14.9% ^{Note(1)} |
| 67. | NT 76 | 59.4% | Proposed increase by 8.7% ^{Note(1)} |
| 68. | NT 87 | 19.1% | Increased by 14.9% |
| 69. | NT 87A | 19.3% | Increased by 12.3% |
| 70. | NT 87K | 19.1% | Increased by 14.9% |
| 71. | NT 87M | 18.5% | Increased by 13.0% |
| 72. | NT 88 | 17.6% | Being processed |
| 73. | NT 88B | 17.6% | Being processed |
| 74. | NT 89 | 19.2% | Being processed |
| 75. | NT 89A | 19.2% | Being processed |
| 76. | NT 89B | 19.2% | Being processed |
| 77. | NT 89M | 20.4% | Being processed |
| 78. | NT 89P | 19.2% | Being processed |
| 79. | NT 89S | 20.4% | Being processed |
| 80. | NT 90A | 52.1% | Being processed |
| 81. | NT 90M | 16.7% | Being processed |
| 82. | NT 90P | 52.1% | Being processed |
| 83. | NT 91 | 41.0% | Being processed |
| 84. | NT 91A | 46.3% | Being processed |
| 85. | NT 92M | 16.7% | Being processed |
| 86. | NT 93 | 16.7% | Being processed |
| 87. | NT 93A | 18.9% | Being processed |
| 88. | NT 98 | 20.4% | Being processed |
| 89. | NT 99 | 10.5% | Being processed |
| 90. | NT 105 | 18.7% | Being processed |
| 91. | NT 106 | 9.5% | Being processed |
| 92. | NT 107 | 10.0% | Being processed |
| 93. | NT 113 | 11.3% | Being processed |
| 94. | NT 115 | 9.1% | Being processed |

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|------------|----------------------|---|---|
| 95. | NT 140M | 8.7% | Increased by 5.8% |
| 96. | NT 301 | 22.0% | Being processed |
| 97. | NT 301M | 22.0% | Being processed |
| 98. | NT 302 | 12.5% | Being processed |
| 99. | NT 310M | 10.4% | Being processed |
| 100. | NT 401 | 14.9% | Being processed |
| 101. | NT 402S | 15.4% | Being processed |
| 102. | NT 403 | 15.1% | Being processed |
| 103. | NT 403A | 15.1% | Being processed |
| 104. | NT 403P | 15.1% | Being processed |
| 105. | NT 403X | 15.1% | Being processed |
| 106. | NT 409 | 19.7% | Increased by 7.0% |
| 107. | NT 409K | 19.7% | Increased by 7.0% |
| 108. | NT 409S | 19.7% | Increased by 7.0% |
| 109. | NT 410 | 10.0% | Proposed increase by 6.0% ^{Note(1)} |
| 110. | NT 481 | 15.1% | Being processed |
| 111. | NT 481A | 15.1% | Being processed |
| 112. | NT 481B | 15.1% | Being processed |
| 113. | NT 481X | 15.1% | Being processed |
| 114. | NT 482 | 15.2% | Being processed |
| 115. | NT 505 | 16.8% | Being processed |
| 116. | NT 601 | 15.5% | Proposed increase by 9.9% ^{Note(1)} |
| 117. | NT 601C | 11.9% | Proposed increase by 1.7% ^{Note(1)} |
| 118. | NT 602 | 15.5% | Proposed increase by 9.9% ^{Note(1)} |
| 119. | NT 602C | 20.0% | Proposed increase by 9.1% ^{Note(1)} |
| 120. | NT 603 | 15.5% | Proposed increase by 9.9% ^{Note(1)} |
| 121. | NT 604 | 14.5% | Proposed increase by 9.1% ^{Note(1)} |
| 122. | NT 605 | 19.7% | Proposed increase by 9.9% ^{Note(1)} |
| 123. | NT 606S | 4.0% | Proposed increase by 4.0% ^{Note(1)} |
| 124. | NT 618 | 22.1% | Proposed increase by 9.9% ^{Note(1)} |
| 125. | NT 620 | 17.2% | Proposed increase by 10.3% ^{Note(1)} |
| 126. | NT 808 | 12.3% | Being processed |
| 127. | NT 808P | 12.3% | Being processed |
| 128. | NT 809K | 12.5% | Being processed |
| 129. | NT 811 | 14.5% | Being processed |

| No. | GMB Route No. | Fare Increase Rate Applied (Full fare) | Result |
|------|---------------|--|-----------------|
| 130. | NT 811A | 14.9% | Being processed |
| 131. | NT 811B | 15.7% | Being processed |
| 132. | NT 811K | 15.7% | Being processed |
| 133. | NT 811P | 14.5% | Being processed |
| 134. | NT 811S | 20.2% | Being processed |

Note (1):

TD has completed processing the fare increase application for the GMB routes concerned and the proposed increases have yet to take effect.

(B) Licensed Ferry Service

| No. | Licensed Ferry Service | Fare Increase Rate Applied | Result |
|-----|--|----------------------------|------------------|
| 1. | North Point - Kwun Tong (Dangerous Goods Vehicular Ferry Services) | 60% | Increased by 60% |
| 2. | Central - Discovery Bay | 60% | Being processed |

(C) Taxi

| No. | Type of Taxi | Average Fare Increase Rate Applied | Result |
|-----|---------------------------------|------------------------------------|-----------------|
| 1. | Urban Taxi ^{Note (2)} | 16.95% | Being processed |
| 2. | NT Taxi ^{Note (3)} | 15.37% | Being processed |
| 3. | Lantau Taxi ^{Note (4)} | 11.68% | Being processed |

Note (2): The urban taxi trade also requests shortening the waiting time from 60 seconds to 45 seconds per jump, a \$1 increase (from \$6 to \$7) in the additional fare for every article of baggage carried, and a \$2 increase (from \$5 to \$7) in the additional fares for every animal or bird carried.

Note (3): The NT taxi trade also requests a \$1 increase (from \$6 to \$7) in the additional fare for every article of baggage carried, and a \$2 increase (from \$5 to \$7) in the additional fares for every animal or bird carried.

Note (4): The Lantau taxi trade also requests a \$2 increase (from \$6 to \$8) in the additional fare for every article of baggage carried, a \$3 increase (from \$5 to \$8) in the additional fares for every animal or bird carried, and a \$3 increase (from \$5 to \$8) in the additional fares for every hiring arranged through telephone booking.

- To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements from 2021 to 2023 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

| Public transport operators involved in the interchange schemes ^{Note (5)} | Adult fare concession for each interchange trip | Average daily passenger interchange trips benefited | Dates of commencement and termination of the schemes ^{Note (6)} |
|--|--|--|---|
| Railway and franchised bus 2021: 28 routes 2022: 17 routes 2023: 19 routes | 2021: \$1.0 2022 and 2023: \$0.6 - \$2.0 | 2021: 22 590 2022: 21 280 2023: 26 660 | On-going |
| Railway and GMB ^{Note (7)} 2021: 551 routes 2022: 547 routes 2023: all routes | From 2021 to 4 November 2023: \$0.3 - \$3 From 5 November 2023 onwards: \$0.5 - \$3 | 2021: 411 930 2022: 392 950 2023: 456 560 | On-going |
| Railway and kaito (1 route) | \$0.5 | 2021: 390 2022: 320 2023: 370 | Commenced on 1 June 2020 and on-going |
| Bus-bus interchange between different franchised bus companies ^{Note (8)} 2021: 585 routes 2022: 608 routes 2023: 629 routes | 2021 and 2022: \$0.5 - \$37.0 2023: \$0.1 - \$38.7 | 2021: 176 530 2022: 157 270 2023: 180 900 | On-going |
| Franchised bus and GMB 2021: 36 routes 2022: 38 routes 2023: 71 routes | 2021 and 2022: \$1.0 2023: \$1.0 - \$4.0 | 2021: 344 2022: 286 2023: 258 | On-going |
| Franchised bus and tram (35 routes) | 2021 and 2022: \$2.6 2023: \$3.0 | 2021: 1 700 2022: 1 100 2023: 1 300 | Commenced on 1 July 2017 and on-going |
| GMB-GMB interchange between different GMB route packages (41 routes) | \$1.0 - \$11.9 | N/A ^{Note (9)} | On-going |

| Public transport operators involved in the interchange schemes ^{Note (5)} | Adult fare concession for each interchange trip | Average daily passenger interchange trips benefited | Dates of commencement and termination of the schemes ^{Note (6)} |
|---|--|--|---|
| Ferry-ferry interchange between different ferry operators (2 routes) | 2021: \$3.6 - \$6.8 2022: \$3.8 - \$6.8 2023: \$3.8 - \$9.4 | 2021: 22 2022: 18 2023: 21 | Commenced on 1 July 2011 and on-going |

Note (5): Interchange concessionary fare arrangements for routes operated by the same operator are not covered.

Note (6): TD does not have the information on the commencement date of each scheme.

Note (7): With effect from 3 June 2018, the MTR Corporation Limited introduced a railway and GMB interchange scheme under which a discount of \$0.3 is offered to passengers using Octopus for interchange between MTR and GMB. With effect from 5 November 2023, the discount of the above scheme was increased from \$0.3 to \$0.5 per trip, and the scheme was further extended to cover all GMB routes. A discount up to \$3 is offered for interchange between MTR and individual GMB routes.

Note (8): The figures cover all franchised bus routes for which interchange discounts are provided by franchised bus companies.

Note (9): TD does not have passenger trip figures of GMB-GMB interchange between different GMB route packages.

- End -

CONTROLLING OFFICER'S REPLY

TLB147

(Question Serial No. 1016)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the numbers of parking spaces for (a) private cars (PCs), (b) motorcycles (MCs) and (c) goods vehicles or commercial vehicles (CVs) provided by the Government and the private sector respectively in each district in the past three years;
2. the respective numbers of the above government and private sector parking spaces providing electric vehicle (EV) charging facilities;
3. the following ratios in Hong Kong in the past three years and up to the present:
(a) the ratios of parking spaces to licensed vehicles;
(b) the ratios of CV parking spaces to licensed CVs; and
(c) the ratios of MC parking spaces to licensed MCs;
4. the number of short-term tenancy (STT) sites used as temporary car parks in each district in the previous three years and this year, the numbers of parking spaces provided at such STT car parks and the scheduled resumption dates (set out with reference to the table below);

20XX

| District | STT location | Number of parking spaces | Scheduled resumption date |
|----------|--------------|--------------------------|---------------------------|
| | | | |
| | | | |
| | | | |
| | | | |

5. upon the revision of the Hong Kong Planning Standards and Guidelines (HKPSG) by the Government in 2021 which has increased the type and number of parking spaces for CVs in subsidised housing projects, the increase in the number of relevant parking spaces up to the present, set out by district;

6. the Government's planning measures for increasing parking spaces, the increase in the number of parking spaces and the respective expenditure involved in the past five years, set out in table form;
7. the average utilisation rates of government multi-storey car parks during peak hours and non-peak hours in the past three years; and
8. the numbers of fixed penalty notices (FPNs) against illegal parking issued by the Hong Kong Police Force in the past three years with a breakdown by 18 districts.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 33)

Reply:

1. The numbers of parking spaces for PCs, MCs and CVs provided by the Government and the private sector by district in the past three years are set out at **Annex 1**.
2. Based on the information provided by the Environmental Protection Department, the numbers of public chargers for EVs provided by the Government and the private sector by 18 districts in the past three years are set out at **Annex 2**.
3. The numbers of all licensed vehicles, licensed CVs and licensed MCs in Hong Kong, as well as the ratios of the numbers of parking spaces for these three types of vehicles to the numbers of these three types of licensed vehicles in the past three years are set out at **Annex 3**.
4. Upon consolidating the information retained by the Lands Department (LandsD) and the Transport Department (TD), the numbers of fee-paying STT public car parks, the relevant numbers of parking spaces and the numbers of fee-paying STT public car parks resumed in the past three years with a breakdown by District Council (DC) district are set out at **Annex 4**. Regarding the scheduled resumption dates of fee-paying STT public car parks, LandsD's current plan is to resume the two fee-paying STT public car parks at Tuen Mun and Tsing Yi respectively in 2024-25.
5. TD revised the HKPSG in August 2021 to increase the type and number of parking spaces for CVs in subsidised housing projects. The number of new parking spaces provided under the revised parking standards hinges on the progress of individual development projects. It is expected that parking spaces for private and subsidised housing development projects will be progressively increased in the coming one to two years at the earliest.
6. The Government has been actively pursuing a host of short-term and medium-to-long-term measures to suitably increase the supply of parking spaces where circumstances permit. In the past five years, the number of parking spaces in Hong Kong increased by about 32 400. The short-term and medium-to-long-term measures for increasing parking spaces and their progress are set out at **Annex 5**.

The work in relation to increasing the provision of parking spaces is undertaken by existing staff of TD and there is no separate breakdown of the expenditure involved.

7. The average utilisation rates of the 11 public car parks managed by TD in the past three years are set out in the table below:

| Car park | District | Average utilisation rate (%) [^] | | | | | |
|---------------------------|---------------------|---|------|------|--------------------------|------|------|
| | | From 10:00 am to 6:00 pm | | | From 6:00 pm to 10:00 am | | |
| | | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| Star Ferry | Central and Western | 80 | 81 | 82 | 25 | 27 | 31 |
| City Hall | | 62 | 57 | 65 | 19 | 19 | 25 |
| Rumsey Street | | 64 | 63 | 57 | 31 | 34 | 27 |
| Kennedy Town | | 88 | 85 | 86 | 80 | 80 | 80 |
| Tin Hau | Wan Chai | 81 | 81 | 79 | 67 | 66 | 64 |
| Shau Kei Wan | Eastern | 83 | 83 | 80 | 80 | 80 | 78 |
| Aberdeen | Southern | 68 | 69 | 64 | 82 | 83 | 79 |
| Sheung Fung Street | Wong Tai Sin | 73 | 74 | 77 | 83 | 84 | 83 |
| Wong Tai Sin [#] | | 69 | 63 | 45 | 34 | 38 | 32 |
| Kwai Fong | Kwai Tsing | 79 | 80 | 83 | 75 | 76 | 76 |
| Tsuen Wan | Tsuen Wan | 84 | 84 | 86 | 80 | 80 | 82 |

[^] Excluding parking spaces for MCs

[#] The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

8. The HKPF handles statistics on FPNs issued against illegal parking and other traffic offences by Police Region. Therefore, the prosecution figures by 18 districts is not available. The figures of FPNs issued against illegal parking by the HKPF by Police Region from 2021 to 2023 are set out in the table below:

| Police Region | Number of FPNs issued against illegal parking | | |
|-----------------------|---|-----------|---------|
| | 2021 | 2022 | 2023 |
| Hong Kong Island | 688 592 | 624 000 | 523 167 |
| Kowloon East | 570 466 | 555 417 | 443 038 |
| Kowloon West | 862 992 | 1 011 084 | 960 276 |
| New Territories South | 584 706 | 570 895 | 471 527 |

| Police Region | Number of FPNs issued against illegal parking | | |
|--------------------------|---|-----------|-----------|
| | 2021 | 2022 | 2023 |
| New Territories North | 595 404 | 602 075 | 615 011 |
| Total | 3 302 160 | 3 363 471 | 3 013 019 |

Numbers of parking spaces for PCs, MCs and CVs by district in the past three years^

| District | As at February of each year | Parking spaces provided by the Government | | | Parking spaces provided by the private sector | | |
|-------------------|-----------------------------|---|--------|--------|---|--------|--------|
| | | (a) PC | (b) MC | (c) CV | (a) PC | (b) MC | (c) CV |
| Central & Western | 2024 | 4 410 | 996 | 643 | 34 058 | 483 | 443 |
| | 2023 | 4 443 | 979 | 644 | 34 065 | 483 | 515 |
| | 2022 | 4 446 | 944 | 647 | 34 065 | 480 | 521 |
| Wan Chai | 2024 | 3 598 | 1 024 | 313 | 35 123 | 321 | 180 |
| | 2023 | 3 589 | 991 | 284 | 35 209 | 323 | 181 |
| | 2022 | 3 745 | 964 | 280 | 35 483 | 352 | 182 |
| Eastern | 2024 | 3 703 | 1 183 | 545 | 43 136 | 1 455 | 1 616 |
| | 2023 | 3 668 | 1 151 | 537 | 43 112 | 1 440 | 1 617 |
| | 2022 | 3 664 | 1 152 | 537 | 42 750 | 1 451 | 1 626 |
| Southern | 2024 | 3 329 | 935 | 330 | 36 751 | 1 053 | 1 069 |
| | 2023 | 3 317 | 930 | 331 | 37 144 | 1 021 | 1 049 |
| | 2022 | 3 295 | 925 | 381 | 36 610 | 1 008 | 1 066 |
| Yau Tsim Mong | 2024 | 2 589 | 1 343 | 785 | 33 421 | 797 | 875 |
| | 2023 | 2 674 | 1 338 | 789 | 33 259 | 796 | 864 |
| | 2022 | 2 555 | 1 350 | 779 | 33 351 | 747 | 976 |
| Sham Shui Po | 2024 | 5 305 | 1 380 | 1 445 | 25 696 | 868 | 2 301 |
| | 2023 | 5 292 | 1 374 | 1 447 | 24 973 | 838 | 2 277 |
| | 2022 | 5 057 | 1 282 | 1 454 | 25 133 | 794 | 2 262 |
| Kowloon City | 2024 | 5 514 | 1 238 | 417 | 46 565 | 1 045 | 1 173 |
| | 2023 | 5 508 | 1 214 | 419 | 45 989 | 930 | 1 068 |
| | 2022 | 5 472 | 1 168 | 417 | 44 296 | 848 | 1 074 |
| Wong Tai Sin | 2024 | 4 500 | 1 080 | 460 | 16 472 | 1 328 | 910 |
| | 2023 | 4 513 | 1 027 | 442 | 16 403 | 1 311 | 950 |
| | 2022 | 4 546 | 1 026 | 465 | 16 192 | 1 285 | 943 |

| District | As at February of each year | Parking spaces provided by the Government | | | Parking spaces provided by the private sector | | |
|------------|-----------------------------|---|--------|--------|---|--------|--------|
| | | (a) PC | (b) MC | (c) CV | (a) PC | (b) MC | (c) CV |
| Kwun Tong | 2024 | 8 241 | 2 321 | 702 | 40 906 | 2 447 | 2 929 |
| | 2023 | 8 197 | 2 243 | 665 | 41 058 | 2 368 | 2 810 |
| | 2022 | 8 190 | 2 194 | 659 | 40 159 | 2 323 | 2 811 |
| Tsuen Wan | 2024 | 2 707 | 901 | 224 | 35 826 | 886 | 2 322 |
| | 2023 | 2 746 | 860 | 227 | 35 777 | 807 | 2 228 |
| | 2022 | 2 720 | 832 | 209 | 35 108 | 773 | 2 204 |
| Tuen Mun | 2024 | 5 060 | 1 118 | 669 | 38 656 | 958 | 2 129 |
| | 2023 | 4 788 | 1 052 | 631 | 38 143 | 872 | 2 105 |
| | 2022 | 4 796 | 1 035 | 564 | 37 595 | 808 | 2 100 |
| Yuen Long | 2024 | 4 567 | 864 | 699 | 39 192 | 1 110 | 1 963 |
| | 2023 | 4 590 | 855 | 696 | 39 322 | 1 119 | 1 797 |
| | 2022 | 4 569 | 917 | 661 | 38 001 | 989 | 1 752 |
| North | 2024 | 5 097 | 678 | 852 | 17 768 | 380 | 998 |
| | 2023 | 4 701 | 550 | 800 | 17 804 | 377 | 916 |
| | 2022 | 3 945 | 539 | 802 | 17 610 | 343 | 855 |
| Tai Po | 2024 | 2 659 | 366 | 665 | 29 763 | 850 | 695 |
| | 2023 | 2 455 | 339 | 658 | 29 432 | 845 | 692 |
| | 2022 | 2 326 | 291 | 638 | 28 674 | 827 | 673 |
| Sai Kung | 2024 | 3 855 | 697 | 601 | 40 436 | 2 759 | 1 224 |
| | 2023 | 3 900 | 685 | 614 | 40 472 | 2 673 | 1 242 |
| | 2022 | 3 834 | 606 | 682 | 40 273 | 2 553 | 1 261 |
| Sha Tin | 2024 | 6 073 | 1 032 | 616 | 71 024 | 2 376 | 2 411 |
| | 2023 | 5 999 | 987 | 622 | 70 191 | 2 210 | 2 335 |
| | 2022 | 5 926 | 952 | 579 | 68 768 | 2 139 | 2 368 |
| Kwai Tsing | 2024 | 5 345 | 1 606 | 975 | 30 841 | 1 378 | 8 860 |
| | 2023 | 5 252 | 1 566 | 960 | 30 887 | 1 362 | 10 282 |
| | 2022 | 5 229 | 1 534 | 962 | 30 808 | 1 350 | 10 275 |

| District | As at February of each year | Parking spaces provided by the Government | | | Parking spaces provided by the private sector | | |
|--------------|-----------------------------|---|---------------|---------------|---|---------------|---------------|
| | | (a) PC | (b) MC | (c) CV | (a) PC | (b) MC | (c) CV |
| Islands | 2024 | 2 721 | 336 | 397 | 17 579 | 371 | 884 |
| | 2023 | 2 111 | 261 | 266 | 13 835 | 386 | 890 |
| | 2022 | 2 213 | 277 | 307 | 13 732 | 370 | 887 |
| Total | 2024 | 79 273 | 19 098 | 11 338 | 633 213 | 20 865 | 32 982 |
| | 2023 | 77 743 | 18 402 | 11 032 | 627 075 | 20 161 | 33 818 |
| | 2022 | 76 528 | 17 988 | 11 023 | 618 608 | 19 440 | 33 836 |

^ 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 various 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.

Numbers of public chargers for EVs provided by the Government and the private sector by district in the past three years

| District | As at the end of each year | Number of public chargers for EVs | | |
|-------------------|----------------------------|-----------------------------------|----------------|-----------|
| | | Government | Private sector | Sub-total |
| Central & Western | 2023 | 300 | 125 | 425 |
| | 2022 | 308 | 84 | 392 |
| | 2021 | 244 | 78 | 322 |
| Wan Chai | 2023 | 209 | 195 | 404 |
| | 2022 | 210 | 170 | 380 |
| | 2021 | 210 | 150 | 360 |
| Eastern | 2023 | 179 | 202 | 381 |
| | 2022 | 184 | 133 | 317 |
| | 2021 | 90 | 119 | 209 |
| Southern | 2023 | 57 | 224 | 281 |
| | 2022 | 57 | 183 | 240 |
| | 2021 | 9 | 59 | 68 |
| Yau Tsim Mong | 2023 | 9 | 366 | 375 |
| | 2022 | 9 | 325 | 334 |
| | 2021 | 0 | 253 | 253 |
| Sham Shui Po | 2023 | 121 | 134 | 255 |
| | 2022 | 117 | 191 | 308 |
| | 2021 | 76 | 191 | 267 |
| Kowloon City | 2023 | 91 | 107 | 198 |
| | 2022 | 87 | 89 | 176 |
| | 2021 | 87 | 83 | 170 |
| Wong Tai Sin | 2023 | 88 | 140 | 228 |
| | 2022 | 46 | 61 | 107 |
| | 2021 | 46 | 59 | 105 |
| Kwun Tong | 2023 | 109 | 1 094 | 1 203 |
| | 2022 | 105 | 886 | 991 |
| | 2021 | 104 | 858 | 962 |
| Tsuen Wan | 2023 | 187 | 96 | 283 |
| | 2022 | 185 | 61 | 246 |
| | 2021 | 178 | 63 | 241 |
| Tuen Mun | 2023 | 48 | 81 | 129 |
| | 2022 | 40 | 56 | 96 |
| | 2021 | 37 | 52 | 89 |

| District | As at the end of each year | Number of public chargers for EVs | | |
|--------------|----------------------------|-----------------------------------|----------------|--------------|
| | | Government | Private sector | Sub-total |
| Yuen Long | 2023 | 91 | 251 | 342 |
| | 2022 | 91 | 137 | 228 |
| | 2021 | 88 | 114 | 202 |
| North | 2023 | 306 | 160 | 466 |
| | 2022 | 179 | 157 | 336 |
| | 2021 | 94 | 167 | 261 |
| Tai Po | 2023 | 104 | 59 | 163 |
| | 2022 | 44 | 23 | 67 |
| | 2021 | 41 | 17 | 58 |
| Sai Kung | 2023 | 49 | 309 | 358 |
| | 2022 | 49 | 226 | 275 |
| | 2021 | 27 | 174 | 201 |
| Sha Tin | 2023 | 247 | 993 | 1 240 |
| | 2022 | 244 | 282 | 526 |
| | 2021 | 227 | 309 | 536 |
| Kwai Tsing | 2023 | 119 | 106 | 225 |
| | 2022 | 123 | 68 | 191 |
| | 2021 | 108 | 66 | 174 |
| Islands | 2023 | 236 | 223 | 459 |
| | 2022 | 132 | 92 | 224 |
| | 2021 | 123 | 95 | 218 |
| Total | 2023 | 2 550 | 4 865 | 7 415 |
| | 2022 | 2 210 | 3 224 | 5 434 |
| | 2021 | 1 789 | 2 907 | 4 696 |

Numbers of all licensed vehicles, licensed CVs and licensed MCs and the respective numbers of parking spaces in the past three years

| | As at the end of each year | Number of licensed vehicles | Number of parking spaces | Ratio of the number of parking spaces to the number of licensed vehicles |
|-----------------------------|-----------------------------------|------------------------------------|---------------------------------|---|
| (a) All vehicles | 2023 | 775 391 | 798 492 | 1.03 |
| | 2022 | 770 150 | 786 058 | 1.02 |
| | 2021 | 777 310 | 776 126 | 1.00 |
| (b) CV | 2023 | 69 737 | 45 388 | 0.65 |
| | 2022 | 69 441 | 44 778 | 0.64 |
| | 2021 | 70 660 | 44 907 | 0.64 |
| (c) MC | 2023 | 73 480 | 39 864 | 0.54 |
| | 2022 | 74 259 | 38 356 | 0.52 |
| | 2021 | 70 937 | 37 317 | 0.53 |

Details of fee-paying STT public car parks by 18 districts from 2021 to 2023

| District | Year (as at the end of the year) | Number of fee-paying STT public car parks | Number of parking spaces | Fee-paying STT public car parks resumed in the past three years (from 2021 to 2023) (no. and location) |
|-------------------|---|--|---------------------------------|---|
| Central & Western | 2023 | 3 | 185 | 2 (NHX804(Eastern Street North) and SHX1356(Pok Fu Lam Road)) |
| | 2022 | 4 | 165 | |
| | 2021 | 5 | 278 | |
| Wan Chai | 2023 | - | - | - |
| | 2022 | - | - | |
| | 2021 | - | - | |
| Eastern | 2023 | 9 | 945 | 1 (EHX510(Chong Fu Road)) |
| | 2022 | 8 | 893 | |
| | 2021 | 9 | 918 | |
| Southern | 2023 | 4 | 254 | 2 (SHX1331(Chung Hom Kok) and SHX1324(Wah Lok Path)) |
| | 2022 | 5 | 229 | |
| | 2021 | 6 | 280 | |
| Yau Tsim Mong | 2023 | 4 | 784 | 2 (KX3102(Man Wui Street) and STTKW0012(Sai Yee Street)) |
| | 2022 | 5 | 667 | |
| | 2021 | 4 | 492 | |
| Sham Shui Po | 2023 | 5 | 832 | 1 (KX3086(Tung Chau Street)) |
| | 2022 | 5 | 763 | |
| | 2021 | 5 | 763 | |
| Kowloon City | 2023 | 4 | 758 | 1 (KX2987(Hung Luen Road)) |
| | 2022 | 5 | 856 | |
| | 2021 | 5 | 952 | |
| | 2023 | 3 | 362 | 1 |

| District | Year (as at the end of the year) | Number of fee-paying STT public car parks | Number of parking spaces | Fee-paying STT public car parks resumed in the past three years (from 2021 to 2023) (no. and location) |
|--------------|----------------------------------|---|--------------------------|--|
| Wong Tai Sin | 2022 | 4 | 347 | (KX3015(Wong Tai Sin Road)) |
| | 2021 | 3 | 288 | |
| Kwun Tong | 2023 | 11 | 1 188 | 4 (KX2921(Wang Chin Street), KX3094(Choi Hing Road), KX3127(On Sau Road) and KX3081(Pik Wan Road)) |
| | 2022 | 10 | 1 352 | |
| | 2021 | 10 | 1 352 | |
| Tsuen Wan | 2023 | 11 | 2 534 | 2 (STT1481(Hoi Shing Road) and STT1524(Hoi Shing Road)) |
| | 2022 | 11 | 2 663 | |
| | 2021 | 13 | 2 475 | |
| Tuen Mun | 2023 | 18 | 2 263 | 4 (MX16007(Wu Shan Road), MX17003(Tuen Yee Street), TM0068 (Yick Yuen Road) and MX18020(Sam Shing Street)) |
| | 2022 | 17 | 2 627 | |
| | 2021 | 18 | 2 509 | |
| Yuen Long | 2023 | 18 | 1 276 | 3 (STT2991(Tin Tan Street), YL0090(Tin Yip Road) and STT2954(Castle Peak Road - Tam Mi)) |
| | 2022 | 18 | 1 195 | |
| | 2021 | 17 | 1 098 | |
| North | 2023 | 17 | 1 306 | 10 (STT1681(Choi Shun Street), STTNX1723(Tai Wo Service Road West), STTNX1740(Choi Fat Street), STTNX1790(Choi Fat Street), STTNX1795(Fanling), STT2954(Choi Fai Street), STT1651(San Wan Road), STTN0030(Choi Shun Street), STTNX1713(On Kui Street) and STTNX1791(Po Ping Road)) |
| | 2022 | 21 | 1 975 | |
| | 2021 | 22 | 1 897 | |

| District | Year (as at the end of the year) | Number of fee-paying STT public car parks | Number of parking spaces | Fee-paying STT public car parks resumed in the past three years (from 2021 to 2023) (no. and location) |
|-----------------|---|--|---------------------------------|---|
| Tai Po | 2023 | 11 | 1 388 | - |
| | 2022 | 10 | 1 336 | |
| | 2021 | 6 | 899 | |
| Sai Kung | 2023 | 18 | 3 368 | 1 (SX5234(Chui Tong Road)) |
| | 2022 | 18 | 3 509 | |
| | 2021 | 18 | 3 242 | |
| Sha Tin | 2023 | 18 | 2 910 | 3 (STT2211 (Man Lam Road), STT2086(Choi Sha Street) and STT2129(Hin Wo Lane)) |
| | 2022 | 19 | 2 940 | |
| | 2021 | 18 | 2 747 | |
| Kwai Tsing | 2023 | 48 | 4 811 | 2 (STT3776(Tsuen Tsing Interchange) and STT3727(Container Port Road South)) |
| | 2022 | 52 | 7 727 | |
| | 2021 | 51 | 7 926 | |
| Islands | 2023 | 4 | 47 | 2 (STTXC2889 (Hei Tung Street) and STTIS0099(Ngan Shu Street)) |
| | 2022 | 4 | 214 | |
| | 2021 | 4 | 165 | |

**Progress of the short-term and medium-to-long-term measures for increasing parking spaces
(as at February 2024)**

| Measure | Progress |
|--|---|
| I. Short-term measures | |
| 1. Designating suitable on-street locations as night-time parking spaces | About 1 793 parking spaces for CVs are provided for goods vehicles and coaches. |
| 2. Utilising spaces underneath flyovers for designation of parking spaces | About 1 639 parking spaces are provided for MCs, PCs and CVs. |
| 3. Opening up more parking spaces at government buildings for public use during non-office hours | About 1 220 parking spaces in 13 joint-user office buildings are open to the public. |
| 4. Encouraging schools to allow student service vehicles to park within school premises after school hours | 37 schools have provided a total of about 108 parking spaces for student service vehicles. |
| 5. Stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks | About 1 883 parking spaces for CVs are involved. |
| 6. Providing on-street parking spaces and picking-up/setting-down facilities for coaches | About 1 226 parking spaces and 422 picking up/setting-down facilities are provided for coaches. |
| II. Medium-to-long-term measures | |
| 7. Considering requirement for suitable new developments to open up a certain number of ancillary parking spaces and loading/unloading bays as night-time public parking spaces for CVs | The relevant conditions have been included in the leases of suitable new government sale sites since February 2021. |
| 8. Increasing parking spaces in suitable “Government, Institution or Community” facilities and public open space projects as far as possible in line with the “single site, multiple uses” principle | About 20 projects being taken forward will provide around 5 100 parking spaces. The projects are expected to be completed progressively starting from 2024-25. |
| 9. Making optimal use of gross floor area (GFA) concessions for underground public car parks and requiring the provision of public car parks within suitable new developments or redevelopments | According to the figures of TD, there are about 24 development projects under planning that intend to use the GFA concessions for underground public car parks. |

| | |
|--|--|
| <p>10. Adopting automated parking system (APS) in STT car parks and government car parks</p> | <p>APS is adopted in four STT car parks that are already commissioned or under construction, which are expected to provide about 900 parking spaces (including conventional and APS parking spaces).</p> <p>Moreover, APS is adopted in three government car parks under construction, which are expected to provide about 880 parking spaces (including conventional and APS parking spaces).</p> |
|--|--|

- End -

CONTROLLING OFFICER'S REPLY

TLB148

(Question Serial No. 1017)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (4) Management of Transport Services
Controlling Officer: Commissioner for Transport (Ms Angela LEE)
Director of Bureau: Secretary for Transport and Logistics

Question:

The “633” fixed toll plan and the time-varying toll plan were implemented for the three road harbour crossings (RHCs) in August and December 2023 respectively. Will the Government inform this Committee of the following:

1. What are the average journey time (or traffic speed) at the three RHCs in peak hours and non-peak hours during implementation of the “633” fixed toll plan and the time-varying toll plan respectively? Please set out the information in tabular form.
2. What are the utilisation rates of the three RHCs by vehicle type in peak hours and non-peak hours during implementation of the “633” fixed toll plan and the time-varying toll plan respectively? Please set out the information in tabular form.
3. What are the average traffic queue lengths at the three RHCs in peak hours upon implementation of the two plans respectively? Please provide a before-and-after comparison.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 34)

Reply:

To rationalise cross-harbour traffic and better utilise the tunnel capacity, the Government adjusted in phases in 2023 the toll levels of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), allowing motorists to progressively adapt to the toll adjustments. The Transport Department (TD) has been closely monitoring the traffic condition following the implementation of the new tolls (in particular the traffic conditions of the roads connecting to the tunnel entrances). With adjustments to commuting patterns made by motorists, the new tolls have been shown to be effective and the overall traffic queue and congestion at the portals of the RHCs have been alleviated.

1. The average traffic speeds at the connecting roads near the tunnel entrances of the three RHCs on weekdays (i.e. Monday to Friday, except public holidays) after the implementation of the new toll plan are set out at **Annex 1**.
2. The average traffic flows of the three RHCs on weekdays (i.e. Monday to Friday, except public holidays) after the implementation of the new toll plan by vehicle class are set out at **Annex 2**.
3. The average longest traffic queues at the three RHCs before and after the implementation of the new toll plans are set out at **Annex 3**.

**Average Southbound Traffic Speeds at the Connecting Roads near the Entrances of
the Three RHCs in the Morning Peak Hours on Weekdays**

| Average traffic speed (km/h)¹ | | WHC | CHT | EHC |
|--|---------------------------------------|------------|------------|------------|
| Before Time-varying Toll Plan² | Morning peak hours⁴ | 56 | 14 | 33 |
| | Outside peak hours⁵ | 76 | 40 | 67 |
| After Time-varying Toll Plan³ | Morning peak hours⁴ | 53 | 24 | 40 |
| | Outside peak hours⁵ | 75 | 46 | 66 |

Notes:

1. The average traffic speeds from the end of the longest traffic queue to the tunnel entrance
2. Referring to the period from 4 to 8 December 2023
3. Referring to Monday to Friday in February 2024 excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year)
4. "Morning peak hours" refer to 07:30 to 10:30 on weekdays (a total of three hours)
5. "Outside peak hours" refer to 00:00 to 07:30, 10:30 to 16:30 and 19:30 to 24:00 (a total of 18 hours)

Average Traffic Flows (two-way) of the Three RHCs on Weekdays (in Vehicles)¹

| | | WHC | | | CHT | | | EHC | | |
|--|---------------------------------------|---|--------|---------------------------------|---|--------|---------------------------------|---|--------|---------------------------------|
| | | Motorcycles ⁶ and private cars | Taxis | Other commercial vehicles | Motorcycles ⁶ and private cars | Taxis | Other commercial vehicles | Motorcycles ⁶ and private cars | Taxis | Other commercial vehicles |
| Before Time- varying Toll Plan ² | Peak hours ⁴ | 21 300 | 8 800 | 7 500 | 19 800 | 1 700 | 11 300 | 21 500 | 3 900 | 6 300 |
| | Outside peak hours ⁵ | 23 500 | 17 700 | 8 700 | 37 000 | 11 800 | 23 300 | 27 700 | 10 100 | 9 800 |
| After Time- varying Toll Plan ³ | Peak hours ⁴ | 20 200 | 8 100 | 10 500 | 21 300 | 3 200 | 6 700 | 19 200 | 4 200 | 6 000 |
| | Outside peak hours ⁵ | 31 900 | 15 200 | 14 900 | 36 000 | 13 800 | 13 900 | 25 800 | 9 500 | 9 600 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. Referring to the period from 4 to 8 December 2023
3. Referring to Monday to Friday in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year)
4. "Peak hours" refer to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours).
5. "Outside peak hours" refer to 00:00 to 07:30, 10:30 to 16:30 and 19:30 to 24:00 on weekdays (a total of 18 hours).
6. "Motorcycles" include motor tricycles.

Average Longest Traffic Queues in the Morning Peak Hours on Weekdays

| Average traffic queue (km) | WHC | CHT | EHC |
|--|------------|------------|------------|
| Before toll adjustment for RHCs ¹ | 0.1 | 2.6 | 1.7 |
| After “633” Fixed Toll Plan ² | 0.7 | 2.2 | 1.7 |
| After Time-varying Toll Plan ³ | 1.3 | 1.5 | 1.1 |

Notes:

1. During November 2021 (i.e. before the toll adjustment at the three RHCs by the Government)
2. During September 2023
3. During February 2024

- End -

CONTROLLING OFFICER'S REPLY

TLB149

(Question Serial No. 1018)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Since the implementation of HKeToll in Hong Kong last year, what is the situation of evasion of toll payment? (Please provide the number of cases.)
2. Up to the present, what is the situation of cases already handled and cases currently being handled?
3. Please provide the number of cases of system errors or overcharging/undercharging since the implementation of the service.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 35)

Reply:

1.&2.

With the smooth implementation of HKeToll at all government tolled tunnels and the Tsing Sha Control Area, the Government has been appealing to registered vehicle owners to complete the three steps for HKeToll service as soon as possible: (1) install a vehicle tag, (2) open a HKeToll account and (3) set up an automatic payment means, so as to fully enjoy the convenience of the HKeToll. Registered vehicle owners have to pay the tolls within 14 working days after passing through the tolled areas. Otherwise, a surcharge will be imposed. The Transport Department (TD) may apply to the magistracy under the law, demanding the vehicle owners concerned to settle the relevant amount.

TD has progressively referred cases of outstanding tolls to the magistracy. As at end February 2024, there were about 34 000 cases of unpaid tolls, accounting for about 0.03% of the overall traffic flow (approximately 125 million vehicles). The magistracy has also progressively conducted hearings on cases of outstanding tolls and surcharges, and issued orders to the registered vehicle owners involved, demanding them to settle all outstanding amounts (including toll, initial surcharge of \$175 and further surcharge

of \$350), as well as relevant penalty and costs of proceedings for each case. The magistracy has also directed TD to refuse the applications of license renewal and transfer of the vehicles involved in the case. The magistracy may issue an order directing that the sum adjudged to be paid be levied on any goods and chattels of the vehicle owners concerned by distress and sale thereof.

3. From the implementation of HKeToll to 7 March 2024, there were about 68 enquiries/complaints related to toll payment on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. After investigation, it was found that the cases did not involve system problems. The main causes are summed up as follows:
 - (a) some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In these cases, manual image review would be carried out by the toll service provider (TSP), and human errors occasionally occur during the process; and
 - (b) some cases involved private cars using class tags or taxis using driver cards, with failure to install the class tags/driver cards correctly as instructed in the guideline, thereby affecting the accurate detection of relevant class tags/driver cards by the HKeToll system.

In light of the above, TSP has taken the following corresponding measures, including:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
- (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKeToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.

Since the implementation of HKeToll, there has been one incident of charging toll incorrectly at the Western Harbour Crossing due to human negligence for a short period on 18 December 2023. TD immediately requested TSP to make refunds, conduct a serious investigation and immediately plug the loophole. TD issued a press release to give a detailed account of the incident on 22 December 2023. TD is also closely monitoring TSP's follow-up improvement actions, including arranging for an independent audit to review the operation of TSP, to ensure that similar incidents will not recur.

- End -

CONTROLLING OFFICER'S REPLY**TLB150****(Question Serial No. 1019)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Please provide in the table below the passenger loading (at four persons (standing) per square metre (ppsm)) of the critical links of the following railway lines during the morning peak hours.

| | | Before commissioning of East Rail Line (i.e. before 15 May 2022) | Since commissioning of Shatin-Central Link up to December 2022 | 2023 | 2024 (up to now) |
|----------------|-----------------------------------|--|--|------|------------------|
| East Rail Line | Sha Tin to Tai Wai | | | | |
| | Tai Wai to Kowloon Tong | | | | |
| Tuen Ma Line | Kam Sheung Road to Tsuen Wan West | | | | |
| Island Line | North Point to Fortress Hill | | | | |
| | Tin Hau to Causeway Bay | | | | |
| Kwun Tong Line | Shek Kip Mei to Prince Edward | | | | |
| | Choi Hung to Kowloon Bay | | | | |
| Tsuen Wan Line | Yau Ma Tei to Jordan | | | | |
| | Sham Shui Po to Prince Edward | | | | |

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 36)

Reply:

Passenger loadings of the critical links of relevant railway lines during the busiest one hour in the morning per direction are as follows ^{Note 1}:

| | Critical link | Passenger loading ^{Note 2} at 4 persons (standing) per square metre (ppsm) | | |
|-------------------|--------------------------------------|---|--|------|
| | | Before commissioning of East Rail Line ^{Note 3} | After commissioning of East Rail Line ^{Note 3} | 2023 |
| East Rail Line | Sha Tin to Tai Wai | 60% | - | - |
| | Tai Wai to Kowloon Tong | - | 73% | 94% |
| Tuen Ma Line | Kam Sheung Road to Tsuen Wan West | 76% | 77% | - |
| | Tsuen Wan West to Mei Foo | - | - | 85% |
| Island Line | North Point to Fortress Hill | 73% | - | - |
| | Tin Hau to Causeway Bay | - | 74% | 81% |
| Kwun Tong Line | Shek Kip Mei to Prince Edward | 73% | - | - |
| | Choi Hung to Kowloon Bay | - | 65% | 68% |
| Tsuen Wan Line | Yau Ma Tei to Jordan | 83% | - | - |
| | Sham Shui Po to Prince Edward | - | 66% | 73% |

Note 1: Generally speaking, except for major changes (e.g. commissioning of new railway lines), the MTR Corporation Limited (MTRCL) calculates the patronage figures on a quarterly basis to assess the service demand of the railway lines. Therefore, MTRCL is unable to provide the passenger loading for the first quarter of 2024.

Note 2: 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 the railway line), is usually used as a benchmark. Therefore, the above table only provides the passenger loading of the critical links of the relevant railway lines during the tabulated periods per direction.

Note 3: This refers to the average passenger loading in the week before and the week after the commissioning of the East Rail Line cross-harbour extension (15 May 2022).

CONTROLLING OFFICER'S REPLY

TLB151

(Question Serial No. 1020)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Park-and-Ride (PnR) Scheme, please provide the following information:

1. (a) the locations of car parks, (b) the PnR charges, and (c) the utilisation rates during peak hours of the PnR facilities provided in each district in the past three years; and
2. whether there will be any plan to provide more PnR facilities in the future; if yes, the details.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 37)

Reply:

1. At present, a total of about 9 700 PnR parking spaces are provided at 24 car parks in Hong Kong. Details of PnR facilities are at Annex. According to the data available to us, the hourly PnR charge ranged from \$4 to \$21 and the daily charge (excluding the Airport Express and Express Rail Link (XRL) PnR rates) ranged from \$60 to \$105 in the past three years. Charges are determined by factors such as the PnR demand at each location, etc. The Transport Department (TD) does not have information on the utilisation rates of various PnR facilities during peak hours.
2. TD is exploring with Lands Department the feasibility of implementing PnR schemes at suitable short-term tenancy (STT) fee-paying public car parks. The targeted locations include STT car parks near Tsuen Wan West Station, Tsing Yi Station and Heng On Station. For public parking spaces, TD will continue to provide additional public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects in line with the "single site, multiple use" principle. It will closely monitor the demands, and explore and examine introducing PnR facilities at suitable locations to facilitate the public to use the mass transit system. The Government is also examining the provision of PnR facilities at suitable transport interchange hubs under the Traffic and Transport Strategy Study to further encourage motorists to make use of the public transport services and reduce the road traffic entering congested areas.

Details of PnR facilities

| Location | Management agent | PnR charge |
|--|-------------------------|---|
| Tsing Yi Station | MTRCL | The hourly PnR charge ranged from \$4 to \$21 and the daily charge (excluding the Airport Express and Express Rail Link (XRL) PnR rates) ranged from \$60 to \$105. |
| Kam Sheung Road Car Park | MTRCL | |
| Kowloon Station | MTRCL | |
| Hung Hom Station | MTRCL | |
| Choi Hung PnR Public Car Park | MTRCL | |
| Hong Kong Station | MTRCL | |
| Ocean Park Station | MTRCL | |
| West Kowloon Station | MTRCL | |
| Tsuen Wan West Station | MTRCL | |
| First Phase Public Car Park in Po Shek Wu Estate | Housing Department | |
| Tuen Mun Station | Private | |
| Wu Kai Sha Station | Private | |
| East Point City Car Park | Private | |
| Olympian City 1 | Private | |
| Kai Tin Car Park | LINK | |
| Long Ping Car Park D | LINK | |
| Oi Man Car Park | LINK | |
| Lok Fu UNY Car Park | LINK | |
| Lok Fu Market Car Park | LINK | |
| Temple Mall North Car Park | LINK | |
| Temple Mall South Car Park | LINK | |
| Wong Tai Sin SC Lower II Car Park | LINK | |
| Tin Shing Car Park A | LINK | |
| Yu Chui Car Park | LINK | |

CONTROLLING OFFICER'S REPLY

TLB152

(Question Serial No. 3039)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the road-based boundary control points (BCPs), i.e. Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay, Hong Kong-Zhuhai-Macao Bridge (HZMB) and Heung Yuen Wai, please advise this Committee of the following:

1. the respective numbers of cross-boundary vehicles granted with regular quota for “travelling between Guangdong and Hong Kong” (i.e. dual-plate vehicles) for the above BCPs in the past three years; please set out the breakdowns by BCPs and vehicle types including buses, goods vehicles and private cars;
2. the respective designed capacities for vehicular flow and average daily utilisation figures of the above BCPs in the past three years; please set out the breakdowns by BCPs and vehicle types including buses, goods vehicles and private cars; and
3. the numbers of cross-boundary vehicle drivers in the past three years and this year up to the present.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 39)

Reply:

1. Currently, cross-boundary vehicles of Guangdong and Hong Kong are regulated by a quota system jointly administered by the governments of the Hong Kong Special Administrative Region and Guangdong Province. These vehicles must have the approval notice issued by the Guangdong Provincial Public Security Department and the closed road permit (“permit”) issued by the Transport Department (TD), and have completed the formalities required by the relevant authorities, before they can travel between Hong Kong and Guangdong Province. This quota system does not cover the cross-boundary shuttle buses plying between Lok Ma Chau and Huanggang (i.e. Yellow Buses), shuttle buses plying HZMB (i.e. Gold Buses), Hong Kong cross-boundary goods vehicles, and Hong Kong cross-boundary private cars under the “Northbound Travel for Hong Kong Vehicles” and the HZMB Macao Port Park-and-Ride Scheme.

The numbers of permits (including newly issued and renewed permits) issued to buses, goods vehicles and private cars (including private cars issued with hire car permits) by TD in the past three years are set out below:

a) Permit for use at multiple BCPs

| Year | 2021 | 2022 | 2023 |
|---------------------|-------------|-------------|-------------|
| Vehicle Type | | | |
| Goods vehicle | 11 510 | 21 625 | 10 151 |
| Bus | 943 | 877 | 2 703 |

b) Permit for use at specified BCP

| BCP | Vehicle type | Year | | |
|----------------------------|---------------------------------|-------------|-------------|-------------|
| | | 2021 | 2022 | 2023 |
| Lok Ma Chau | Goods vehicle | 262 | 675 | 115 |
| | Private car | 6 092 | 18 370 | 14 826 |
| Man Kam To | Goods vehicle | 10 | 36 | 6 |
| | Private car | 434 | 1 880 | 1 888 |
| Sha Tau Kok | Goods vehicle | 57 | 107 | 14 |
| | Private car | 1 354 | 4 729 | 4 424 |
| Shenzhen Bay | Goods vehicle | 12 | 18 | 1 |
| | Private car ^(Note 1) | 8 781 | 32 320 | 33 971 |
| HZMB Hong Kong Port | Goods vehicle | 10 | 12 | 85 |
| | Private car ^(Note 2) | 8 477 | 19 109 | 26 890 |
| Heung Yuen Wai | Goods vehicle | 0 | 0 | 0 |
| | Private car | 9 | 273 | 2 493 |

Note 1: Including Hong Kong and Macao cross-boundary private cars travelling to the Mainland via Shenzhen Bay Port.

Note 2: Including Hong Kong and Macao cross-boundary private cars travelling to Zhuhai Port and Macao Port via HZMB.

2. Having consulted the relevant departments, the designed capacity of the road-based BCPs and their average daily vehicular flow (two-way) in the past three years are as follows:

| BCP | Designed capacity (vehicle trips/day) (two-way) (Note 3) | Vehicle type | Year | | |
|--------------------------------|---|---------------------|--------------|--------------|--------------|
| | | | 2021 | 2022 | 2023 |
| Lok Ma Chau (Note 4) | 33 000 | Bus | 0 | 0 | 886 |
| | | Goods vehicle | 5 098 | 1 458 | 3 078 |
| | | Private car | 0 | 0 | 4 983 |
| | | Total | 5 098 | 1 458 | 8 947 |

| BCP | Designed capacity (vehicle trips/day) (two-way) (Note 3) | Vehicle type | Year | | |
|-----------------------------------|---|---------------|--------------|--------------|--------------|
| | | | 2021 | 2022 | 2023 |
| Man Kam To (Note 5) | 14 000 | Bus | 0 | 0 | 228 |
| | | Goods vehicle | 2 206 | 1 578 | 1 681 |
| | | Private car | 0 | 0 | 188 |
| | | Total | 2 206 | 1 578 | 2 097 |
| Sha Tau Kok (Note 6) | 5 000 | Bus | 0 | 0 | 0 |
| | | Goods vehicle | 693 | 428 | 0 |
| | | Private car | 0 | 0 | 0 |
| | | Total | 693 | 428 | 0 |
| Shenzhen Bay | 78 000 | Bus | 5 | 3 | 235 |
| | | Goods vehicle | 6 922 | 3 160 | 3 979 |
| | | Private car | 13 | 8 | 5 412 |
| | | Total | 6 940 | 3 171 | 9 626 |
| HZMB Hong Kong Port | 57 300 | Bus | 34 | 27 | 1 255 |
| | | Goods vehicle | 387 | 577 | 798 |
| | | Private car | 3 | 6 | 3 912 |
| | | Total | 424 | 610 | 5 965 |
| Heung Yuen Wai (Note 7) | 17 850 | Bus | 0 | 0 | 157 |
| | | Goods vehicle | 1 393 | 855 | 1 579 |
| | | Private car | 0 | 0 | 500 |
| | | Total | 1 393 | 855 | 2 236 |

Sources: Immigration Department, Customs and Excise Department and HZMB Authority

Note 3: The highest daily vehicular flow that can be handled, assuming all vehicular kiosks at the control point operate at the same time.

Note 4: Passenger clearance service at Lok Ma Chau BCP was suspended between 4 February 2020 and 5 February 2023.

Note 5: Passenger clearance service at Man Kam To BCP was suspended between 30 January 2020 and 7 January 2023.

Note 6: Passenger and cargo clearance services at Sha Tau Kok BCP have been suspended since 30 January 2020 and 14 March 2022 respectively.

Note 7: Heung Yuen Wai BCP was officially opened on 26 August 2020 and passenger clearance service has been commissioned since 6 February 2023.

- When submitting applications for permits for cross-boundary buses and goods vehicles, the applicants are required to provide an approval notice issued by the Guangdong Provincial Public Security Department, which sets out the associated drivers'

information. Statistics on the numbers of Hong Kong cross-boundary bus and goods vehicle drivers maintained by TD are set out below:

| Year | Number of Hong Kong cross-boundary bus and goods vehicle drivers |
|-------------|---|
| 2021 | 14 566 |
| 2022 | 13 927 |
| 2023 | 13 918 |

As for cross-boundary private cars, currently a total of 608 private cars are issued with hire car permits. TD does not have statistics on the number of Hong Kong drivers involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB153

(Question Serial No. 3129)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Central-Wan Chai Bypass (CWB) commissioned in February 2019, please inform this Committee of the following:

Please advise on the traffic flows of the following road sections during the morning peak hours before the commissioning of CWB and in the past three years (with a breakdown by eastbound and westbound traffic):

1. Gloucester Road near Central Plaza;
2. Harcourt Road near the former Red Cross Headquarters;
3. Connaught Road Central in the vicinity of City Hall;
4. Western Harbour Crossing (Hong Kong Island bound); and
5. Eastern Harbour Crossing (Hong Kong Island bound).

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 41)

Reply:

The average vehicular flows of the road sections concerned during the morning peak hours before CWB commissioning (i.e. in 2018) and after CWB commissioning (i.e. from 2020 to 2022^{Note}) are listed at **Annex**.

Note: Traffic volume statistics in Annual Traffic Census are currently available up to 2022.

| Road Section | Direction | Average vehicular flow at the morning peak hours ^{Note 1} (veh/hr) | | | |
|--|-------------------------------------|--|-------|-------|--------------------------|
| | | After CWB Commissioning | | | Before CWB Commissioning |
| | | 2022 | 2021 | 2020 | 2018 |
| (1) Gloucester Road near Central Plaza ^{Note 2} | Eastbound | 3 700 | 3 810 | 3 830 | 4 390 |
| | Westbound | 4 230 | 4 330 | 4 260 | 5 610 |
| (2) Harcourt Road near the former Red Cross Headquarters ^{Note 2} | Eastbound | 2 150 | 2 220 | 2 240 | 3 250 |
| | Westbound | 5 210 | 5 360 | 5 330 | 6 770 |
| (3) Connaught Road Central in the vicinity of City Hall ^{Note 2} | Eastbound | 3 300 | 3 420 | 3 150 | 4 420 |
| | Westbound | 3 170 | 3 280 | 3 270 | 4 480 |
| (4) Western Harbour Crossing ^{Note 3 and 4} | Southbound (Hong Kong Island bound) | 2 800 | 3 200 | 2 900 | 3 200 |
| | Northbound (Kowloon bound) | 1 300 | 1 500 | 1 300 | 1 800 |
| (5) Eastern Harbour Crossing ^{Note 3 and 4} | Southbound (Hong Kong Island bound) | 2 700 | 2 800 | 2 800 | 2 900 |
| | Northbound (Kowloon bound) | 2 100 | 2 400 | 2 300 | 2 400 |

Note 1: Morning peak hours refer to 7:00 a.m. to 10:00 a.m. on weekdays.

Note 2: Traffic volume statistics in Annual Traffic Census are currently available up to 2022.

Note 3: The statistics are compiled by tunnel operators with the data collected by toll collection systems and rounded to the nearest hundred.

Note 4: The vehicular flows have not taken into account those vehicles queueing to enter the tunnels during the peak hours (if any).

CONTROLLING OFFICER'S REPLY

TLB154

(Question Serial No. 3130)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the taxi trade, please inform this Committee of the following:

1. Please provide the number of applications received and the number of approved cases under the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (E-taxis)”.
2. How many barrier-free taxis (wheelchair accessible taxis) are there at present? If the Government does not have the relevant data, will it consider collecting such data on a regular basis? What are the measures taken to encourage the taxi trade to introduce barrier-free taxis?
3. Please provide a breakdown of the numbers of taxi driving licence holders by age (aged 59 or below/60 to 69/70 or above).
4. Please provide the data of the relevant traffic accidents in the following table.

| | 2021 | 2022 | 2023 | 2024 up to present |
|------------------------------------|------|------|------|--------------------|
| Involving drivers aged 59 or below | | | | |
| Involving drivers aged 60 to 69 | | | | |
| Involving drivers aged 70 or above | | | | |

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 42)

Reply:

1. On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five

applications. Among them, four applications have been approved. The remaining one application is being processed.

2. As at 29 February 2024, there are 18 163 taxis in Hong Kong, of which around 4 700 are wheelchair accessible taxis.

Under the concept of “Transport for All”, the Government has been actively encouraging the taxi trade to introduce more wheelchair accessible taxis and different models, so that more choices will be provided to wheelchair users to meet their travel needs. The Transport Department (TD) has all along been open to the introduction of wheelchair accessible taxi models by the taxi trade or vehicle suppliers. TD will continue to maintain communication with the taxi trade and various vehicle suppliers to assist them in understanding the relevant standards and vetting procedures, and will help coordinate the trade’s efforts in identifying models suitable for use on the roads in Hong Kong as and when necessary.

In addition, to further improve taxi service quality, the Government will soon introduce a taxi fleet regime, under which existing taxis may form a fleet and apply to TD for a taxi fleet licence. TD will regulate the operation and management of taxi fleets through licence conditions, and specify that a fleet must include a certain number of wheelchair accessible taxis to facilitate travelling by wheelchair users. TD is actively carrying out the preparatory work and plans to invite the trade to apply for Taxi Fleet Licences in April this year, so that fleet taxis may commence operation as soon as possible. We expect that more wheelchair accessible taxis will come into service in phases.

3. The number of people holding a valid full driving licence for taxi as at 29 February 2024, broken down by age groups, is tabulated below:

| Age groups of taxi drivers holding a valid full driving licence for taxi | No. of people |
|--|----------------|
| 59 or below | 79 371 |
| 60-69 | 93 692 |
| 70 or above | 34 496 |
| Total | 207 559 |

4. Pursuant to the above, from 2021 up to February 2024, the number of taxi drivers involving in traffic accidents, broken down by age groups, is tabulated below:

| Age groups of taxi drivers involving in traffic accidents | 2021 | 2022 | 2023* | 2024 (Jan to Feb)* |
|---|-------|-------|-------|--------------------|
| 59 or below | 2 514 | 2 075 | 2 677 | 349 |
| 60-69 | 1 637 | 1 446 | 1 879 | 258 |
| 70 or above | 418 | 454 | 626 | 102 |

*Provisional figures

CONTROLLING OFFICER'S REPLY

TLB155

(Question Serial No. 3265)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the "Northbound Travel for Hong Kong Vehicles" (the Scheme) launched last year, please advise on the following:

1. Number of applications, ratio of applications to quotas, and number of approved applications since the launch of the Scheme.
2. What is the situation concerning the cancellation of booking for departure after successful application? Please provide details for each month.
3. Has a survey been conducted as to the reasons for cancellation of booking? If yes, please provide details with a breakdown by type (for example, not meeting the insurance requirements, failing the vehicle examination, etc.).
4. Have data been collected to survey the purposes and destinations of the applicants under the Scheme? If yes, Please provide details. If no, will the Government consider doing so to assess the effectiveness of the policy?
5. What is the situation concerning Hong Kong vehicles involved in accidents while being driven in the Mainland under the Scheme? Please provide details with a breakdown by type of accident.
6. Under the Scheme, the vehicle may stay for no more than 30 consecutive days upon each approved entry and no more than 180 days in aggregate within a year. What is the average duration of stay in the Mainland of the vehicles under the Scheme? Have there been any cases of overstaying? If yes, what is the number of cases and how have they been handled?
7. How will the Scheme be refined in future? Please set out the relevant timetable and the expenditure involved.

8. Will the quotas be increased and the Scheme be extended to cover destinations beyond Guangdong Province in future? If yes, please provide details.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 44)

Reply:

1. To ensure the implementation of the Scheme in an orderly manner, the governments of Guangdong and Hong Kong agreed to introduce a cap on the number of applications to be accepted. Upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day and is sufficient to meet demand. As at 29 February this year, the Transport Department (TD) has conducted a total of 21 rounds of balloting, providing about 70 000 ballot quotas for participation by interested applicants. About 48 000 applications have had all the procedures completed and relevant licences and permits obtained from the governments of Guangdong and Hong Kong. To better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota. As such, since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications. The ratio of successful applicants is set out at **Annex 1**.
- 2-4. Applicants have to complete all the application procedures, including passing the vehicle inspection and taking out relevant insurances, before they are issued with the relevant licences and permits, and thus eligible for travel. The numbers of successful booking of travelling date and numbers of cancellation of booking as at 5 March this year are at **Annex 2**. The Scheme allows eligible Hong Kong private cars to travel between Hong Kong and Guangdong via the Hong Kong-Zhuhai-Macao Bridge without the need to obtain regular quotas, facilitating Hong Kong residents' driving to Guangdong for business, visiting families or sight-seeing on a short-term basis. The relevant vehicles are only allowed to drive within the area of Guangdong. As applicants are not required to provide information on the destinations of travel when making travel booking or give reasons for cancellation of booking, TD does not have the relevant information.
- 5-6. According to information from the relevant departments in the Mainland, there were a total of 88 cases of Hong Kong vehicles under the Scheme involved in traffic accidents or incidents in the Mainland in 2023. Under the administrative measures of the Scheme, Hong Kong vehicles are not allowed to stay in the Mainland for more than 30 consecutive days, or more than 180 days in aggregate each year. TD has not received notification of any non-compliance cases from the Mainland. TD does not have the other information requested in the question.
- 7-8. Since the launch of the Scheme in July last year, the governments of Guangdong and Hong Kong have been closely monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. These measures include –

- (a) Number of applications to be accepted: As mentioned in part (1) above, upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day. In addition, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next;
- (b) Travel booking: To allow greater flexibility in travel arrangements, the number of travel booking timeslots of the Scheme has been adjusted from six to four since October last year while arrangements under the “Specified Dates Booking System” have also been enhanced since February this year by shortening the period of booking for departure and the period of cancellation of booking for departure (from two and three calendar days before departure respectively to at or before noon on one calendar day before departure); and
- (c) Vehicle inspection: The number of vehicle inspection centres designated for the Scheme in Hong Kong has increased from one at the beginning to three at present, while the service hours have also been extended to cover evenings and weekends. In addition, starting from March this year, vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant’s electronic vehicle licence from the Mainland authorities.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangement of the Scheme in a timely manner.

**Numbers of successful balloting applicants in respective rounds of balloting
under the “Northbound Travel for Hong Kong Vehicles”**

| Balloting | Dates | Number of applicants registered for balloting | Number of successful balloting applicants | Ratio of successful applicants |
|------------------|-------------------------------|--|--|---------------------------------------|
| Round 1 | 29 to 30 May 2023 | 17 261 | 1 600 | 9.3% |
| Round 2 | 5 to 8 June 2023 | 13 476 | 2 700 | 20.0% |
| Round 3 | 19 to 22 June 2023 | 11 319 | 3 442 | 30.4% |
| Round 4 | 3 to 6 July 2023 | 10 523 | 3 557 | 33.8% |
| Round 5 | 17 to 20 July 2023 | 8 576 | 3 533 | 41.2% |
| Round 6 | 31 July to 3 August 2023 | 7 401 | 3 680 | 49.7% |
| Round 7 | 14 to 17 August 2023 | 7 387 | 3 571 | 48.3% |
| Round 8 | 28 to 31 August 2023 | 6 087 | 3 618 | 59.4% |
| Round 9 | 11 to 14 September 2023 | 4 834 | 3 728 | 77.1% |
| Round 10 | 25 to 28 September 2023 | 4 215 | 3 495 | 82.9% |
| Round 11 | 9 to 12 October 2023 | 3 527 | 3 452 | 97.9% |
| Round 12 | 23 to 26 October 2023 | 3 784 | 3 784 | 100% |
| Round 13 | 6 to 9 November 2023 | 3 871 | 3 871 | 100% |
| Round 14 | 20 to 23 November 2023 | 3 924 | 3 924 | 100% |
| Round 15 | 4 to 7 December 2023 | 4 068 | 4 068 | 100% |
| Round 16 | 18 to 21 December 2023 | 3 641 | 3 641 | 100% |
| Round 17 | 1 to 4 January 2024 | 4 000 | 4 000 | 100% |
| Round 18 | 15 to 18 January 2024 | 4 012 | 4 012 | 100% |
| Round 19 | 29 January to 1 February 2024 | 3 095 | 3 095 | 100% |
| Round 20 | 12 to 15 February 2024 | 2 449 | 2 449 | 100% |
| Round 21 | 26 to 29 February 2024 | 4 592 | 4 592 | 100% |

Numbers of travel booking and numbers of cancellation of travel booking

| Month | Number of travel booking | Number of cancellation of travel booking |
|-------------------------------|--------------------------|--|
| July 2023 | 3 713 | 621 |
| August 2023 | 9 864 | 883 |
| September 2023 | 16 743 | 2 233 |
| October 2023 | 26 049 | 1 972 |
| November 2023 | 32 575 | 1 822 |
| December 2023 | 49 382 | 5 282 |
| January 2024 | 41 539 | 2 518 |
| February 2024 | 54 529 | 7 287 |
| March 2024 (as at 5 March) | 15 956 | 1 423 |

- End -

CONTROLLING OFFICER'S REPLY

TLB156

(Question Serial No. 0313)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 227 of the Budget Speech that the review of the Public Transport Fare Subsidy Scheme (the Scheme) will be completed within this year. Will the Government inform this Committee of the following:

1. estimated expenditure and staff establishment involved in the review of the Scheme;
2. details of subsidy amount and recurrent expenditure under the Scheme in each of the past three years;
3. annual number of beneficiaries and average amount of subsidy per beneficiary in each of the past three years; and
4. tentative date of release of the review results.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 20)

Reply:

1. The work of Transport Department in relation to the review of the Scheme is undertaken by its existing staff. There is no separate breakdown of the expenditure and manpower involved.
2. & 3. The total subsidy amount, average number of beneficiaries per month and average amount of monthly subsidy per beneficiary under the Scheme in the past three years are as follows:

| Year ^(Note) | Total subsidy amount (\$ million) | Average number of beneficiaries per month (rounded off to the nearest thousand) | Average amount of monthly subsidy per beneficiary (\$) |
|-------------------------------|--|--|---|
| 2021 | 3,709 | 2 999 000 | 103 |
| 2022 | 2,837 | 2 274 000 | 104 |
| 2023 | 3,909 | 3 036 000 | 107 |

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The recurrent expenditures for the Scheme (excluding the subsidy amount) in the past three financial years are as follows:

| Financial Year | Recurrent Expenditure (\$ million) |
|-------------------------------|---|
| 2021-22 | 41.8 |
| 2022-23 | 37.4 |
| 2023-24 (Revised Estimate) | 40.9 |

The Government has been striving to lower the administrative fee of the Scheme as far as possible. The recurrent expenditure for the Scheme (excluding the subsidy amount) in the past three financial years was around 1% of the annual total subsidy amount.

4. The review of the Scheme is expected to be completed within this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB157

(Question Serial No. 0314)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, the Government has mentioned that it will continue to support the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis”. In this connection, will the Government inform this Committee of the following:

1. the number of applications received and approved, the number of battery electric taxis (e-taxis) involved and the total amount of loans granted since the launch of the Scheme;
2. the percentage of battery e-taxis replacing liquefied petroleum gas (LPG), petrol or hybrid taxis under the Scheme in the total number of e-taxis in Hong Kong;
3. the staffing arrangements and estimated expenditure involved for continuing to implement the Scheme; and
4. whether the Government will conduct any review and put forward enhancement proposals for the Scheme; if yes, the details and timetable; if no, the reasons.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 21)

Reply:

1. and 2. On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications, involving five taxis. Among them, four applications have been approved, involving four taxis and a total loan amount of about \$1.32 million. The taxis involved represent about 11% of the total number of licensed e-taxis^{Note}. The remaining one application is being processed.

3. The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) and overseen by the Transport Department (TD). The overseeing work of the implementation of the Loan Scheme is 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.

4. Since the launch of the Loan Scheme, TD has been disseminating information about the Loan Scheme through various channels, including the TD's website, the regularly published "Taxi Newsletter", publicity leaflets, as well as regular and special meetings with the taxi trade. TD, HKMCI and PLIs have also communicated with the taxi trade, including organising briefing session for the trade so that they may have better understanding of the details of the Loan Scheme and prepare the necessary documents in advance.

The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary.

Note: As at 29 February 2024, the number of licensed e-taxis is 36.

- End -

CONTROLLING OFFICER'S REPLY

TLB158

(Question Serial No. 0315)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, it is mentioned that the Government will continue to administer the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade. In this connection, will the Government inform this Committee of the following:

1. the number of rounds of application made under the Scheme since its introduction, and the details of each round of application (including the number of applications received, the number of applications approved, the labour importation quota and the posts involved) (set out in table form);
2. whether there were applications rejected in each round of application, and the specific reasons for rejecting such applications;
3. the staff establishment and estimated expenditure involved in processing applications under the Scheme; and
4. whether the Government has evaluated the performance of the drivers who have commenced the service; if yes, the details, if no, the reasons.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 22)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of labour to fill vacancies for drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the transport sectors and enhancing the stability of the driver workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

1. The application period for the first round of applications under the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-departmental liaison group comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at the Annex. TD announced on 20 March 2024 the second round of application under the Scheme with the application period from 25 March to 26 April 2024.
2. Among the 20 applications rejected in the first round, four were withdrawn by the applicants, and the remaining 16 were not approved as the applicants failed to meet the basic requirements of the Scheme, with reasons including not satisfying the requirements relating to local recruitment or the manning ratio requirement of full-time local staff and imported labour, or the applicants not being holders of valid passenger service licences. Among the 98 applications approved, 15 were not allocated with all the quotas applied for as they failed to meet the manning ratio requirement of full-time local staff and imported labour (i.e. 2:1).
3. The manpower and expenditure of TD involved in the implementation of the above Scheme are absorbed under the overall provision and establishment for TD, and cannot be separately identified.
4. The imported drivers are required to pass the driving test for the relevant vehicle class and obtain a certificate upon completion of the pre-service course, before being granted a full driving licence of the relevant vehicle class. The operators will arrange adequate training for the imported drivers for sufficient familiarisation with the routes before service commencement. Meanwhile, TD will deploy staff to conduct on-site inspections to understand the situation so as to ensure that the driving behaviour and service performance of the imported drivers can meet the demand of passengers when they are doing their driving jobs.

Annex

Numbers of applications and quotas allocated in the first round under the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade with a breakdown by job type

| Driver job type | Number of applications received | Number of driver quotas involved | Number of applications approved | Number of driver quotas allocated |
|-----------------------------|--|---|--|--|
| Public Light Bus Driver | 68 | 547 | 59 | 461 |
| Local coach Driver | 32 | 689 | 23 | 262 |
| Cross-boundary Coach Driver | 18 | 365 | 16 | 246 |
| Total | 118 | 1 601 | 98 | 969 |

- End -

CONTROLLING OFFICER'S REPLY

TLB159

(Question Serial No. 0316)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, it is mentioned that the Government will continue to support the implementation of the “Northbound Travel for Hong Kong Vehicles” (the Scheme) and formulation of “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

1. since the implementation of the Scheme on 1 July last year, the Government has refined the “Specified Dates Booking System” from 6 February this year. However, some members of the public still relayed that the application procedures of the Scheme were complicated. Please advise whether the Government will streamline the application procedures of the Scheme, such as cancelling the balloting procedure, waiving the requirement of arranging clearance appointment before each departure, or discussing with the Mainland Government the removal of the daily limit on the number of applications to be processed;
2. TD announced earlier that the vehicle inspection arrangement for applications of the Scheme would be refined from 1 March this year. Vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant’s electronic vehicle licence from the Mainland authorities. Has the Government estimated the number of applicants who will benefit from this arrangement?
3. the numbers of successful balloting applicants in respective rounds of balloting since the implementation of the Scheme and, among them, the number of those who have subsequently arranged clearance appointments; and after the refinement of the “Specified Dates Booking System” and vehicle inspection arrangement, whether it has examined if there is a significant increase in the number of applicants and the expected results have been achieved;

4. regarding the formulation of the “Southbound Travel for Guangdong Vehicles”, does the Government have a general direction and a preliminary timetable?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 23)

Reply:

1-3. To ensure the smooth implementation of the Scheme, the governments of Guangdong and Hong Kong agreed to introduce a cap on the number of travelling vehicles per day and set up an online travel booking system for the Scheme for applicants to make travel bookings. Since the launch of the Scheme in July last year, we have been closely monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. These measures include:

- (a) Number of applications to be accepted

When the application under the Scheme commenced, 200 applications were accepted per working day in the first week. The number has been increased to the existing of 300 applications per working day and is sufficient to meet demand. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota;

- (b) Travel booking

To allow greater flexibility in travel arrangements, the number of travel booking timeslots of the Scheme has been adjusted from six to four since October last year. Arrangements under the “Specified Dates Booking System” have also been enhanced since February this year by shortening the period of booking for departure and the period of cancellation of booking for departure (from two and three calendar days before departure respectively to at or before noon on one calendar day before departure); and

- (c) Vehicle inspection

The number of vehicle inspection centres designated for the Scheme in Hong Kong has increased from one at the beginning to three at present, while the service hours have also been extended to cover evenings and weekends. In addition, starting from March this year, vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant’s electronic vehicle licence from the Mainland authorities. According to the current application status of the Scheme, if the same 50 000 approved applicants meet the above criteria, they will be benefited from the refined vehicle inspection arrangement when renewing their applications for the Scheme.

The numbers of successful balloting applicants in respective rounds of balloting and the monthly numbers of applications for travel booking since the implementation of the Scheme are set out in Annex 1 and Annex 2 respectively. As at 29 February this year, TD has conducted a total of 21 rounds of balloting under the Scheme, providing about 70 000 balloting quotas for those interested. Since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications. With the

gradual increase in the number of approved applicants, the monthly number of travel booking has risen from around 3 700 in July last year to around 55 000 in February this year. Moreover, after the refinement of the “Specified Dates Booking System” starting from February this year, the number of travel booking has increased from around 42 000 in January this year to around 55 000 in February this year. The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and further enhance the application procedures and travel booking arrangement of the Scheme in a timely manner.

4. The Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and embraces the commitment to promoting convenient and smooth flow of personnel under the concept of joint development in the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve this goal and better leverage the Hong Kong-Zhuhai-Macao Bridge, we are actively working with the relevant Mainland authorities on the overall plan of the “Southbound Travel for Guangdong Vehicles”.

**Numbers of successful balloting applicants in respective rounds of balloting under the
“Northbound Travel for Hong Kong Vehicles”**

| Balloting | Dates | Number of successful balloting applicants |
|------------------|-------------------------------|--|
| Round 1 | 29 to 30 May 2023 | 1 600 |
| Round 2 | 5 to 8 June 2023 | 2 700 |
| Round 3 | 19 to 22 June 2023 | 3 442 |
| Round 4 | 3 to 6 July 2023 | 3 557 |
| Round 5 | 17 to 20 July 2023 | 3 533 |
| Round 6 | 31 July to 3 August 2023 | 3 680 |
| Round 7 | 14 to 17 August 2023 | 3 571 |
| Round 8 | 28 to 31 August 2023 | 3 618 |
| Round 9 | 11 to 14 September 2023 | 3 728 |
| Round 10 | 25 to 28 September 2023 | 3 495 |
| Round 11 | 9 to 12 October 2023 | 3 452 |
| Round 12 | 23 to 26 October 2023 | 3 784 |
| Round 13 | 6 to 9 November 2023 | 3 871 |
| Round 14 | 20 to 23 November 2023 | 3 924 |
| Round 15 | 4 to 7 December 2023 | 4 068 |
| Round 16 | 18 to 21 December 2023 | 3 641 |
| Round 17 | 1 to 4 January 2024 | 4 000 |
| Round 18 | 15 to 18 January 2024 | 4 012 |
| Round 19 | 29 January to 1 February 2024 | 3 095 |
| Round 20 | 12 to 15 February 2024 | 2 449 |
| Round 21 | 26 to 29 February 2024 | 4 592 |

**Monthly numbers of applications for travel booking under the
“Northbound Travel for Hong Kong Vehicles”**

| Month | Number of applications for travel booking |
|-----------------------------|--|
| July 2023 | 3 713 |
| August 2023 | 9 864 |
| September 2023 | 16 743 |
| October 2023 | 26 049 |
| November 2023 | 32 575 |
| December 2023 | 49 382 |
| January 2024 | 41 539 |
| February 2024 | 54 529 |
| March 2024 (as at 18 March) | 39 100 |

- End -

CONTROLLING OFFICER'S REPLY

TLB160

(Question Serial No. 0414)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the targets, plans, estimated expenditure and staff 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, percentage of "HKeMeter" users in the total number of users of parking meters, and existing problems and enhancement plans; 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.: 35)

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 of the various smart mobility initiatives in 2024-25 are tabulated as follows:

| Smart Mobility Initiatives | Estimated Expenditures in 2024-25 |
|--|--------------------------------------|
| Smart Transport Infrastructure | |
| 1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area | \$465 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 | \$19 million |
| 3. Implement real-time adaptive traffic signal system at suitable independent signalised junctions across the territory for the adaptation of traffic signal timing in response to vehicular and pedestrian flows, thereby making the most of the capacity of the signalised junctions | (Note 1) |
| 4. Commission a consultancy study on the latest regulatory framework and current technical standards for autonomous vehicles in the Mainland and overseas countries to finalise the technical details of the Code of Practice and make timely updates in future | \$75,000 |
| 5. Take forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that section, testing the technologies and understanding the driving habits of motorists when using the smart motorway | \$19.6 million |
| Data Sharing and Analytics | |
| 6. 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 |
| 7. 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 | \$6 million |

| Smart Mobility Initiatives | Estimated Expenditures in 2024-25 |
|--|---|
| 8. Continue to maintain and improve the Traffic Data Analytics System to enhance traffic management and efficiency | \$2.6 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 is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved. |
| 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 is undertaken by existing staff of TD. 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 | \$190.4 million (including estimated approved funding and administrative costs of the Fund) |
| 12. Manage, operate and maintain the parking meter system, which supports multiple payment systems (including Faster Payment System and remote payment with mobile app "HKeMeter") and provide real-time parking vacancy information; the Government will continue to install parking meters at suitable locations and enhance the parking meter system. | \$59.35 million |
| 13. Commission APS 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 | \$1.2 million (Note 2) |
| 14. Continue to operate the sensors installed at some non-metered on-street parking spaces to provide real-time parking vacancy information | \$0.3 million |

Note 1: The Government plans to seek funding from the Legislative Council within 2024 for implementing real-time adaptive traffic signal system at suitable independent signalised junctions across the territory.

Note 2: 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 has been/will be sought from the Legislative Council. The relevant works expenditure is not included in the amount stated in the above table.

Except for item 11 above 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 total amount of the Fund.

2. The \$1 billion Fund was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, enhancing efficiency of the road network or road space, and improving driving safety.

As at February 2024, the Fund has approved 50 applications, with a total funding amount of about \$335 million. Details of the approved projects are at **Annex 1**.

3. The operation of the parking meter system has been generally smooth since its launch in January 2021. Currently, the daily number of transactions processed by the system is about 150 000. The proportion of transactions using mobile app “HKeMeter” for remote payment among the total number of transactions made is about 56%. The cumulative number of first-time downloads of “HKeMeter” is about 760 000. TD will continue to gauge users’ feedback from various channels e.g. social media, mobile app stores and the hotline, keep in view the relevant technology developments and examine the feasibility to introduce the latest e-payment methods, with a view to further enhancing the system performance and users’ experience.
4. TD has kept under review the latest developments in the application of APS worldwide. With the technology of APS for private cars reaching a mature stage, TD has been implementing APS projects in public car parks in Hong Kong since 2020, and has been actively implementing APS in suitable STT car parks. At present, some APS in STT car parks are already in operation while public works projects with APS with funding approval from the Legislative Council obtained are expected to come into operation starting from 2025. Details are set out at **Annex 2**. For public works projects with APS being taking forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average.

Projects Approved under the Smart Traffic Fund

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| Network-wide Traffic Speed-Flow Estimator ¹ | 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 |
| HKSafeDriver ² | 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 |
| Development of Departure Safety Checking System for Minibus ² | 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 |
| Development of Crane Position Monitoring System ² | 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 |
| Intelligent traffic control with use of IoT and reinforcement learning technologies ¹ | This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems. | \$1,682,512.30 |
| Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data ¹ | 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 |

| Project Title | Project Summary | Approved Funding |
|--|--|-------------------------|
| Advanced C-V2X Applications to Enhance Hong Kong's Mobility Competence and Road Safety ² | 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 |
| Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model ¹ | 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 |
| Development of an A.I. Intelligent Traffic Enforcement Robot (ITER) ² | 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 |
| Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway ² | This project aims to develop and implement an intelligent control management system for tramway based on RFID system and AI Optimizer, with a geo-fencing program for enhancing driving safety. | \$2,597,760.50 |
| Big data AI system for taxi safe driving ² | 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 |
| Development of Adaptive Traffic Control System – Dynamic Intersection Signal Control Optimization (DISCO) ¹ | 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 | \$7,982,521.45 |

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| | 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. | |
| Automatic On-The-Move Anti-Congestion System ² | 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 |
| Prediction of Traffic Speed and Volume considering Malfunction Detectors using Deep Learning ¹ | 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 |
| AI driven Barrier-Free Smart mobility platform - BoBo ² | 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 |
| Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park ² | 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 |

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| 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 ¹ | 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 |
| Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera ¹ | 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 |
| 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 |
| Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles ¹ | 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 |
| Using Generalised Linear Model (GLM) and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident ² | 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 |

| Project Title | Project Summary | Approved Funding |
|--|---|-------------------------|
| Development of an Augmented Reality-Assisted Head-up Display (AR-HUD) mechanism for recommending driving strategy ¹ | 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 |
| 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 ¹ | 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 |
| Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services ¹ | 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 ² | 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 |
| Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience ² | 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 |
| Virtual Reality-based Driving Training System ² | 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 | \$3,820,680.00 |

| Project Title | Project Summary | Approved Funding |
|--|---|-------------------------|
| | difficult to arrange or encounter in conventional driving practice sessions in the training to enrich the learning experience. | |
| Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles ² | 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 ¹ | 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 Advanced Bollard with Smart Materials for Improving Road Safety ² | 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 |
| Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies ¹ | 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 |
| Designing of an Intelligent Human-machine Cooperative Driving System ¹ | 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 an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons ² | The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public transport by the visually impaired persons and thus improve road efficiency. | \$1,514,000.00 |

| Project Title | Project Summary | Approved Funding |
|--|--|-------------------------|
| Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving ¹ | 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 |
| Smart Minibus 2.0 ² | 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 |
| Development of a Software for Optimising the Planning and Scheduling of New Energy Buses ¹ | 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 |
| Development of a Personalized and Connected Advanced Driver Assistance System ¹ | 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 |
| Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) ² | The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety. | \$13,440,750.00 |
| Intelligent Information-based Transport System for Smarter Traffic and Safer Mobility ¹ | The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions. | \$7,629,654.94 |

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic ² | This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong. | \$19,998,500.00 |
| Smart Cloud Taximeter System ² | The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform, providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners. | \$10,634,000.00 |
| A Smart Planning Platform for Safe and Efficient MiC Module Transport ² | This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong. | \$19,326,900.00 |

| Project Title | Project Summary | Approved Funding |
|--|--|-------------------------|
| Dedicated Line Connected Autonomous Bus ² | The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange. | \$19,995,050.00 |
| An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data ¹ | This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety. | \$2,742,898.70 |
| Multi-modal Hyperlocal Delivery system ² | This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage. | \$3,916,070.00 |
| Traffic-aware Truck Platooning Technology and Its Impact on the Road Network ¹ | The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road. | \$1,741,655.16 |
| Digital Twin-based Long-span Bridge Health Monitoring ² | The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage | \$13,404,400.00 |

| Project Title | Project Summary | Approved Funding |
|---|--|-------------------------|
| | assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety. | |
| Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service ¹ | This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight. | \$6,697,542.56 |
| Blockchain-enabled Cyber Physical System for the City-wide Parking Management ¹ | This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to car parks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces. | \$3,953,542.31 |
| AI model for Generating High-definition Maps of Hong Kong based on Ground-Aerial-Sky Multi-Sensor Data ¹ | The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to providing accurate road attributes which are valuable for enhancing efficiency of road space and the safety of the assisted and automated driving vehicles. | \$7,186,008.45 |

Note 1: Pure Research Project

Note 2: Research and Application Project

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) |
|--|---|------------------------------|-------------------------------|---|
| A. APS in STT car parks | | | | |
| STT Car Park at Hoi Shing Road, Tsuen Wan | Puzzle stacking | December 2020 | Commissioned in November 2021 | 245 |
| STT Car Park at Pak Shek Kok, Tai Po | Puzzle stacking | December 2021 | Commissioned in December 2022 | 250 |
| STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po | Puzzle stacking | February 2023 | 2024 (Tentative) | About 210 |
| STT Car Park at Hoi Wang Road, Yau Ma Tei | Puzzle stacking | July 2023 | 2024 (Tentative) | About 200 |
| B. APS in public works projects | | | | |
| Joint-user Government Office Building in Area 67, Tseung Kwan O | Puzzle stacking | September 2020 | 2025 (Tentative) | About 380 |
| District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street | Vertical lifting and horizontal sliding | May 2022 | 2026 (Tentative) | About 300 |
| Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po | Circular shaft lifting | August 2023 | 2026 (Tentative) | About 200 |
| Main works of Amenity complex in Area 103, Ma On Shan | Puzzle stacking | To be determined* | | About 350 |
| Town Park with Public Vehicle Park in Area 66, Tseung Kwan O | Puzzle stacking | To be determined# | | About 450 |
| Hoi Ting Road Joint User Complex | Puzzle stacking | To be determined# | | About 170 |

* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction and expected commissioning date are to be determined.

The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and expected commissioning date are to be determined.

- End -

CONTROLLING OFFICER'S REPLY**TLB161****(Question Serial No. 3289)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding autonomous vehicles (AVs), the Government has introduced a number of regulating measures in recent years to facilitate the trial and use of AVs. In this connection, will the Government inform this Committee of the following:

1. the number of AVs on trial, vehicle types, trial locations and progress; and
2. the assessment criteria for the vehicles and vehicle owners applying for the AV pilot scheme and the specific plan when the pilot licences expire after five years.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 46)Reply:

1. Since 2017, the Transport Department (TD) has issued movement permits (MPs) to individual AVs for conducting AV trials under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E), and imposed specific conditions on a case-by-case basis to facilitate the trial and use of AVs in Hong Kong. As at February 2024, TD has issued MPs to 19 AVs for carrying out trials at ten locations, including university campuses, the West Kowloon Cultural District (WKCD), the Hong Kong Science Park and individual private housing estates, etc. Nine of them are still conducting road trials at different stages. Details of the AV trials are as follows:

| No. | Vehicle type | Trial location |
|-----|---------------------|--|
| 1 | Private light bus | WKCD |
| 2 | Private light bus | Fairview Park |
| 3 | Private light bus | Fairview Park |
| 4 | Light goods vehicle | Hong Kong University of Science and Technology |
| 5 | Private light bus | Science Park |
| 6 | Light goods vehicle | Science Park |
| 7 | Private car | Hong Kong Productivity Council |
| 8 | Light goods vehicle | Science Park |

| No. | Vehicle type | Trial location |
|-----|-------------------|----------------|
| 9 | Private light bus | Park Yoho |

2. The Government completed the legislative amendments of the “Road Traffic (Amendment) (Autonomous Vehicles) Ordinance 2023” and “Road Traffic (Autonomous Vehicles) Regulation (Cap. 374AA)” (AV Regulation) in May 2023 and January 2024 respectively to provide a regulatory framework with flexibility for further trial and use of AVs in Hong Kong, facilitating wider trial and use of AVs by the industry in Hong Kong. The new regulatory regime for AVs came into operation on 1 March 2024, and TD issued the “Code of Practice for Trial and Pilot Use of Autonomous Vehicles” on the same day, setting out the detailed technical, safety and operational requirements of trial and use of AVs.

The AV Regulation has set out in detail the application conditions and assessment criteria for the vehicles used for trials and their vehicle owners under a pilot scheme. Anyone who wish to carry out a pilot scheme on the roads in Hong Kong for trial and use of AVs is required to submit an application to TD for a pilot licence and an AV certificate, together with a detailed proposal setting out details including the objectives of the proposed pilot scheme; number, models, design and construction, and details of the AV system of AVs proposed to be used under the scheme; and other relevant information in relation to technical and operation details (e.g. proposed routes, risk analysis and mitigation measures, etc.).

TD will scrutinise each application to ensure that it is in the public interest and safe to carry out the pilot scheme and all proposed AVs for trial and pilot use are roadworthy.

In addition, an applicant of pilot licence must be the owner of each AV under the proposed pilot scheme, and meet the criteria for a fit and proper person under the AV Regulation, including whether the applicant is capable of providing the necessary technical support and maintaining the necessary facilities, resources and workforce, etc. to carry out the pilot scheme safely. If all the requirements are met, TD will issue a pilot licence to the applicant and an AV certificate for each AV. An applicant who is issued a pilot licence officially becomes a pilot proprietor, and may carry out his pilot scheme for trial and use of AVs.

According to the AV Regulation, a pilot licence is valid for a maximum of five years. The pilot proprietor may submit an application to TD for renewal of the licence four months before its expiry. TD will assess whether each application meets the above licensing requirements. Pilot proprietors meeting the application criteria may renew their licences for a maximum period of five years.

CONTROLLING OFFICER'S REPLY

TLB162

(Question Serial No. 2402)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding railway development, will the Government advise this Committee of the following:

1. the manpower establishments and expenditures by rank for monitoring railway services and enforcing railway safety in the past three years;
2. the maximum carrying capacity, average patronage, and carrying capacities and loading at four and six persons (standing) per square metre (ppsm) during peak hours in the morning and evening of various railway lines in each of the past three years;
3. the numbers of trains, numbers of cars and average frequency of train service during peak and non-peak hours of various railway lines in the past three years;
4. the numbers of service disruption incidents of various railway lines in the past three years, by cause, duration of disruption and penalty amount of each incident in table form; and
5. the timetables for upgrading the signalling systems of various railway lines, the expected service commencement dates, expected train frequencies and carrying capacity that can be increased in table form?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 18)

Reply:

1. The Railways Branch (RB) of the Electrical and Mechanical Services Department (EMSD), in accordance with the ordinances on railway safety, is responsible for regulating and monitoring the safe operation of railway systems, including those operated by the MTR Corporation Limited (MTRCL), the Automated People Mover at the Hong Kong International Airport, the tramway system operated by the Hong Kong Tramways Limited and the peak tramway system operated by the Peak Tramways

Company Limited. The establishments of RB of EMSD over the past three years are set out below:

| Rank | 2021 | 2022 | 2023 |
|--------------------|-------------|-------------|-------------|
| Assistant Director | 1 | 1 | 1 |
| Chief Engineer | 4* | 4* | 4* |
| Senior Engineer | 15 | 15 | 15 |
| Engineer | 28 | 28 | 28 |
| Inspector | 4 | 4 | 4 |

*Two Chief Engineer posts are time-limited supernumerary directorate posts for four years starting from July 2021.

The total expenditures of RB of EMSD in the past three years are set out in the following table:

| | 2021-22 | 2022-23 | 2023-24 (as at February 2024) |
|--------------------------|----------------|----------------|--|
| Expenditure (\$ million) | 80.6 | 81.1 | 77.7 [^] |

[^]The overall expenditure for the financial year 2023-24 is not yet available.

The Bus and Railway Branch (BRB) of the Transport Department (TD) is responsible for regulating and monitoring MTR services, as well as franchised bus, tram and non-franchised bus services. Other sections of TD also assist in railway-related matters, including incident co-ordination and planning of transport facilities related to new railways. The establishments of BRB of TD for regulating and monitoring MTR services over the past three years are set out below:

| Rank | 2021 | 2022 | 2023 |
|-----------------------------|-------------|-------------|-------------|
| Assistant Commissioner | 1 | 1 | 1 |
| Principal Transport Officer | 1 | 1 | 1 |
| Chief Transport Officer | 1 | 1 | 1 |
| Senior Transport Officer | 3 | 3 | 3 |
| Transport Officer | 3 | 3 | 3 |

Note:

Apart from regulating and monitoring MTR services, some of the staff in the above establishment is also responsible for other BRB issues such as regulating franchised and non-franchised bus services, as well as tram services.

Regulating and monitoring railway services is part of the regular duties of the above staff of TD, and other TD divisions also assist in handling railway-related issues. There is no separate breakdown of the estimated expenditure involved.

2. According to the information provided by MTRCL, in general, the highest passenger loading of a railway line occurs during the morning peak hours when more passengers travel in same period of time. The travelling pattern of passengers in the evening peak hours is relatively more dispersed, hence the peak loading is usually lower in the evening peak period than that in the morning peak period. As such, when evaluating the service demand for individual railway lines, 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.

The carrying capacities, average patronage and loading during the busiest one hour in the morning per direction at critical links, and the critical links of various heavy rail lines and light rail routes in the past three years are set out at **Annexes 1 and 2** respectively.

3. In the past three years, the numbers of trains and train cars for heavy rail and light rail are set out at **Annex 3**, while the frequencies of train services during peak and non-peak periods of heavy rail and light rail are set out at **Annex 4**.
4. The numbers of incidents which caused service disruption due to factors under the MTRCL's control, the causes and the amounts set aside under the Service Performance-Linked Arrangement and the enhanced Service Performance Rebate for the incidents in the past three years are set out at **Annex 5**.
5. MTRCL is now replacing the signalling system for Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line. According to the information provided by MTRCL on the current programme and progress, the new signalling system for Tsuen Wan Line will be commissioned in 2025-2026. The signalling system upgrading work for the Island Line, Kwun Tong Line and Tseung Kwan O Line will draw on the experience of that for the Tsuen Wan Line and it would then take about a year to complete the works of one railway line. The overall project is expected to be completed in 2028-2029. The programme is tabulated below.

| Railway line | Expected service commencement date of the new signalling system |
|---------------------|--|
| Tsuen Wan Line | 2025-26 |
| Island Line | 2026-27 |
| Kwun Tong Line | 2027-28 |
| Tseung Kwan O Line | 2028-29 |

It is expected that upon the completion of the replacement project, the overall capacity of the MTR system could be increased by about 10%.

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

| | | 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 <small>(Note 1)</small> | Airport Express <small>(Notes 1 and 2)</small> |
| 2021 <small>(Note 3)</small> | | | | | | | | | | | |
| 1. | Maximum carrying capacity when train frequency is maximised (6 persons standing per square metre (ppsm))(a) | N/A <small>(Note 6)</small> | 70 000 | 67 600 | 80 000 | 27 000 | 71 400 | 75 000 | 9 600 | 45 000 | 4 800 |
| 2. | Carrying capacity (6 ppsm)(b) | 73 300 | 58 800 | 67 600 | 80 000 | 16 800 | 71 400 | 75 000 | 4 300 | 42 500 | 3 200 |
| 3. | Difference between (a) and (b) <small>(Note 4)</small> | N/A | 11 200 | 0 | 0 | 10 200 | 0 | 0 | 5 300 | 2 500 | 1 600 |
| 4. | Patronage (c) | 30 100 | 36 100 <small>(Note 7)</small> | 43 300 | 47 800 | 9 200 | 40 000 | 52 200 | 1 700 | 23 600 | 800 |
| 5. | Loading (6 ppsm) [(c)/(b)] { } Critical link | 41% {Sha Tin to Tai Wai} | 61% {Tsuen Wan West to Mei Foo} | 64% {Yau Tong to Quarry Bay} | 60% {Tin Hau to Causeway Bay} | 55% {Admiralty to Ocean Park} | 56% {Shek Kip Mei to Prince Edward} | 70% {Yau Ma Tei to Jordan} | 39% {Sunny Bay to Disneyland Resort} | 55% {Kowloon to Hong Kong} | 25% {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 1) | Airport Express (Notes 1 and 2) |
| 6. | Current loading (4 ppsm) ^(Note 5) | 58% | 86% | 90% | 84% | 77% | 79% | 98% | 55% | 78% | N/A |
| 7. | Average monthly patronage (million) | 16.1 | 14.1 (Note 7) | 9.4 | 22.9 | 1.9 | 17.2 | 25.3 | 0.3 | 5.6 | 0.2 |
| 8. | Total patronage (million) | 193.7 | 169.0 (Note 7) | 113.3 | 275.2 | 22.9 | 206.1 | 303.2 | 3.3 | 67.3 | 2.2 |
| 2022 ^(Note 3) | | | | | | | | | | | |
| 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. | 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. | Patronage (c) | 37 700 | 34 500 | 40 200 | 44 800 | 9 100 | 34 200 | 37 200 | 2 200 | 20 100 | 1 100 |

| | | 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 1) | Airport Express (Notes 1 and 2) |
| 5. | Loading (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} |
| 6. | Loading (4 ppsm) ^(Note 5) | 83% | 82% | 84% | 79% | 76% | 67% | 70% | 72% | 66% | N/A |
| 7. | Average monthly patronage (million) | 15.3 | 19.9 | 8.8 | 20.9 | 1.8 | 16.0 | 23.1 | 0.3 | 5.2 | 0.3 |
| 8. | Total patronage (million) | 183.5 | 238.8 | 105.1 | 250.5 | 21.6 | 192.0 | 277.4 | 3.4 | 62.7 | 3.1 |
| 2023 | | | | | | | | | | | |
| 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. | Carrying capacity (6 ppsm)(b) | 62 500 | 58 800 | 67 600 | 80 000 | 16 800 | 71 400 | 75 000 | 8 300 | 42 500 | 4 200 |

| | | 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 1) | Airport Express (Notes 1 and 2) |
| 3. | Difference between (a) and (b) (Note 4) | 20 000 | 11 200 | 0 | 0 | 10 200 | 0 | 0 | 1 300 | 2 500 | 600 |
| 4. | Patronage (c) | 42 400 | 35 700 | 40 400 | 46 300 | 9 800 | 34 500 | 38 800 | 3 200 | 21 200 | 1 700 |
| 5. | Loading (6 ppsm) [(c)/(b)]{ } Critical link | 68% {Tai Wai to Kowloon Tong} | 61% {Tsuen Wan West to Mei Foo} | 60% {Yau Tong to Quarry Bay} | 58% {Tin Hau to Causeway Bay} | 58% {Admiralty to Ocean Park} | 48% {Choi Hung to Kowloon Bay} | 52% {Sham Shui Po to Prince Edward} | 39% {Sunny Bay to Disneyland Resort} | 50% {Olympic to Kowloon} | 40% {Tsing Yi to Airport} |
| 6. | Loading (4 ppsm)(Note 5) | 94% | 85% | 84% | 81% | 82% | 68% | 73% | 54% | 70% | N/A |
| 7. | Average monthly patronage (million) | 23.7 | 23.9 | 9.8 | 25.7 | 2.2 | 18.2 | 27.7 | 0.5 | 6.5 | 0.9 |
| 8. | Total patronage (million) | 283.6 | 280.3 | 114.8 | 311.0 | 25.8 | 215.1 | 344.6 | 5.8 | 77.1 | 10.8 |

Note 1: 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 2: The design of Airport Express Link is based on seat provision where the passenger density level in terms of the number of standees does not apply. The figures are calculated based on existing carrying capacity.

Note 3: In view of the pandemic, the figures tabulated above are based on data obtained in those months when the pandemic has relatively eased.

- Note 4: This is because the service frequency has not yet been increased to the maximum level the signalling system permits.
- Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four ppsm, the number of 340 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 capacities of trains are 2 845 and 2 061 respectively for six and four ppsm.
- Note 6: Since East Rail Line was operated with a mixed fleet of existing 12-car trains and new 9-car trains during the above period, the design carrying capacity and maximum carrying capacity are not applicable.
- Note 7: West Rail Line and Tuen Ma Line Phase 1 were integrated as Tuen Ma Line on 27 June 2021. The patronage of Tuen Ma Line in 2021 refers to those for Tuen Ma Line Phase 1 and Tuen Ma Line (commissioned on 27 June 2021). The average monthly patronage and total patronage of West Rail Line in the first six months of 2021 were 11.4 million and 68.3 million respectively.

Statistics for the Light Rail System
(the busiest one hour in the morning per direction for critical links)

| Light Rail route | Maximum carrying capacity | | | Passenger loading ^(Note 1) | | |
|--------------------------|---------------------------|-------|-------|---------------------------------------|-------------------------|-------------------------|
| | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| 505 | 2 993 | 2 993 | 2 993 | 81% | 68% | 66% |
| 506P ^(Note 2) | N/A | N/A | 424 | N/A | N/A | 70% |
| 507 | 2 544 | 2 827 | 2 827 | 81% | 74% | 83% |
| 507P ^(Note 2) | N/A | 212 | 212 | N/A | 80% | 90% |
| 610 | 1 995 | 2 056 | 2 056 | 98% | 80% | 93% |
| 614 | 873 | 1 372 | 1 122 | 84% ^(Note 3) | 70% ^(Note 3) | 77% ^(Note 3) |
| 614P | 1 388 | 1 156 | 1 363 | | | |
| 615 | 998 | 748 | 960 | 83% ^(Note 3) | 85% ^(Note 3) | 74% ^(Note 3) |
| 615P | 1 388 | 1 388 | 1 600 | | | |
| 705 | 4 240 | 4 240 | 4 240 | 78% | 76% | 63% |
| 706 | 5 088 | 5 088 | 5 088 | 72% | 85% | 63% |
| 751 | 2 650 | 2 857 | 2 993 | 79% | 82% | 64% |
| 751P | 205 | 398 | 398 | 40% | 75% | 60% |
| 761P | 4 625 | 4 240 | 4 240 | 70% | 67% | 64% |

Patronage (million)

| | 2021 | 2022 | 2023 |
|---------------------------|-------|-------|-------|
| Average monthly patronage | 11.8 | 11.0 | 12.5 |
| Total patronage | 141.6 | 131.7 | 150.0 |

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. The exact loading or patronage of individual Light Rail routes could not be worked out by projecting the route chosen by passenger based on their entry/exit records, which is the current methodology adopted in assessing the loading of heavy rail lines. MTRCL currently assesses the loading of Light Rail Vehicles (LRVs) by on-site observations and surveys. The passenger density standard of 4ppsm or 6ppsm adopted in the calculation of heavy rail loading is not applicable.

Note 2: Routes 507P and 506P were introduced in September 2022 and September 2023 respectively to run at morning peak hour.

Note 3: 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 serving Siu Hong Station. The critical links 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.

The numbers of trains and cars for heavy rail and light rail

| As at December of the year | 2021 | | 2022 | | 2023 | |
|----------------------------------|--------|-------------------|--------|-------------------|--------|-------------------|
| | Trains | Cars per train | Trains | Cars per train | Trains | Cars per train |
| East Rail Line | 36 | 12 or 9 | 36 | 9 | 37 | 9 |
| Tuen Ma Line | 56 | 8 | 59 | 8 | 65 | 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 | 41 | 8 | 39 | 8 |
| Tsuen Wan Line | 35 | 8 | 35 | 8 | 35 | 8 |
| Disneyland 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 |

Light rail system is operated by single-set or coupled-set LRVs in which the latter is formed by two cars. There were 145, 146 and 149 light rail cars in 2021, 2022 and 2023 respectively.

Train Frequencies of the Heavy Rail System^(Note 1)

| As at December of the year | 2021 | | 2022 | | 2023 | |
|---|---|---|---|---|---|---|
| | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) |
| East Rail Line | | | | | | |
| Admiralty - Sheung Shui ^(Note 2) | 2.9 - 8 (Hung Hom - Sheung Shui) | 4 - 8 (Hung Hom - Sheung Shui) | 2.7 - 5.2 | 5.5 - 8 | 2.7 - 3.8 | 4 - 8 |
| Admiralty - Lo Wu ^(Note 3) | -- | -- | -- | -- | 5.5 | 6 - 10 |
| Admiralty - Lok Ma Chau ^(Note 3) | -- | -- | -- | -- | 12 | 12 - 14.5 |
| Tuen Ma Line | 2.7 - 3 | 6 - 7 | 2.7 - 3 | 6 - 7 | 2.7 - 3 | 6 - 7 |
| Tseung Kwan O Line | | | | | | |
| North Point - Tseung Kwan O | 2.2 | -- | 2.2 | -- | 2.2 | -- |
| North Point - Po Lam | 2.5 - 4 | 5 - 6 | 2.5 - 4 | 5 - 6 | 2.5 - 4 | 5 - 6 |
| North Point - LOHAS Park | 6.7 | -- | 6.7 | -- | 6.7 | -- |
| Tiu Keng Leng - LOHAS Park | -- | 10 - 14 | -- | 10 - 14 | -- | 10 - 14 |
| Island Line | 1.9 | 3.6 - 5 | 1.9 | 3.6 - 5 | 1.9 | 3.6 - 5 |

| As at December of the year | 2021 | | 2022 | | 2023 | |
|----------------------------|---|---|---|---|---|---|
| | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) |
| South Island Line | 3.3 | 6 - 7.5 | 3.3 | 6 - 7.5 | 3.3 | 6 - 7.5 |
| Kwun Tong Line | | | | | | |
| Tiu Keng Leng - Ho Man Tin | 2.1 | 3.5 - 5 | 2.1 | 3.5 - 5 | 2.1 | 3.5 - 5 |
| Ho Man Tin - Whampoa | 4.2 | 3.5 - 5 | 4.2 | 3.5 - 5 | 4.2 | 3.5 - 5 |
| Tsuen Wan Line | 2 | 3.5 - 5 | 2 | 3.5 - 5 | 2 | 3.5 - 5 |
| Disneyland Resort Line | 10 | 10 - 20 | 10 | 10 - 20 | 5 | 10 - 20 |
| Tung Chung Line | | | | | | |
| Hong Kong - Tsing Yi | 3 - 4 | 7 - 10 | 3 - 4 | 7 - 10 | 3 - 4 | 7 - 10 |
| Hong Kong - Tung Chung | 6 - 8 | 7 - 10 | 6 - 8 | 7 - 10 | 6 - 8 | 7 - 10 |
| Airport Express | 15 | 30 | 15 | 15 | 10 | 10 |

Note 1: The figures tabulated above are the train frequencies on weekdays.

Note 2: East Rail Line only operated between Hung Hom and Sheung Shui before the commissioning of its cross-harbour extension on 15 May 2022.

Note 3: Due to the COVID-19 pandemic, services at Lo Wu Station and Lok Ma Chau Station were suspended since 4 February 2020. Lok Ma Chau Station and Lo Wu Station were reopened on 8 January and 6 February 2023 respectively.

Train Frequencies of the Light Rail System^(Note 1)

| Light Rail Route ^(Note 2) | 2021 | | 2022 | | 2023 | |
|---|---|---|---|---|---|---|
| | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) | Frequency during the morning peak hours (minutes) | Frequency during the non-peak hours (minutes) |
| 505 | 6 - 10 | 9 - 17 | 6 - 10 | 10 - 18 | 6 - 11 | 10 - 18 |
| 507 | 5 - 9 | 8 - 15 | 5 - 9 | 7 - 16 | 6 - 9 | 7 - 16 |
| 610 | 6 - 10 | 6 - 17 | 8 - 10 | 9 - 17 | 8 - 10 | 9 - 17 |
| 614 | 14 - 18 | 12 - 23 | 12 - 18 | 12 - 23 | 12 - 18 | 12 - 23 |
| 614P | 7 - 12 | 10 - 16 | 9 - 13 | 11 - 16 | 8 - 13 | 11 - 19 |
| 615 | 14 - 18 | 14 - 24 | 14 - 18 | 15 - 24 | 14 - 18 | 14 - 24 |
| 615P | 7 - 12 | 10 - 16 | 9 - 12 | 10 - 19 | 9 - 13 | 10 - 19 |
| 705 | 5 - 7 | 7 - 12 | 5 - 7 | 7 - 12 | 5 - 7 | 7 - 12 |
| 706 | 4 - 7 | 7 - 13 | 5 - 7 | 7 - 12 | 5 - 7 | 7 - 12 |
| 751 | 5 - 9 | 7 - 17 | 5 - 11 | 8 - 17 | 7 - 12 | 8 - 17 |
| 761P | 4 - 7 | 6 - 15 | 5 - 8 | 6 - 15 | 5 - 8 | 6 - 15 |

Note 1: The figures tabulated above are the train frequencies on weekdays.

Note 2: Special departures of routes 506P, 507P and 751P are arranged to run at morning peak hours on weekdays as service enhancement for critical links.

Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under MTRCL's Control**Kwun Tong Line**

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 12 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 16 | 14 | 2 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2023 | 17 | 17 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |

Tsuen Wan Line

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 6 | 4 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2022 | 5 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 40 |
| 2023 | 8 | 8 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Island Line

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 9 | 9 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2022 | 7 | 7 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2023 | 5 | 5 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Tseung Kwan O Line

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 14 | 13 | 1 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2022 | 11 | 10 | 1 | 8 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 15.4 |
| 2023 | 6 | 6 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |

Tuen Ma Line

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 19 | 19 | 0 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2022 | 12 | 12 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2.4 |
| 2023 | 18 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Tung Chung Line

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 10 | 9 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 7 | 4 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 10 | 8 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Disneyland Resort Line

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 40 |
| 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Airport Express

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-----------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure Note 2 | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 4 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 5 | 4 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Light Rail

| Year | Number | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|--------|-------------------------------------|---------------|--------------------------------|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less Note 1 | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | Equipment failure ^{Note 2} | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2021 | 14 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 18 | 16 | 2 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 18 | 14 | 4 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 17 |

Note 1 : According to the existing railway incident reporting mechanism, MTRCL is required to notify TD within eight minutes of any railway incident which has caused train service disruption of eight minutes or is expected to cause disruption of eight minutes or more. For service disruption of less than eight minutes, the impact on passengers is comparatively minimal and MTRCL is not required to notify TD. Hence TD does not have the number of incidents with service disruption of less than eight minutes.

Note 2 : Equipment failure includes station equipment failure, infrastructure, rolling stock failure, etc.

Note 3 : After the review of 2023 Fare Adjustment Mechanism, there is an increase in the amount to be set aside for incidents that cause disruptions of more than three hours and the maximum amount to be set aside per incident, as well as an introduction of a peak hour multiplier under the Service Performance Rebate.

- End -

CONTROLLING OFFICER'S REPLY

TLB163

(Question Serial No. 2409)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the development and implementation of smart mobility initiatives and the application of technologies in traffic management, will the Government advise this Committee of the following:

1. the Government's objectives of implementing smart mobility, the implementation timetable, the estimated expenditure and the staff establishment in 2024-25;
2. the cumulative number of downloads of "HKeMobility" mobile application, the average daily hit rate and the operating expenditure incurred for maintaining "HKeMobility" in each of the past three financial years;
3. whether provisions have been earmarked for developing smart motorways and geocoding, and establishing benchmark data for alignment with the Mainland with a view to enhancing the connectivity with other Mainland cities in the Greater Bay Area (GBA); if yes, the details, if no, the reasons; and
4. whether performance indicators have been set for implementing smart mobility in Hong Kong; if yes, the details; if no, the reasons.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 25)

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 and the expected implementation timetable of the various smart mobility initiatives in 2024-25 are tabulated as follows:

| Smart Mobility Initiatives | Estimated Expenditures in 2024-25 | Expected Timing of Implementation |
|--|-----------------------------------|---|
| Smart Transport Infrastructure | | |
| 1. Implement HKeToll at government tolled tunnels and the Tsing Sha Control Area | \$465 million | Implemented in 2023 |
| 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 | \$19 million | Ongoing |
| 3. Implement real-time adaptive traffic signal system at suitable independent signalised junctions across the territory for the adaptation of traffic signal timing in response to vehicular and pedestrian flows, thereby making the most of the capacity of the signalised junctions | (Note 1) | Commence within 2024 |
| 4. Commission a consultancy study on the latest regulatory framework and current technical standards for autonomous vehicles in the Mainland and overseas countries to finalise the technical details of the Code of Practice and make timely updates in future | \$75,000 | 2024-25 |
| 5. Take forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that section, testing the technologies and understanding the driving habits of motorists when using the smart motorway | \$19.6 million | Aim at launching a pilot scheme in 2024 |

| Smart Mobility Initiatives | Estimated Expenditures in 2024-25 | Expected Timing of Implementation |
|--|---|-----------------------------------|
| Data Sharing and Analytics | | |
| 6. 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 | Ongoing |
| 7. 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 | \$6 million | Ongoing |
| 8. Continue to maintain and improve the Traffic Data Analytics System to enhance traffic management and efficiency | \$2.6 million | Ongoing |
| 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 is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved. | Ongoing |
| 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 is undertaken by existing staff of TD. There is no separate breakdown of the expenditure involved. | Ongoing |
| 11. Operate the \$1 billion Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology | \$190.4 million (including estimated approved funding and administrative costs of the Fund) | Ongoing |

| Smart Mobility Initiatives | Estimated Expenditures in 2024-25 | Expected Timing of Implementation |
|---|--|--|
| 12. Manage, operate and maintain the parking meter system, which supports multiple payment systems (including Faster Payment System and remote payment with mobile app “HKeMeter”) and provide real-time parking vacancy information. The Government will continue to install parking meters at suitable locations and enhance the parking meter system | \$59.35 million | Ongoing |
| 13. Commission APS 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 | \$1.2 million (Note 2) | Information of the current APS projects is listed at <u>Annex</u> |
| 14. Continue to operate the sensors installed at some non-metered on-street parking spaces to provide real-time parking vacancy information | \$0.3 million | Ongoing |

Note 1: The Government plans to seek funding from the Legislative Council within 2024 for implementing real-time adaptive traffic signal system at suitable independent signalised junctions across the territory.

Note 2: 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 has been/will be sought from the Legislative Council. The relevant works expenditure is not included in the amount stated in the above table.

Except for item 11 above 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 also 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 total amount of the Fund.

2. The cumulative number of downloads of “HKeMobility” mobile application (“HKeMobility” app) and the average daily hit rate in each of the past three financial years are as follows:

| Financial Year | Cumulative Number of Downloads | Average Daily Hit Rate |
|---|---------------------------------------|-------------------------------|
| 2021-22 | About 2.6 million | About 50 000 |
| 2022-23 | About 2.6 million | About 70 000 |
| 2023-24 (as at the end of February 2024) | Over 2.6 million | About 160 000 |

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

| Financial Year | Operating Expenditure (\$) |
|-----------------------|-----------------------------------|
| 2021-22 | 4,520,000 |
| 2022-23 | 4,130,000 |
| 2023-24 | 3,420,000 |

Remark: Expenditure rounded to nearest \$10,000

3. In December 2023, the Government reported to the Legislative Council the initial recommendations of the Traffic and Transport Strategy Study, which recommended suitably introducing the design of smart motorways management system into the major road projects under planning to enhance road carrying efficiency for meeting future transport development needs. The design and construction costs of the relevant systems depend on the detailed designs of individual projects and will be included in individual projects’ estimates.

Besides, the Development Bureau (DEVB) launched the machine-readable “GeoAddress” in the fourth quarter of 2021, covering about 190 000 building addresses on the map of Hong Kong. At the end of 2022, DEVB developed the web-based tool “GeoSpatialiser” on the Common Spatial Data Infrastructure portal for geo-referencing addresses, aiming to facilitate interoperability of address data from different sources and formats.

Based on the GeoAddress and 2D geographical coordinate system, the Government will explore to develop an alphanumeric geocoding system, which is easy to remember and identify (and machine-readable). The geocoding system should not only be compatible with the buildings covered by GeoAddress, but will also cover roads and the entire territory of Hong Kong. It is expected that it will facilitate the development of smart location-based services applications by public and private organisations and enhance their location search functions, thereby promoting the development of smart city in Hong Kong.

The Government will continue to enhance communication with other mainland cities in the GBA to facilitate data sharing and connectivity in the area.

4. To facilitate the development of smart mobility, TD published the “Smart Mobility Roadmap for Hong Kong” (the Roadmap) in 2019, setting out a holistic and coherent strategy to progressively implement various smart mobility initiatives in Hong Kong. In the past few years, TD implemented a number of smart mobility initiatives according to the Roadmap, including installing real-time adaptive traffic signal system at suitable independent signalised junctions, commissioning APS pilot projects and implementing HKeToll at government tolled tunnels and the Tsing Sha Control Area. Upon completion of the projects, TD will continue to assess and monitor their implementation on an ongoing basis. All projects are found to have met the targets.

Apart from improving the existing initiatives, TD will progressively take forward other smart mobility initiatives to enhance commuting convenience for the public.

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) |
|--|---|------------------------------|-------------------------------|---|
| A. APS in STT car parks | | | | |
| STT Car Park at Hoi Shing Road, Tsuen Wan | Puzzle stacking | December 2020 | Commissioned in November 2021 | 245 |
| STT Car Park at Pak Shek Kok, Tai Po | Puzzle stacking | December 2021 | Commissioned in December 2022 | 250 |
| STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po | Puzzle stacking | February 2023 | 2024 (Tentative) | About 210 |
| STT Car Park at Hoi Wang Road, Yau Ma Tei | Puzzle stacking | July 2023 | 2024 (Tentative) | About 200 |
| B. APS in public works projects | | | | |
| Joint-user Government Office Building in Area 67, Tseung Kwan O | Puzzle stacking | September 2020 | 2025 (Tentative) | About 380 |
| District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street | Vertical lifting and horizontal sliding | May 2022 | 2026 (Tentative) | About 300 |
| Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po | Circular shaft lifting | August 2023 | 2026 (Tentative) | About 200 |
| Main works of Amenity complex in Area 103, Ma On Shan | Puzzle stacking | To be determined* | | About 350 |
| Town Park with Public Vehicle Park in Area 66, Tseung Kwan O | Puzzle stacking | To be determined# | | About 450 |
| Hoi Ting Road Joint-user Complex | Puzzle stacking | To be determined# | | About 170 |

* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction and expected commissioning date are to be determined.

The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and expected commissioning date are to be determined.

- End -

CONTROLLING OFFICER'S REPLY

TLB164

(Question Serial No. 2410)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of automated parking systems (APS), will the Government inform this Committee of the following:

1. the timetable for taking forward APS in 2024-25, and the staff establishment and estimated expenditure involved;
2. the details of the implementation of APS in the past three financial years, including the locations, APS types, numbers of parking spaces, commencement dates of construction, commissioning dates and expenditures involved;
3. the number of parking spaces in public car parks across the territory and the percentage of APS in the past three financial years and the coming financial year; and
4. the measures taken to speed up the implementation of APS at more locations.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 26)

Reply:

1. and 2. The Transport Department (TD) has kept under review the latest developments in the application of automated parking system (APS) worldwide. With the technology of APS for private cars reaching a mature stage, TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable short-term tenancy (STT) car parks and public works projects. Details of taking forward APS projects in the past three years and 2024-25 are set out at **Annex**.

The preparatory work for APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved.

3. In the past three years, the number of parking spaces in public car parks across the territory is as follows:

| | December 2021 | December 2022 | December 2023 |
|---|----------------------|----------------------|----------------------|
| No. of parking spaces in public car parks | 203 900 | 205 000 | 207 200 |

As the provision of new parking spaces depends on a number of factors, including local consultation and the implementation progress of individual development projects, it is difficult for TD to accurately estimate the number of additional parking spaces to be provided in public car parks in the coming year. TD also does not have figures on APS in privately-operated car parks. For public works projects with APS being taking forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average.

4. TD will continue to explore the use of APS as far as possible in suitable STT car parks in future, taking into account a host of factors including site constraints and cost-effectiveness. For future public works projects with public car parks, TD will invite the relevant works departments to actively consider the feasibility of using APS at the planning stage, with a view to speeding up the implementation of APS at more locations.

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) | Estimated Expenditure |
|--|---|------------------------------|-------------------------------|---|---|
| A. APS in STT car parks | | | | | |
| STT Car Park at Hoi Shing Road, Tsuen Wan | Puzzle stacking | December 2020 | Commissioned in November 2021 | 245 | Funded by the STT operator |
| STT Car Park at Pak Shek Kok, Tai Po | Puzzle stacking | December 2021 | Commissioned in December 2022 | 250 | Funded by the STT operator |
| STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po | Puzzle stacking | February 2023 | 2024 (Tentative) | About 210 | Funded by the STT operator |
| STT Car Park at Hoi Wang Road, Yau Ma Tei | Puzzle stacking | July 2023 | 2024 (Tentative) | About 200 | Funded by the STT operator |
| B. APS in public works projects | | | | | |
| Joint-user Government Office Building in Area 67, Tseung Kwan O | Puzzle stacking | September 2020 | 2025 (Tentative) | About 380 | \$5,228.4 M ¹ 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 | May 2022 | 2026 (Tentative) | About 300 | \$1,605.0 M ² in MOD prices |

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) | Estimated Expenditure |
|---|------------------------|-------------------------------------|--------------------------------------|--|--------------------------------------|
| Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po | Circular shaft lifting | August 2023 | 2026 (Tentative) | About 200 | \$777.9 M ³ in MOD prices |
| Main works of Amenity Complex in Area 103, Ma On Shan | Puzzle stacking | To be determined* | | About 350 | To be determined * |
| Town Park with Public Vehicle Park in Area 66, Tseung Kwan O | Puzzle stacking | To be determined# | | About 450 | To be determined # |
| Hoi Ting Road Joint User Complex | Puzzle stacking | To be determined# | | About 170 | 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 : The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction, expected commissioning date and estimated expenditure are to be determined.

The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and estimated expenditure are to be determined.

- End -

CONTROLLING OFFICER'S REPLY

TLB165

(Question Serial No. 2411)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), will the Government inform this Committee of the following:

1. Implementation details and expenditure involved for the first round of the Scheme.
2. Expected implementation timetable and estimated expenditure for the second round.
3. Number of imported workers who have completed training, successfully obtained a driving licence and commenced work, and their remuneration packages.
4. Whether the Scheme is effective in alleviating the acute manpower shortage being faced by the public light bus (PLB) trade and supporting the continual recovery of the business.
5. How will the Government evaluate the effectiveness of the Scheme?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 27)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - PLB/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the trades and enhancing the stability of the transport workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

1. & 2. The application period for the first round of the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After assessment by the inter-departmental liaison group comprising representatives from the Transport and

Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at Annex 1. TD already announced on 20 March 2024 that the application period for the second round of the Scheme is from 25 March to 26 April. The application procedures and detailed handling arrangement will be similar to those of the first round. The manpower and expenditure of TD involved in the implementation of the above Scheme are absorbed under the overall provision and establishment for TD, and cannot be separately identified.

3. The imported drivers are required to pass the driving test for the relevant vehicle class and obtain a certificate upon completion of the pre-service course, before being granted a full driving licence of the relevant vehicle class. The operators will arrange adequate route training for the imported drivers for route familiarisation before service commencement. As at 7 March 2024, a total of 109 imported drivers have taken up various driving jobs to serve the public. The Scheme further requires that the monthly wage levels of imported drivers should be no less than the median monthly wages of the relevant local jobs. The median monthly wages of the relevant local jobs are set out at Annex 2.
4. & 5. While implementing the Scheme, TD will maintain liaison with the relevant transport sectors to understand the views of both employees and employers on the Scheme through a stakeholder consultative group set up under the Scheme to engage representatives of both employees and employers. According to the discussion in the latest meeting of the consultative group at end-January 2024, representatives of both employees and employers agreed that the trade has long been facing the problems of acute manpower shortage of drivers and ageing drivers. Employer representatives shared the view that labour importation can alleviate the problem of acute driver shortage and expressed that they would continue to make efforts in employing local drivers. The Government will continue to maintain close liaison with stakeholders via the consultative group and review the Scheme in a timely manner having regard to the relevant views.

Annex 1

Numbers of applications and quotas allocated in the first round of application under the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade with a breakdown by job type

| Driver job type | Number of applications received | Number of driver quotas involved | Number of applications approved | Number of driver quotas allocated |
|-----------------------------|--|---|--|--|
| Public Light Bus Driver | 68 | 547 | 59 | 461 |
| Local Coach Driver | 32 | 689 | 23 | 262 |
| Cross-boundary Coach Driver | 18 | 365 | 16 | 246 |
| Total | 118 | 1 601 | 98 | 969 |

**Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade
Median monthly wages of relevant local driver jobs**

| Driver job type | Median monthly wage (\$) |
|-----------------------------|---------------------------------|
| Public Light Bus Driver | 14,300 |
| Local Coach Driver | 19,300 |
| Cross-boundary Coach Driver | 22,000 |

- End -

CONTROLLING OFFICER'S REPLY

TLB166

(Question Serial No. 2412)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On supporting the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric taxis”, will the Government inform this Committee of the following :

1. the staff establishment and expenditure involved;
2. the latest number of electric taxis (e-taxis) with approvals for operation in Hong Kong and their percentage in the overall number of taxis in Hong Kong.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 28)

Reply:

1. On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited and overseen by the Transport Department (TD).

The overseeing work of the implementation of the Loan Scheme is 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.

2. As at 29 February 2024, the number of licensed e-taxis is 36, which account for about 0.2% of 18 163 taxis in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

TLB167

(Question Serial No. 1880)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), will the Government inform this Committee of the following:

- (1) The number of quotas for application in the first round of the Scheme with a breakdown by type of post, the number of quotas allocated, number of quotas applied for but not allocated and the respective reasons for not allocating such quotas.
- (2) Regarding the allocated quotas referred to in (1), please list the company names of the applicants and the number of imported labour approved (with a breakdown by type of post), the number of approved imported labour who have arrived in Hong Kong and their median monthly wage.
- (3) Since the implementation of the Scheme, has the Government conducted any survey to study the impact of the Scheme on the remuneration packages of the relevant local workers? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 35)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the transport sectors and enhancing the stability of the driver workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

- (1) The application period for the first round of the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-

departmental liaison group comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at **Annex 1**.

Among the 20 cases rejected in the first round of applications, four were withdrawn voluntarily by the applicants, and the remaining 16 were not approved as the applicants failed to meet the basic requirements of the Scheme, with reasons including not satisfying the requirements relating to local recruitment or the manning ratio requirement of full-time local staff and imported labour, or the applicants not being holders of valid passenger service licences. Among the 98 applications approved, 15 were not allocated with all the quotas applied for as they failed to meet the manning ratio requirement of full-time local staff and imported labour (i.e. 2:1).

- (2) A total of 98 operators have been allocated with quotas covering PLB drivers and coach drivers. Arrangements have been made for the imported drivers to come to Hong Kong in batches to attend driving training and pre-service course for obtaining a full driving licence of the relevant vehicle class. The operators will also arrange adequate route training for the imported drivers before service commencement. The Scheme further requires that the monthly wage levels of imported drivers should be no less than the median monthly wages of the relevant local jobs. As at 7 March 2024, the number of imported drivers having arrived in Hong Kong and the median monthly wages of the relevant jobs are set out at **Annex 2**.
- (3) While implementing the Scheme, through a stakeholder consultative group set up to engage representatives of the relevant transport sectors and labour unions, TD has been listening to the views of various parties on the Scheme, including the local workers' concerns as reflected by the representatives of labour unions at the group's meetings. According to the discussion in the latest meeting of the consultative group at end-January 2024, both sides of employees and employers agreed that the trade has long been facing the problems of acute manpower shortage of drivers and ageing drivers. Employer representatives expressed that they would continue to make efforts in employing local drivers. The Government will continue to maintain close liaison with stakeholders via the consultative group and review the Scheme in a timely manner having regard to the relevant views.

Annex 1

**Numbers of applications and quotas allocated in the first round of application under
the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach
Trade with a breakdown by job type**

| Driver job type | Number of applications received | Number of driver quotas involved | Number of applications approved | Number of driver quotas allocated |
|-----------------------------|--|---|--|--|
| Public Light Bus Driver | 68 | 547 | 59 | 461 |
| Local coach Driver | 32 | 689 | 23 | 262 |
| Cross-boundary Coach Driver | 18 | 365 | 16 | 246 |
| Total | 118 | 1 601 | 98 | 969 |

Annex 2

**Labour Importation Scheme for Transport Sector
- Public Light Bus/Coach Trade
Median monthly wages of the relevant jobs
with a breakdown by job type**

| Driver job type | Number of operators with driver quotas allocated | Number of drivers having arrived in Hong Kong^(Note) | Median monthly wages of the relevant jobs (\$) |
|-----------------------------|---|---|---|
| Public Light Bus Driver | 59 | 173 | 14,300 |
| Local coach Driver | 23 | 38 | 19,300 |
| Cross-boundary Coach Driver | 16 | 112 | 22,000 |
| Total | 98 | 323 | N/A |

Note: As at 7 March 2024

- End -

CONTROLLING OFFICER'S REPLY

TLB168

(Question Serial No. 1882)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government inform this Committee of the following:

1. in the past 5 years, (i) the monthly subsidy amount and (ii) the monthly number of beneficiaries, with a breakdown by the following categories: \$0.1 to \$100, \$100.1 to \$200, \$200.1 to \$300, \$300.1 to \$400 and \$400.1 to 500;
2. in the past 5 years, (i) the monthly number of beneficiaries having collected subsidy and the respective percentage in the total number of beneficiaries, and (ii) the monthly amount of subsidy collected and the respective percentage in the total subsidy amount; and
3. as it is noted that the Government has been conducting regular assurance exercises on public transport operators' systems of internal controls and conducting analytical reviews of operating information provided by operators to avoid the risks of abuse under the Scheme, the manpower and expenditure involved in the relevant work; and whether any public transport operator has been found abusing the Scheme since the implementation of the Scheme; if yes, the details of the abuse and the follow-up actions taken by the Government.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 37)

Reply:

1. The Government introduced the Scheme in 2019, which was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020

to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly subsidy amount and average monthly number of beneficiaries in the past five years are set out in **Table 1**.

Table 1:

| Year | Total subsidy amount (\$ million) | Average monthly subsidy amount (\$ million) | Average monthly number of beneficiaries (rounded off to the nearest thousand) |
|-------------|--|--|--|
| 2019 | 1,874 | 156.1 | 2 143 000 |
| 2020 | 2,147 | 178.9 | 1 982 000 |
| 2021 | 3,709 | 309.1 | 2 999 000 |
| 2022 | 2,837 | 236.4 | 2 274 000 |
| 2023 | 3,909 | 325.7 | 3 036 000 |

The distribution of beneficiaries by monthly subsidy amount and by year in the past five years is set out in **Table 2**.

Table 2:

| Monthly subsidy amount | Average monthly number of beneficiaries (rounded off to the nearest thousand)^{Note 1} | | | | |
|-------------------------------|---|-----------|----------------------------|----------------------------|----------------------------|
| | 2019 | 2020 | 2021 | 2022 | 2023 |
| \$0.1 to \$100.0 | 1 583 000 | 1 291 000 | 1 756 000 | 1 327 000 | 1 732 000 |
| \$100.1 to \$200.0 | 438 000 | 490 000 | 837 000 | 625 000 | 836 000 |
| \$200.1 to \$300.0 | 117 000 | 148 000 | 293 000 | 226 000 | 321 000 |
| \$300.1 to \$400.0 | N/A | 49 000 | 84 000 | 68 000 | 103 000 |
| \$400.1 to \$500.0 | N/A | N/A | 32 000 ^(Note 2) | 35 000 ^(Note 2) | 45 000 ^(Note 2) |

Note 1: Due to rounding, the average monthly numbers of beneficiaries for each year do not add up to the totals shown in Table 1.

Note 2: The figures only include the monthly average from April to December 2021 and from May 2022 to October 2023, when the monthly subsidy cap was temporarily increased to \$500.

2. Under the Scheme, the subsidy for each month is valid for collection within three months. 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. The (i) number of beneficiaries having collected their subsidies and their percentages in relation to the total numbers of beneficiaries and (ii) the amounts of subsidy collected and their percentages in relation to the total amounts of subsidy from 2019 to 2023 (up to October) are set out in the table below:

| Year | Number of beneficiaries having collected their subsidies | | Amount of subsidy collected | |
|-------------------------------------|--|---|---|--|
| | Average monthly number of beneficiaries having collected their subsidies (rounded off to the nearest thousand) | Percentage in the total number of beneficiaries | Average monthly subsidy amount collected (\$ million) | Percentage in the total subsidy amount |
| 2019 | 1 786 000 | 83% | 141.1 | 90% |
| 2020 | 1 611 000 | 81% | 161.5 | 90% |
| 2021 | 2 640 000 | 88% | 292.3 | 95% |
| 2022 | 2 029 000 | 89% | 224.6 | 95% |
| 2023 (up to October) (Note 3) | 2 725 000 | 84% | 324.9 | 93% |

Note 3: The subsidy for November 2023 onwards remains valid for collection as at early March 2024 and hence is not included in the table.

3. The Transport Department (TD) has adopted a series of monitoring measures to ensure proper use of public funds and minimise risks of abuse. The participating public transport operators are required to establish a set of audit and assurance standards to strengthen their internal control and submit to the Government assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants on a yearly basis. In addition, the monitoring measures taken by TD include conducting regular transport surveys to gather operational data and passenger statistics, verifying the operational data submitted by the operators, checking the transaction records in the Octopus payment system, etc. Except for the transport surveys, monitoring measures under the Scheme are undertaken by TD's existing staff and there is no separate breakdown of the manpower and expenditure involved. As for the transport surveys, expenditure involved in 2023-24 was about \$1.5 million. Since the launch of the Scheme, there have been three suspected fraud cases involving the staff of public transport operators. All the three cases were referred to the Police for investigation and follow-up actions.

CONTROLLING OFFICER'S REPLY

TLB169

(Question Serial No. 2532)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On continuing to oversee the provision 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", please inform this Committee of the following:

1. For the automated parking system (APS) projects being taking forward, please advise on the utilisation rates of the car parks already commissioned, and the manpower and maintenance costs involved. Please also advise on the progress of the remaining projects, including date of works commencement, the expected date of commissioning, and the expenditure involved; and
2. Sham Shui Po residents have a keen demand for public parking spaces, and the Open Space with Public Vehicle Park at Yen Chow Street West is much awaited. In view of this, will the Government consider expediting the progress of construction? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 37)

Reply:

1. Information of the current APS projects is listed at Annex. APS projects commissioned include short-term tenancy (STT) car parks at Hoi Shing Road in Tsuen Wan and Pak Shek Kok in Tai Po. As APS in the two car parks are funded and operated by STT tenants on a commercial basis, the Transport Department (TD) does not have information on their utilisation rates, and the manpower and maintenance costs involved.
2. In accordance with the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023, the project of the Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po would commence upon obtaining funding approval, with a target to complete in about three years. The construction works have commenced in August 2023 for completion in 2026. The project involves carrying out deep basement excavation works, and there are various site constraints such as confined site area, drainage reserved area and

emergency vehicular access reserved for adjacent transitional housing. All these factors have posed challenges to the works and the current works programme is already tight. We will closely monitor the construction process and urge the contractor to complete the works as scheduled.

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) | Estimated Expenditure |
|--|---|------------------------------|-------------------------------|---|---|
| A. APS in STT car parks | | | | | |
| STT Car Park at Hoi Shing Road, Tsuen Wan | Puzzle stacking | December 2020 | Commissioned in November 2021 | 245 | Funded by the STT operator |
| STT Car Park at Pak Shek Kok, Tai Po | Puzzle stacking | December 2021 | Commissioned in December 2022 | 250 | Funded by the STT operator |
| STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po | Puzzle stacking | February 2023 | 2024 (tentative) | About 210 | Funded by the STT operator |
| STT Car Park at Hoi Wang Road, Yau Ma Tei | Puzzle stacking | July 2023 | 2024 (tentative) | About 200 | Funded by the STT operator |
| B. APS in public works projects | | | | | |
| Joint-user Government Office Building in Area 67, Tseung Kwan O | Puzzle stacking | September 2020 | 2025 (tentative) | About 380 | \$5,228.4 M ¹ 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 | May 2022 | 2026 (tentative) | About 300 | \$1,605.0 M ² in MOD prices |
| Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po | Circular shaft lifting | August 2023 | 2026 (tentative) | About 200 | \$777.9 M ³ in MOD prices |

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) | Estimated Expenditure |
|--|-----------------|-------------------------------------|--------------------------------------|--|------------------------------|
| Main works of Amenity Complex in Area 103, Ma On Shan | Puzzle stacking | To be determined* | | About 350 | To be determined* |
| Town Park with Public Vehicle Park in Area 66, Tseung Kwan O | Puzzle stacking | To be determined# | | About 450 | To be determined# |
| Hoi Ting Road Joint-user Complex | Puzzle stacking | To be determined# | | About 170 | 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 : The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction, commissioning date and estimated expenditure are to be determined.

The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and estimated expenditure are to be determined.

- End -

CONTROLLING OFFICER'S REPLY

TLB170

(Question Serial No. 3242)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Up to February 2024, how much resources have been allocated to publicity of HKeToll, the free-flow tolling service?
2. Further to the above question, please set out the activities and works organised by the Transport Department (TD) on promotion of HKeToll in the past year.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 20)

Reply:

1. To tie in with the implementation of the free-flow tolling service of HKeToll at government tolled tunnels and the Tsing Sha Control Area (TSCA), the Government has respectively engaged, through open tender, a toll service provider (TSP) and a contractor to provide services for the collection of tolls, operation and maintenance of the HKeToll backend system and on-site equipment etc., which also include the launch of publicity activities relating to the implementation of HKeToll. As at 29 February 2024, the recurrent expenditure of the aforesaid duties under the contract was \$128 million in 2023-24. The contract does not provide a breakdown of the expenditure on publicity. Apart from the publicity activities of TSP, the Transport Department (TD)'s expenditure on promoting HKeToll was about \$900,000 in 2023-24.
2. TD has been promoting the implementation arrangements of HKeToll to vehicle owners and the transport trades through various channels, providing operational details and useful information on the use of HKeToll, and appealing to vehicle owners and the transport trades to complete the three-step process for HKeToll service as soon as possible, including (1) application for a vehicle tag, (2) opening an HKeToll account and (3) setting up an automatic payment means. From TD's announcement of the first implementation of HKeToll in TSCA in early 2023, the Government's major publicity activities on promoting HKeToll to registered vehicle owners and the transport trades were as follows:

(a) Registered vehicle owners

- (i) TV and radio announcements;
- (ii) media briefings and press releases;
- (iii) interviews on radio and television programmes;
- (iv) display of publicity banners at outdoor areas of government tolled tunnels, TSCA and designated TD's car parks;
- (v) distribution of leaflets at toll booths, announcement broadcasts inside tunnel tubes and dissemination of messages on variable message signs;
- (vi) uploading of the HKeToll easypack and instructional video clips on the HKeToll website;
- (vii) joint production of special highlights and instructional video clips with the media to brief on the operational and useful information of HKeToll, and address matters of concern on HKeToll through programmes; and
- (viii) issue of letters to major property management companies, appealing for encouragement of their residents to apply for HKeToll.

(b) Transport trade

- (i) attendance at meetings of the transport trades and organisation of workshops and seminars to provide detailed information to the trades on the application and use of HKeToll, give illustration to associations and groups interested in understanding HKeToll, and provide assistance in opening a HKeToll account, checking the transaction records, topping up stored value, making payment in arrears and managing tolls for the fleet;
- (ii) provision of outreach services to the transport trades to illustrate the toll splitting arrangement, and assist agents and drivers in opening accounts;
- (iii) publication of HKeToll information in trade newsletters; and
- (iv) launch of the Transport Trade Pilot Scheme to invite stakeholders of the transport trades for trial use of HKeToll.

- End -

CONTROLLING OFFICER'S REPLY

TLB171

(Question Serial No. 3259)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

HKeToll has brought convenience to motorists and shortened journey time. What are the annual budget which the Transport Department (TD) planned for maintaining its service, and the manpower required?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 38)

Reply:

HKeToll, the free-flow tolling service, was smoothly implemented at seven government tolled tunnels and the Tsing Sha Control Area (namely, the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023.

The Government has respectively engaged, through open tender, a toll service provider and a contractor to provide services for the collection of tolls, and operation and maintenance of the HKeToll backend system and on-site equipment, and prepare for the implementation of HKeToll after the Government's takeover of Tai Lam Tunnel in May 2025. The estimated recurrent expenditure in 2024-25 for performing the above tasks under the contract is \$250 million. As the implementation of HKeToll is 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

TLB172

(Question Serial No. 1551)

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

Question:

The Transport Department (TD) has indicated that to achieve full automation, it will embark on the introduction of various electronic licensing initiatives, which includes to accept the presentation of electronic driving licence via mobile application; to issue electronic form of permits; to digitalise the information on vehicle licence so that vehicle owners will no longer need to replace their paper-form vehicle licence upon each renewal after the first issuance. In this connection, please inform this Committee of the following:

1. the work progress and review of the aforesaid preparatory work in the past financial year;
2. the implementation timetable and prioritisation for taking forward the relevant automation initiatives; and
3. the plan and projected progress of the relevant work in the coming year.

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 12)

Reply:

TD is committed to developing online licensing services to allow the public to use the digital signing and/or “e-ME” form filling functions of “iAM Smart” to submit licensing applications via a mobile phone or computer anytime anywhere. This will allow the public to complete the entire application process in shortened time and with enhanced convenience, without having to queue up for counter services at the Licensing Offices. The licence or permit issued will be sent to the applicant by registered mail. Regarding the electronic licensing initiatives and related preparatory work mentioned in the question, our progress and plans for the coming year are as follows:

- (a) **Electronic permits (e-Permits)** - TD has rolled out 13 electronic form of permits by phases since 2022 and expects to have all the 14 e-Permits launched within 2024. E-permits are issued in portable document format (pdf) and sent to applicants by email for printing and display.

- (b) **Electronic Vehicle Licence (eVL)** - TD plans to launch eVL, upon which the paper-form vehicle licence (VL) printed with an expiry date will no longer be issued. After obtaining the first paper-form VL without the expiry date printed thereon, vehicle owners will no longer need to replace their paper-form VLs upon each renewal. Meanwhile, TD will set up a free-of-charge online enquiry platform for vehicle owners to check their VL expiry dates. TD also plans to streamline the requirements on the supporting documents to be submitted for VL renewal application, including conducting computerised automatic verification at the backend system so that applicants will no longer need to submit certificates of roadworthiness, vehicle registration documents, and third party risk insurance policies, with the process gradually moving towards full automation. TD is carrying out the preparatory work on legislative amendments. TD plans to launch eVL within 2024 upon passage of the relevant legislative amendments and completion of the system enhancements.
- (c) **Electronic Driving Licence (eDL)** - TD plans to introduce the eDL as an additional form of DL. While the physical DL will continue to be issued, the eDL will be presented via a mobile application with the authentication by “iAM Smart”. The licence holder may then choose to bring along either the physical DL or the eDL. TD is carrying out the preparatory work on legislative amendments. We expect to launch eDL between late 2024 and early 2025 upon passage of the relevant legislative amendments and completion of the system enhancements.

Apart from the above three electronic licensing initiatives, TD also plans to introduce the e-licensing Portal and the Online Auction Platform for Vehicle Registration Marks in 2024. Details are as follows:

- (a) **e-licensing Portal** – TD is planning to launch a one-stop-service online platform to better facilitate the public to manage their licences and permits with TD. Having registered with the e-licensing Portal, members of the public may at any time check the information and expiry dates of their driving licences, vehicle licences and permits as well as records of driving offence points, receive reminders on soon-to-expire licences, and enquire about the progress and results of their online licensing applications. Upon identity authentication through the e-licensing Portal, users may also access the other electronic licensing services provided by TD, including the aforesaid eDL to be launched. We expect to roll out this measure in mid-2024.
- (b) **Online Auction Platform for Vehicle Registration Marks** – TD is planning to launch an online auction platform that enables members of the public to bid for vehicle registration mark, pay the auction price and receive the relevant auction information after registration through “iAM Smart +” or using their email address. The measure is expected to be launched in the fourth quarter of 2024.

- End -

CONTROLLING OFFICER'S REPLY

TLB173

(Question Serial No. 1572)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Both pedestrian and vehicular flows are high at public transport interchanges (PTIs), and PTIs of traditional design often require pedestrians to cross vehicle lanes. In this connection, please advise this Committee of the following:

1. What are the numbers of traffic accidents at PTIs across the territory resulting in pedestrian injuries in the past five years?
2. In designing new PTIs and renovating old ones, has the Government drawn on experience elsewhere, such as the bus passenger waiting area at Yue Man Square, Kwun Tong, which separates pedestrians from vehicles, and applied the same approach for new PTIs or in new development areas? If yes, what are the details? If no, what are the reasons?
3. Has the Government measured the air quality, temperature and humidity at different PTIs in different seasons and times to see whether the places are suitable for passengers to wait for their rides?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 33)

Reply:

1. Numbers of traffic accidents at public transport interchanges (PTIs) involving vehicle-pedestrian collision from January 2019 to February 2024 are set out in the table below:

| Year | Number of traffic accidents |
|-------------|------------------------------------|
| 2019 | 31 |
| 2020 | 27 |
| 2021 | 33 |
| 2022 | 43 |
| 2023* | 44 |

| Year | Number of traffic accidents |
|----------------------------|------------------------------------|
| 2024 (as at February) * | 3 |

* Provisional figures

- For new PTIs, parties involved in their construction (including private developers, public organisations or government departments) are to follow the guidelines of the Transport Planning and Design Manual (the Manual) in planning and designing the PTIs and related facilities, and to consult relevant government departments, including the Transport Department (TD), on their views and requirements concerning the proposed design. The standards on design and technical details set out in the Manual have taken into account the latest knowledge and experience in transport planning and design. For example, new PTIs are required to adopt saw-tooth bus bays as far as possible, such that passengers do not have to cross the driveway at the terminus, thereby separating pedestrians from vehicles.

Apart from taking into account the standards in the Manual, professionals designing the PTIs should also draw up suitable design proposals based on their professional judgment and the actual on-site situation. Factors for consideration should include the overall design and space availability of the main development building, geographical environment, supporting facilities in the surrounding, etc. Upon receiving the design proposals from the relevant organisations, TD will scrutinise the technical details of the projects (including the overall layout, bus bay arrangements, walkways, etc.) and put forward views on passenger facilities at the PTIs, requiring or encouraging relevant organisations to provide passengers with a better waiting environment wherever feasible.

Also, the Government remains committed to improving the waiting environment of the existing PTIs and providing appropriate facilities where practicable. Recently, the Government has completed a series of upgrading works at the Ma On Shan Town Centre Public Transport Terminus, including conversion of the traditional parallel bus bays into saw-tooth bus bays and provision of air-conditioned passenger waiting hall with seats, passenger information display panel and real-time bus arrival display panels, in order to provide a convenient and comfortable waiting environment.

- The Environmental Protection Department issued the Practice Note for Professional Persons - Control of Air Pollution in Semi-Confined Public Transport Interchanges (Practice Note) to set out the air quality guidelines for covered PTIs, as well as the design of the PTIs and operation and maintenance of the systems required to meet the air quality guidelines. The air quality guidelines specify concentration limits on carbon monoxide, sulphur dioxide and nitrogen dioxide, but no indicators as to temperature and humidity are included.

There are currently 73 covered PTIs under TD's management. TD and the Electrical and Mechanical Services Department (EMSD) jointly measure the air quality at each of these PTIs about once every two years, regularly monitor the operation of their ventilation systems, and carry out repair and maintenance works as appropriate. Every air quality measurement exercise covers 24 hours throughout the day, including both the morning and evening peak hours, and collects data on the concentration of the relevant

air pollutants. Having regard to the measurements results and actual needs, TD will work with EMSD to consider whether suitable follow-up actions are required for improving the ventilation at individual PTIs, such as extending the daily operating hours of ventilation systems, increasing the ventilation volume, cleaning the ventilation systems, replacing or upgrading system components, installing additional ventilation equipment and strengthening the management of switching off idling engines, etc.

- End -

CONTROLLING OFFICER'S REPLY

TLB174

(Question Serial No. 1573)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On supporting the implementation of the “Northbound Travel for Hong Kong Vehicles” and formulation of “Southbound Travel for Guangdong Vehicles”, will the Government advise this Committee whether there is any concrete plan to provide a one-stop service for the members of the public to submit application, take out insurance and make appointment for vehicle inspection? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 34)

Reply:

To facilitate the application for “Northbound Travel for Hong Kong Vehicles” (the Scheme) by members of the public, the Transport Department (TD) has launched a one-stop online application system (www.hzmbqfs.gov.hk) to process balloting, application and travel booking, with details as follows:

- (a) Registration for balloting: Eligible applicants may register for computer ballot via the aforesaid designated website;
- (b) Submission of applications: Successful balloting applicants with quotas allocated may submit applications via the aforesaid designated website within the specified time slot and make online fee payment to TD for Closed Road Permit (CRP) application. Upon receipt of applications, TD will conduct preliminary vetting based on the submitted information before uploading them for the Mainland authorities' further assessment. The applicants are required to access the Mainland Information System to continue with the required procedures, including vehicle inspection at designated centres in Hong Kong as notified by the Mainland authorities, taking out “Compulsory Traffic Accident Liability Insurance for Motor Vehicles” or “unilateral recognition” insurance and visiting self-registration centres in the Mainland for filing records as necessary. Upon notification of endorsed assessment results from the Mainland authorities, TD will send the CRP to the applicants by post; and

- (c) Booking for travel: Applicants may reserve the date and time for travelling via the aforesaid designated website.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangements of the Scheme in a timely manner.

On the “Southbound Travel for Guangdong Vehicles”, the Hong Kong Special Administrative Region Government welcomes visitors to Hong Kong and embraces the commitment to promoting convenient and smooth flow of personnel under the concept of joint development in the Guangdong-Hong Kong-Macao Greater Bay Area. To achieve this goal and better leverage the Hong Kong-Zhuhai-Macao Bridge, we are actively working with the relevant Mainland authorities on the master specific plan of the “Southbound Travel for Guangdong Vehicles” and the details will be announced in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB175

(Question Serial No. 1574)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (4) Management of Transport Services
Controlling Officer: Commissioner for Transport (Ms Angela LEE)
Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the preparatory work for the expiry of the franchise of the Tai Lam Tunnel, will the Government advise this Committee of the following:

Upon the takeover of the Tai Lam Tunnel, does the Government have any concrete measures to enable the Tai Lam Tunnel to effectively contribute to diverting the traffic so as to alleviate the current traffic congestion on Tuen Mun Road?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 35)

Reply:

The “Build-Operate-Transfer” franchise of Tai Lam Tunnel will expire in May 2025, after which it will be taken over by the Government to become a government tunnel. The Transport and Logistics Bureau and the Transport Department have set up an inter-departmental working group to carry out the necessary preparatory work for the takeover of the tunnel, including the preparation for setting up HKeToll to facilitate the implementation of free-flow tolling service as soon as possible after the takeover.

Tunnel tolling is an important traffic management measure which can effectively regulate traffic and optimise the use of limited road space. Moreover, tunnels are important assets of the Government, the operation of which involves relatively higher cost and more allocation of resources when comparing with other roads. We are reviewing the future toll levels of the Tai Lam Tunnel, taking into account relevant factors including traffic management needs, the capacity of the nearby road network, and impacts on alternative routes (including Tuen Mun Road). We will review the toll levels of the Tai Lam Tunnel in the light of the latest traffic data, with an aim to consulting the Legislative Council in the middle of this year on the takeover arrangements and toll proposal for the Tai Lam Tunnel.

- End -

CONTROLLING OFFICER'S REPLY

TLB176

(Question Serial No. 1575)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of HKeToll, will the Government inform this Committee of the following:

1. Upon expiry of the franchise of the Tai Lam Tunnel and the implementation of HKeToll, Autotoll will no longer be in use in all toll areas in Hong Kong. Does the Government have any measures to ensure that the public can now withdraw funds from their Autotoll stored value accounts without paying additional administrative fees? If yes, what are the details? If no, what are the reasons?
2. Is there any plan to provide support for using HKeToll at the Hong Kong-Zhuhai-Macao Bridge (HZMB) so as to avoid motorists being charged a monthly fee for using Autotoll when crossing HZMB under the Macao Port Park-and-Ride Scheme? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 36)

Reply:

1. The "Build-Operate-Transfer" franchise of Tai Lam Tunnel will expire in May 2025, after which it will be taken over by the Government to become a government tunnel for implementation of HKeToll, a free-flow tolling service. All manual toll booths and Autotoll lanes will be replaced, and motorists can pay tolls by using toll tags. No monthly fees are required for HKeToll.

According to the understanding of the Transport Department, Autotoll is operated by Autotoll Limited. The specific terms of use (including a monthly administration fee of \$35) and the refund arrangements for Autotoll are part of the commercial agreement made between the company and its users. Autotoll Limited currently does not charge users any administrative fees or other fees for application for refunds of the stored value amount. To facilitate the implementation of HKeToll, Autotoll Limited has implemented a new arrangement for administrative fees. Starting from 1 November 2023, if its users' vehicles do not have passage of the Autotoll lanes with toll payment

for a full calendar month, the administrative fee of that vehicle for that month will be waived.

2. The Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority, established under the Mainland laws as a non-profit-making public-institution legal person, is responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge as well as collecting tolls from vehicles using HZMB, which includes determining the toll payment methods. Currently, the toll plaza at Zhuhai port of the Main Bridge is provided with manual and free-flow electronic toll lanes, where motorists can pay tolls of the HZMB Main Bridge by various payment means, such as RMB cash, bank/credit card (including Union Pay, Master and Visa Cards), Alipay, WeChat Pay and smartcards (including Hong Kong Autotoll or electronic toll tags issued by the Mainland). The Government will continue to keep in close contact with the HZMB Authority to bring more convenience to motorists.

- End -

CONTROLLING OFFICER'S REPLY

TLB177

(Question Serial No. 0861)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding Subhead 030 "Fixed Penalty System (Traffic Contraventions)" under Head 5 "Fines, Forfeitures and Penalties", will the Government please inform this Committee:

1. of the number of electronic Fixed Penalty Notices (FPNs) issued under the E-Ticketing Pilot Scheme in each year since its implementation, and the percentage of such FPNs in the total number of FPNs issued;
2. of the distribution of FPNs issued in the past three years (2021, 2022 and 2023) as set out in table form and by 18 districts; and
3. seeing that the revised estimated revenue of the "Fixed Penalty System (Traffic Contraventions)" from "Fines, Forfeitures and Penalties" for 2023-24 as published by the Government is \$988 million, which is 22.1% lower than the original estimate, probably reflecting that the situation of illegal parking improved last year, whether the Government has studied and planned to identify land resources or discuss with private developers for the provision of additional car parking facilities in the districts where the number of FPNs issued is relatively high, in order to alleviate the shortage of parking spaces?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 16)

Reply:

1. The Hong Kong Police Force (HKPF) has launched in phases the "e-Ticketing Scheme" (the Scheme) in all police districts across the territory since March 2020. Frontline enforcement officers are now able to access or input information about illegally parked vehicles via their mobile devices and instantly print out FPNs in order to reduce human errors in issuing handwritten FPNs, thereby enhancing the overall enforcement accuracy. Since the launch of the Scheme, the number of handwritten and electronic FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF is tabulated as follows:

| Number of FPNs issued against illegal parking | | |
|---|-----------|-----------------|
| Year | Total | Electronic |
| 2020 | 2 707 869 | 1 068 795 (39%) |
| 2021 | 3 302 160 | 2 366 658 (72%) |
| 2022 | 3 363 471 | 3 075 398 (91%) |
| 2023 | 3 013 019 | 2 955 229 (98%) |

2. The HKPF handles statistics on FPNs issued against illegal parking and other traffic offences by the Police Region. Therefore, the prosecution figures by 18 districts are not available. The figures of FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF by Police Region in the past three years are tabulated below:

| Police Region | Number of FPNs issued against illegal parking | | |
|-----------------------|---|-----------|-----------|
| | 2021 | 2022 | 2023 |
| Hong Kong Island | 688 592 | 624 000 | 523 167 |
| Kowloon East | 570 466 | 555 417 | 443 038 |
| Kowloon West | 862 992 | 1 011 084 | 960 276 |
| New Territories South | 584 706 | 570 895 | 471 527 |
| New Territories North | 595 404 | 602 075 | 615 011 |
| Total | 3 302 160 | 3 363 471 | 3 013 019 |

3. The Government's policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles (CVs), and to provide an appropriate number of private cars (PCs) parking spaces if the overall development permits, but at the same time not to encourage frequent users of public transport to opt for PCs instead of public transport, so as to avoid aggravating the burden on road traffic. Nevertheless, the Government understands that some members of the public choose to commute by PCs for various reasons. Hence, the Government has been actively pursuing a host of short-term and medium-to-long-term measures to suitably increase the supply of parking spaces where circumstances permit, which include but are not limited to the following measures:
- (i) utilising spaces underneath flyovers for designation of parking spaces;
 - (ii) providing additional on-street parking spaces at suitable locations while ensuring that traffic flow, road safety and the loading/unloading activities of other road users would not be compromised;
 - (iii) designating suitable on-street locations as night-time parking spaces;
 - (iv) stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable short-term tenancy car parks;
 - (v) opening up more parking spaces at government buildings for public use during non-office hours;
 - (vi) encouraging schools to allow student service vehicles to park within school premises after school hours;
 - (vii) 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 PCs in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments;

- (viii) 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
- (ix) taking forward automated parking systems in suitable public works projects and short-term tenancy car parks, so as to increase parking density and make parking more convenient for the public.

When taking forward public car park projects, the Transport Department will conduct parking demand assessments for individual project locations. The factors taken into account include the number of illegal parking cases in the vicinity and the vehicle types involved. However, illegal parking is not only related to the availability of parking spaces but also affected by a number of factors including parking fees, distance between the location and the destination, and traffic conditions and law enforcement actions taken in the area, etc. When planning public car park projects, the Government will take into account the illegal parking situation, as well as various factors including land use, car parking vacancies and traffic conditions in the area, with the objectives of assessing the actual parking demand and accommodating the development of the area.

- End -

CONTROLLING OFFICER'S REPLY

TLB178

(Question Serial No. 0863)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the progress and circumstances of automated parking system (APS) projects for private vehicles as planned and implemented by the Transport Department, will the Government inform this Committee of the following:

1. Please provide the numbers and proportion of APS parking spaces in the public car parks managed by the Government and car parks/parking spaces operated by the private sector; and
2. What were the manpower and expenditure involved in implementing APS in the past three financial years, and what are the manpower and estimated expenditure in the coming financial year?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 18)

Reply:

1. The Transport Department (TD) has kept under review the latest developments in the application of automated parking system (APS) worldwide. With the advancement technology of APS for private cars, TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable short-term tenancy (STT) car parks. At present, some APS in STT car parks are already in operation while public works projects with APS which have secured funding approval from the Legislative Council are expected to come into operation starting from 2025. Details are set out at Annex. For public works projects with APS being taking forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average. TD does not have figures on APS in privately-owned car parks.
2. The work of taking forward APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved.

Annex 1

| Project | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) |
|--|-------------------------------------|--------------------------------------|--|
| APS in public works projects which have secured funding approval from the Legislative Council | | | |
| Joint-user Government Office Building in Area 67, Tseung Kwan O | September 2020 | 2025 (Tentative) | About 380 |
| District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street | May 2022 | 2026 (Tentative) | About 300 |
| Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po | August 2023 | 2026 (Tentative) | About 200 |
| APS in STT car parks | | | |
| STT Car Park at Hoi Shing Road, Tsuen Wan | December 2020 | Commissioned in November 2021 | 245 |
| STT Car Park at Pak Shek Kok, Tai Po | December 2021 | Commissioned in December 2022 | 250 |
| STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po | February 2023 | 2024 (Tentative) | About 210 |
| STT Car Park at Hoi Wang Road, Yau Ma Tei | July 2023 | 2024 (Tentative) | About 200 |

- End -

CONTROLLING OFFICER'S REPLY

TLB179

(Question Serial No. 0864)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Given the rapid growth in the number of vehicles in Hong Kong in recent years, there has long been a shortage of parking spaces. In this regard, will the Government inform this Committee of the following:

1. In the 12-month period ending February 2024, what are the monthly utilisation rates of the public car parks managed by the Transport Department (TD)? Please provide a breakdown by the 18 districts.
2. What is the number of car parks planned in government facilities and public open spaces projects in line with the “single site, multiple use” principle in the coming two to three years? What are the expenditures involved?
3. What are the numbers of parking spaces installed with electric vehicle (EV) charging facilities (standard and medium speed charging) in all public car parks? What percentages do they account for in the total numbers of parking spaces in the respective car parks?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 19)

Reply:

1. The average monthly utilisation rates of the 11 public car parks managed by TD in 2023 are set out in the tables below (please see next page):

From 10:00 am to 6:00 pm

| Car park | District | Average utilisation rate (%)^ | | | | | | | | | | | |
|---------------------------|---------------------|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Star Ferry | Central and Western | 81 | 83 | 86 | 82 | 80 | 84 | 78 | 83 | 77 | 83 | 85 | 86 |
| City Hall | | 60 | 63 | 67 | 57 | 65 | 70 | 59 | 66 | 63 | 68 | 71 | 72 |
| Rumsey Street | | 61 | 61 | 60 | 55 | 55 | 55 | 55 | 60 | 55 | 58 | 57 | 55 |
| Kennedy Town | | 87 | 85 | 89 | 89 | 87 | 87 | 86 | 84 | 86 | 86 | 84 | 86 |
| Tin Hau | Wan Chai | 80 | 79 | 80 | 75 | 78 | 77 | 74 | 76 | 78 | 81 | 83 | 84 |
| Shau Kei Wan | Eastern | 81 | 78 | 80 | 79 | 79 | 80 | 81 | 80 | 79 | 80 | 79 | 79 |
| Aberdeen | Southern | 67 | 64 | 64 | 66 | 64 | 60 | 66 | 63 | 64 | 66 | 60 | 63 |
| Sheung Fung Street | Wong Tai Sin | 80 | 77 | 74 | 79 | 81 | 78 | 77 | 73 | 78 | 77 | 76 | 74 |
| Wong Tai Sin [#] | | 49 | 77 | 78 | 70 | 18 | 17 | 26 | 28 | 27 | 35 | 40 | 36 |
| Kwai Fong | Kwai Tsing | 83 | 85 | 86 | 85 | 85 | 83 | 87 | 88 | 84 | 79 | 76 | 76 |
| Tsuen Wan | Tsuen Wan | 87 | 87 | 87 | 89 | 88 | 88 | 88 | 88 | 86 | 85 | 81 | 81 |

^The above figures only cover parking spaces for private cars/taxis and van-type light goods vehicles.

[#]The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

From 6:00 pm to 10:00 am

| Car park | District | Average utilisation rate (%)^ | | | | | | | | | | | |
|--------------------|---------------------|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Star Ferry | Central and Western | 29 | 29 | 33 | 31 | 29 | 31 | 29 | 31 | 29 | 32 | 32 | 34 |
| City Hall | | 19 | 21 | 23 | 24 | 26 | 27 | 23 | 24 | 25 | 28 | 28 | 30 |
| Rumsey Street | | 32 | 29 | 27 | 25 | 24 | 21 | 26 | 29 | 27 | 28 | 26 | 26 |
| Kennedy Town | | 80 | 79 | 81 | 81 | 80 | 82 | 81 | 77 | 82 | 80 | 78 | 80 |
| Tin Hau | Wan Chai | 69 | 65 | 64 | 62 | 63 | 62 | 59 | 60 | 63 | 66 | 66 | 66 |
| Shau Kei Wan | Eastern | 79 | 78 | 77 | 79 | 78 | 79 | 80 | 78 | 76 | 77 | 76 | 76 |
| Aberdeen | Southern | 81 | 79 | 79 | 81 | 80 | 76 | 81 | 79 | 78 | 80 | 75 | 77 |
| Sheung Fung Street | Wong Tai Sin | 86 | 84 | 81 | 87 | 85 | 85 | 83 | 78 | 83 | 83 | 82 | 79 |
| Wong Tai Sin# | | 39 | 56 | 55 | 55 | 18 | 19 | 15 | 13 | 17 | 19 | 26 | 23 |
| Kwai Fong | Kwai Tsing | 79 | 78 | 77 | 78 | 76 | 75 | 81 | 80 | 76 | 73 | 69 | 68 |
| Tsuen Wan | Tsuen Wan | 83 | 83 | 82 | 85 | 84 | 83 | 84 | 83 | 82 | 81 | 79 | 77 |

^ The above figures only cover parking spaces for private cars/taxis and van-type light goods vehicles.

#The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

- Following the principle of “single site, multiple use”, TD has been actively exploring the provision of additional public car parks in suitable “Government, Institution or Community” facilities and public open space projects. Subject to the results of technical feasibility assessments and the progress of seeking required approvals for the projects under planning, as well as the construction progress of the approved projects, about 20 suitable development projects are expected to provide a total of about 5 100 parking spaces by batches starting from 2024-25.

Among them, a number of projects have already commenced construction, including:

- Public Vehicle Park at Areas 4 and 30 (Site 2) in Sheung Shui
- Public Vehicle Park at Area 99, Tung Chung
- 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
- The development of Chinese Medicine Hospital in Tseung Kwan O
- District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street
- Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po
- Redevelopment of Yuen Long Stadium – Main Works
- Kwun Tong Composite Development Project
- Joint-user Complex at Site G2, Anderson Road Quarry
- New Territories East Cultural Centre in Area 11, Fanling

As regards other projects including Amenity Complex in Area 103, Ma On Shan – main works, Hoi Ting Road Joint User Complex, Joint-user Complex with Market in Area 67 of Tseung Kwan O, Redevelopment of Shek Kip Mei Health Centre, Town Park with Public Vehicle Park in Area 66, Tseung Kwan O, and Public Vehicle Park at Choi Shun Street, Sheung Shui, the Government plans to seek funding approval for the projects from the Legislative Council within 2024.

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.

3. EV charging facilities installed at the public multi-storey car parks managed by TD are mainly provided by the Environmental Protection Department. The numbers of parking spaces installed with EV charging facilities (standard and medium speed charging) and the percentages they account for in the total numbers of parking spaces in the respective car parks are set out in the table below:

| Car park[#] | District | Number of parking spaces (excluding motorcycle parking spaces) | Charging facilities | Percentage in the total number of parking spaces in the car park |
|-----------------------------|---------------------|---|----------------------------|---|
| Star Ferry | Central and Western | 377 | 38 [^] | 10% |
| City Hall | | 170 | 30 | 18% |
| Rumsey Street | | 829 | 110 | 13% |
| Kennedy Town | | 195 | 59 | 30% |
| Tin Hau | Wan Chai | 428 | 162 | 38% |
| Shau Kei Wan | Eastern | 385 | 116 | 30% |
| Aberdeen | Southern | 293 | 44 | 15% |
| Sheung Fung Street | Wong Tai Sin | 267 | 82 | 31% |

| Car park[#] | District | Number of parking spaces (excluding motorcycle parking spaces) | Charging facilities | Percentage in the total number of parking spaces in the car park |
|-----------------------------|-----------------|---|----------------------------|---|
| Kwai Fong | Kwai Tsing | 521 | 94 | 18% |
| Tsuen Wan | Tsuen Wan | 545 | 162 | 30% |

[^]In addition to the 38 standard and medium charging facilities, a quick charging facility has been installed at the Star Ferry Car Park.

[#]The Wong Tai Sin Car Park currently provides 25 parking spaces for coaches/goods vehicles (over 5.5 tonnes) and has not installed with any charging facility.

- End -

CONTROLLING OFFICER'S REPLY

TLB180

(Question Serial No. 0865)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department set up the \$1 billion Smart Traffic Fund (the Fund) to enhance commuting convenience and improve efficiency and safety. In this connection, will the Government inform this Committee of the following:

1. Since the establishment of the Fund, what is the total number of project applications received? How many of them are approved, rejected and withdrawn after approval? What are the respective amounts of funding involved in the approved projects?
2. As at February 2024, what is the completion status/progress of the approved projects? Please set out in tabular form their progress schedules, with projects categorised into three types, namely completed, ongoing and planned to commence;
3. The approved projects are classified into two categories, namely "Pure Research Project" and "Research and Application Project". What are the results expected to be brought about by the two types of projects? How many projects have been completed or have plans to commercialise their research deliverables or practically apply the project results?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 20)

Reply:

1. The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, increasing efficiency of the road network or road space, and improving driving safety. As at February 2024, the Fund has received 83 applications and approved 50 of them, involving a total funding amount of about \$335 million. Among the applications received, there are 11 applications rejected, 12 applications withdrawn before assessment, one application withdrawn after approval, one application terminated after approval, and eight applications pending assessment.

2. Of the 50 approved applications, 10 projects have been completed, 37 projects are ongoing, and the remaining three are planned to commence in 2024. Details of the approved projects are at [Annex](#).
3. Funded projects are classified into two categories, namely “Pure Research Project” and “Research and Application Project”. The category “Pure Research Project” provides funding support for local research institutions to conduct research on vehicle-related innovation and technology and brings opportunities in innovative technologies to the industry, while the applicants for research and application projects will commercialise their research deliverables upon completion of the projects. Six of the approved research and application projects have already completed the researches. Among them, two projects undertaken by local R&D Centres aiming at developing a crane position monitoring system and a departure safety checking system for minibus have been granted patents, and arrangements are being made to commercialise the project results. Besides, a project relating to the management and safety of tramway has completed and the relevant technologies will be applied in the Hong Kong tramway system to enhance tramway management and improve driving safety. The Secretariat for the Fund is following up with the applicants of other completed projects with a view to facilitating commercialisation of the research deliverables. Meanwhile, the Management Committee of the Fund will continue to closely monitor the progress of the approved projects.

Progress of Projects Approved under the Smart Traffic Fund

(A) Research completed projects (10)

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| Network-wide Traffic Speed-Flow Estimator ¹ | 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 |
| HKSafeDriver ² | 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 Departure Safety Checking System for Minibus ² | 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 |
| Development of Crane Position Monitoring System ² | 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 | March 2022 | August 2023 |
| Intelligent traffic control with use of IoT and | This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the | \$1,682,512.30 | April 2022 | September 2023 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|---|-------------------------|--------------------------------|----------------------------|
| reinforcement learning technologies ¹ | virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems. | | | |
| Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data ¹ | 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 |
| Advanced C-V2X Applications to Enhance Hong Kong's Mobility Competence and Road Safety ² | 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 |
| Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model ¹ | 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 |
| Development of an A.I. Intelligent Traffic Enforcement Robot (ITER) ² | 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 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway ² | This project aims to develop and implement an intelligent control management system for tramway based on RFID system and AI Optimizer, with a geo-fencing program for enhancing driving safety. | \$2,597,760.50 | January 2023 | January 2024 |

(B) Ongoing projects (37)

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|--|-------------------------|--------------------------------|----------------------------|
| Big data AI system for taxi safe driving ² | 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 | May 2024 |
| Development of Adaptive Traffic Control System – Dynamic Intersection Signal Control Optimization (DISCO) ¹ | 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 | \$7,982,521.45 | May 2022 | April 2024 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|---|------------------|------------------------|--------------------|
| | 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. | | | |
| Automatic On-The-Move Anti-Congestion System ² | 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 | May 2024 |
| Prediction of Traffic Speed and Volume considering Malfunction Detectors using Deep Learning ¹ | 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 | May 2024 |
| AI driven Barrier-Free Smart mobility platform - BoBo ² | 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 | June 2024 |
| Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park ² | 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 | \$19,730,872.00 | August 2022 | July 2024 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|---|------------------|------------------------|--------------------|
| | 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. | | | |
| 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 ¹ | 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 |
| Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera ¹ | 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 | This project aims at developing a multi-tier inspection method for detecting surface and subsurface defects in concrete bridge deck; and | \$8,099,657.00 | October 2022 | October 2024 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| | designing a smart efficiency assessment model for bridge deck using non-destructive evaluation techniques to improve road safety. | | | |
| Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles ¹ | 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 (GLM) and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident ² | 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 | January 2023 | June 2024 |
| Development of an Augmented Reality-Assisted Head-up Display (AR-HUD) mechanism for recommending driving strategy ¹ | 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 | This project aims at developing a smart charging energy management system to recommend where, when and how to charge electric vehicles | \$2,205,792.00 | February 2023 | July 2024 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| X2V and V2X technologies with respect to the dynamic traffic, grid and energy information ¹ | with a view to minimising mileage for locating available charging facilities. | | | |
| Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services ¹ | 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 ² | 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 ² | 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 ² | 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 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| | 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. | | | |
| Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles ² | 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 | June 2023 | November 2024 |
| Computer Vision-based Smart Bike Flow Estimation ¹ | 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 | June 2023 | January 2025 |
| Development of Advanced Bollard with Smart Materials for Improving Road Safety ² | 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 | June 2023 | January 2025 |
| Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies ¹ | 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 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| Designing of an Intelligent Human-machine Cooperative Driving System ¹ | 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 | June 2023 | May 2025 |
| Development of an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons ² | The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public transport by the visually impaired persons and thus improve road efficiency. | \$1,514,000.00 | August 2023 | July 2024 |
| Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving ¹ | 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 |
| Smart Minibus 2.0 ² | 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 | September 2023 | August 2024 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|--|-------------------------|--------------------------------|----------------------------|
| Development of a Software for Optimising the Planning and Scheduling of New Energy Buses ¹ | 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 | September 2023 | August 2025 |
| Development of a Personalized and Connected Advanced Driver Assistance System ¹ | 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 | September 2023 | August 2025 |
| Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) ² | The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety. | \$13,440,750.00 | December 2023 | May 2025 |
| Intelligent Information-based Transport System for | The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise | \$7,629,654.94 | September 2023 | August 2025 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|--|------------------|------------------------|--------------------|
| Smarter Traffic and Safer Mobility ¹ | Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions. | | | |
| Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic ² | This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong. | \$19,998,500.00 | October 2023 | October 2025 |
| Smart Cloud Taximeter System ² | The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform, | \$10,634,000.00 | December 2023 | November 2024 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|------------------|------------------------|--------------------|
| | providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners. | | | |
| A Smart Planning Platform for Safe and Efficient MiC Module Transport ² | This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong. | \$19,326,900.00 | December 2023 | November 2025 |
| Dedicated Line Connected Autonomous Bus ² | The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange. | \$19,995,050.00 | December 2023 | December 2025 |
| An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data ¹ | This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety. | \$2,742,898.70 | January 2024 | December 2025 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|--|-------------------------|--------------------------------|----------------------------|
| Multi-modal Hyperlocal Delivery system ² | This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage. | \$3,916,070.00 | January 2024 | December 2024 |
| Traffic-aware Truck Platooning Technology and Its Impact on the Road Network ¹ | The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road. | \$1,741,655.16 | February 2024 | January 2026 |
| Digital Twin-based Long-span Bridge Health Monitoring ² | The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite | \$13,404,400.00 | February 2024 | January 2026 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|----------------------|---|-------------------------|--------------------------------|----------------------------|
| | element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety. | | | |

(C) Projects planned to commence research (3)

| Project Title | Project Summary | Approved Funding | Commence-ment date | Completion Date |
|---|--|-------------------------|------------------------------|------------------------------|
| Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service ¹ | This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight. | \$6,697,542.56 | April 2024 | April 2026 |
| Blockchain-enabled Cyber Physical System for the City-wide Parking Management ¹ | This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to carparks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces. | \$3,953,542.31 | May 2024 | April 2026 |
| AI model for Generating High-definition Maps of Hong Kong based on Ground-Aerial-Sky Multi-Sensor Data ¹ | The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to providing accurate road attributes which are valuable for enhancing efficiency of road space | \$7,186,008.45 | To be confirmed ³ | To be confirmed ³ |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|----------------------|--|-------------------------|--------------------------------|----------------------------|
| | and the safety of the assisted and automated driving vehicles. | | | |

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

- End -

CONTROLLING OFFICER'S REPLY

TLB181

(Question Serial No. 0866)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Intelligent Traffic Enforcement Robot (ITER) developed in 2021 is currently under trial at two locations, namely Queen's Road Central near Pedder Street and Ice House Street in Central, and Hoi Yuen Road near its roundabout to Kwun Tong Road in Kwun Tong. In this connection, will the Government advise this Committee of the following:

1. What are the relevant operational expenses for the two trial locations and the manpower savings achieved?
2. Has it selected other locations where illegal parking and loading/unloading activities are common and hence prone to traffic congestion as sites for future expansion of the trial? If yes, what is the estimated expenditure involved? If no, what are the reasons?

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

Reply:

1.and 2. The testing being carried out at the two road sections, namely Queen's Road Central near Pedder Street and Ice House Street in Central, and Hoi Yuen Road near its roundabout to Kwun Tong Road in Kwun Tong has been undertaken by the Transport Department (TD) in collaboration with the Hong Kong Police Force (HKPF) since September 2022 for testing of the automatic traffic enforcement system (ATES) set up at the road sections. ATES utilises video analytics, artificial intelligence and vehicle licence plate identification technologies for real-time analysis of vehicle movements, identification of traffic contraventions and recording of traffic offences and the licence numbers of offending vehicles, aiming at strengthening deterrent effect and alleviating congestion at the road sections. As ATES under testing has yet to come into operation for traffic enforcement, TD does not have information on the relevant operational expenses and the manpower savings achieved.

TD is currently reviewing the effectiveness of ATEs with the HKPF, and will announce the way forward in due course.

- End -

CONTROLLING OFFICER'S REPLY

TLB182

(Question Serial No. 0867)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the statistics on first registered vehicles in Hong Kong, will the Government inform this Committee of the following:

1. What are the numbers of first registered vehicles in Hong Kong in each of the past three financial years? Please set out in tabular form the numbers of first registered vehicles and their percentage in the total number of vehicles by vehicle class and fuel type in each financial year; and
2. How many electric private cars (e-PCs) enjoyed basic first registration tax (FRT) concessions in each of the past three financial years? Please list out the amount involved in FRT concessions in each financial year.

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

Reply:

1. The numbers of vehicles first registered by vehicle class and fuel type in each of the past three financial years (up to 29 February 2024) are tabulated as follows (please see the next page):

2021-22

| Vehicle class | Number of first registered vehicles | | | | |
|--|-------------------------------------|-------------------|--------------------|-------------------------|--|
| | Petrol | Diesel | Electric | Liquefied Petroleum Gas | Total [Percentage of the vehicle class in total number of vehicles] |
| Motorcycle | 8 865 | 0 | 63 | 0 | 8 928 [16.00%] |
| Private car | 26 080 | 2 | 11 572 | 0 | 37 654 [67.48%] |
| Taxi | 0 | 0 | 0 | 1 049 | 1 049 [1.88%] |
| Franchised bus | 0 | 230 | 2 | 0 | 232 [0.42%] |
| Non-franchised public bus | 0 | 209 | 0 | 0 | 209 [0.37%] |
| Private bus | 0 | 61 | 0 | 0 | 61 [0.11%] |
| Public light bus | 0 | 9 | 0 | 144 | 153 [0.27%] |
| Private light bus | 0 | 64 | 0 | 35 | 99 [0.18%] |
| Goods vehicle | 2 | 7 230 | 58 | 0 | 7 290 [13.06%] |
| Special purpose vehicle | 0 | 104 | 11 | 10 | 125 [0.22%] |
| Total [Percentage of the fuel type in total number of vehicles] | 34 947 [62.63%] | 7 909 [14.17%] | 11 706 [20.98%] | 1 238 [2.22%] | Total number of first registered vehicles: 55 800 |

2022-23

| Vehicle class | Number of first registered vehicles | | | | |
|--|-------------------------------------|-------------------|--------------------|-------------------------|--|
| | Petrol | Diesel | Electric | Liquefied Petroleum Gas | Total [Percentage of the vehicle class in total number of vehicles] |
| Motorcycle | 6 915 | 0 | 183 | 0 | 7 098 [12.55%] |
| Private car | 17 629 | 0 | 22 946 | 0 | 40 575 [71.73%] |
| Taxi | 12 | 0 | 5 | 1 040 | 1 057 [1.87%] |
| Franchised bus | 0 | 257 | 17 | 0 | 274 [0.48%] |
| Non-franchised public bus | 0 | 378 | 3 | 0 | 381 [0.67%] |
| Private bus | 0 | 78 | 0 | 0 | 78 [0.14%] |
| Public light bus | 0 | 32 | 0 | 103 | 135 [0.24%] |
| Private light bus | 0 | 76 | 0 | 1 | 77 [0.14%] |
| Goods vehicle | 0 | 6 625 | 144 | 0 | 6 769 [11.97%] |
| Special purpose vehicle | 0 | 106 | 16 | 3 | 125 [0.22%] |
| Total [Percentage of the fuel type in total number of vehicles] | 24 556 [43.41%] | 7 552 [13.35%] | 23 314 [41.21%] | 1 147 [2.03%] | Total number of first registered vehicles: 56 569 |

2023-24 (up to 29 February 2024)

| Vehicle class | Number of first registered vehicles | | | | | |
|--|-------------------------------------|------------------|--------------------|-------------------------|--------------|--|
| | Petrol | Diesel | Electric | Liquefied Petroleum Gas | Hydrogen | Total [Percentage of the vehicle class in total number of vehicles] |
| Motorcycle | 4 010 | 0 | 239 | 0 | 0 | 4 249 [8.01%] |
| Private car | 14 137 | 0 | 28 767 | 0 | 0 | 42 904 [80.90%] |
| Taxi | 0 | 0 | 33 | 909 | 0 | 942 [1.78%] |
| Franchised bus | 0 | 53 | 38 | 0 | 1 | 92 [0.17%] |
| Non-franchised public bus | 0 | 330 | 17 | 0 | 0 | 347 [0.65%] |
| Private bus | 0 | 60 | 0 | 0 | 0 | 60 [0.11%] |
| Public light bus | 0 | 96 | 1 | 18 | 0 | 115 [0.22%] |
| Private light bus | 0 | 101 | 1 | 0 | 0 | 102 [0.19%] |
| Goods vehicle | 0 | 3 868 | 271 | 0 | 0 | 4 139 [7.80%] |
| Special purpose vehicle | 0 | 74 | 3 | 8 | 0 | 85 [0.16%] |
| Total [Percentage of the fuel type in total number of vehicles] | 18 147 [34.22%] | 4 582 [8.64%] | 29 370 [55.38%] | 935 [1.76%] | 1 [0.00%] | Total number of first registered vehicles: 53 035 |

Note 1: Hybrid vehicles are included under their respective fuel types. Only pure electric vehicles are counted in the category of electric vehicles.

Note 2: Government vehicles are not included as they are not required for registration.

Note 3: The percentages may not add up to 100% due to rounding.

2. The numbers and first registration tax (FRT) concession amounts of electric private cars (e-PCs) (i.e. first registered e-PCs not under the “One-for-One” Replacement Scheme) which enjoyed basic FRT concessions in each of the past three financial years (from 1 April 2021 to 29 February 2024) are tabulated as follows:

| Financial year | Basic FRT concession | |
|--|-----------------------------|---|
| | Number of e-PCs | Total amount of tax waived (\$m) |
| 2021-22 | 325 | 32 |
| 2022-23 | 326 | 32 |
| 2023-24 (up to 29 February 2024) | 401 | 39 |

- End -

CONTROLLING OFFICER'S REPLY

TLB183

(Question Serial No. 0868)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the toll plan for rationalising traffic among the three road harbour crossings (RHCs), which was implemented in two stages last year, will the Government inform this Committee of the following:

1. Please set out in tabular form the respective vehicular flow, toll revenue and operating expense of the three RHCs from April 2023 up to the implementation of the 633 fixed toll plan at the first stage.
2. What are the respective vehicular flow, toll revenue and operating expense of the three RHCs from the implementation of the 633 fixed toll plan at the first stage up to the implementation of the time-varying plan at the second stage, and from the implementation of the time-varying plan up to now?

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

Reply:

1. Upon the takeover of the Western Harbour Crossing (WHC) on 2 August 2023, the Government implemented, as the first step, the 633 fixed toll plan at the three road harbour crossings (RHCs) to reduce the toll differentials among the three RHCs, allowing motorists to progressively adapt to the new tolling arrangement. After the implementation of the 633 fixed toll plan, the weekday (i.e. Mondays to Fridays, except public holidays) daily cross-harbour traffic flow was maintained at about 260 000 vehicles (two-way), which was similar to the traffic flow prior to its implementation. The distribution of traffic at the three RHCs before and after the implementation of the 633 fixed toll plan is as follows:

| Average daily cross-harbour traffic flow (two-way) on weekdays in vehicles | Western Harbour Crossing (WHC) | Cross Harbour Tunnel (CHT) | Eastern Harbour Crossing (EHC) | Total |
|---|---------------------------------------|-----------------------------------|---------------------------------------|-------------------------------|
| Before 633 Fixed Toll Plan ¹ | 66 900 | 110 700 | 76 300 | 253 900 |
| After 633 Fixed Toll Plan ² | 79 200 [+18%] ³ | 104 600 [-6%] ³ | 76 400 [0%] ³ | 260 200 [+2%] ³ |

Notes:

1. Cross-harbour traffic flow on weekdays in July 2023
2. Cross-harbour traffic flow on weekdays in August 2023
3. % change after the implementation of 633 fixed toll plan

The average daily traffic flow, toll revenue and operating expense of the three RHCs between 1 April 2023 and 1 August 2023 (including all days of the period, i.e. weekends and public holidays inclusive) are as follows:

| RHC | Average daily traffic flow | Average daily toll revenue (\$m)¹ | Average daily operating expense (\$'000)² |
|------------|-----------------------------------|---|---|
| WHC | 63 000 | Not available ³ | |
| CHT | 106 400 | 1.7 | 270 |
| EHC | 73 900 | 2.0 | 290 |

Notes:

1. Toll revenue does not include vehicles exempted from paying tolls (i.e. franchised buses, government vehicles and vehicles that are driven by disabled persons are exempted).
 2. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors for the period concerned and the fee paid to the toll service provider (TSP) of HKeToll for providing toll collection service at relevant tunnels, excluding maintenance works expenses.
 3. WHC was a “Build, Operate and Transfer” (BOT) tunnel which was owned and operated by a private company during this period, and therefore the Government does not have the relevant figures.
2. Following the further resumption of normalcy of social and economic activities, the weekday (i.e. Mondays to Fridays, except public holidays) daily cross-harbour traffic flow at the RHCs rose to about 270 000 vehicles (two-way) in December 2023, which was comparable to the level before the pandemic (i.e. 2019). In the second stage, the Government has implemented time-varying tolls since 17 December 2023 in order to suppress and divert cross-harbour traffic during peak periods, for making more efficient use of the tunnel capacity of the three RHCs and rationalising the uneven distribution of cross-harbour traffic due to the toll differentials in the past, thereby further improving the cross-harbour traffic. After the implementation of time-varying tolls, the weekday

daily cross-harbour traffic flow in February 2024 remained at about 270 000 vehicles (two-way), which was on par with the level prior to its implementation. The distribution of traffic at the three RHCs before and after the implementation of time-varying tolls is as follows:

| Average daily cross-harbour traffic flow (two-way) on weekdays in vehicles | WHC | CHT | EHC | Total |
|---|--------------------------------|-------------------------------|------------------------------|-------------------------------|
| Before Time-varying Tolls Plan ¹ | 87 300 | 104 900 | 79 200 | 271 500 |
| After Time-varying Tolls Plan ² | 100 900 [+16%] ³ | 94 800 [-10%] ³ | 74 300 [-6%] ³ | 270 000 [-1%] ³ |

Notes:

1. Cross-harbour traffic flow from 4 December 2023 to 8 December 2023
2. Cross-harbour traffic flow on weekdays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year)
3. Percentage change before and after the implementation of Time-varying Tolls
4. Due to rounding, the total may not equal the sum of the individual items

The average daily traffic flow, toll revenue and operating expense of the three RHCs between 2 August 2023 and 16 December 2023 (including all days of the period, i.e. weekends and public holidays inclusive) (i.e. from the implementation of the 633 fixed toll plan at the first stage up to the implementation of the time-varying plan at the second stage) are as follows:

| RHC | Average daily traffic flow | Average daily toll revenue (\$m)¹ | Average daily operating expense (\$'000)² |
|------------|-----------------------------------|---|---|
| WHC | 75 100 | 3.8 | 420 |
| CHT | 101 600 | 2.4 | 270 |
| EHC | 73 000 | 2.1 | 330 |

The traffic flow, toll revenue and operating expense of the three RHCs between 17 December 2023 and 31 January 2024 (i.e. from the implementation of the time-varying plan up to end of January 2024) are as follows:

| RHC | Average daily traffic flow | Average daily toll revenue (\$m)¹ | Average daily operating expense (\$'000)² |
|------------|-----------------------------------|---|---|
| WHC | 91 500 | 3.0 | 400 |
| CHT | 91 900 | 2.7 | 270 |
| EHC | 67 100 | 2.0 | 320 |

Notes:

1. Toll revenue does not include vehicles exempted from paying tolls (i.e. franchised buses, government vehicles and vehicles that are driven by disabled persons granted with exemption).
2. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors for the period concerned and the fee paid to the TSP of HKeToll for providing toll collection service at relevant tunnels, excluding the maintenance works expenses.

- End -

CONTROLLING OFFICER'S REPLY

TLB184

(Question Serial No. 0871)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Public Transport Fare Subsidy Scheme (the Scheme), will the Government advise this Committee of the following:

1. Currently, does the Government have to pay any administrative cost to the payment platform for subsidy disbursement under the Scheme? If yes, what is the amount involved and its percentage in relation to the subsidy amount? What are the changes in the administrative cost over the financial years since the implementation of the Scheme?
2. At present, disbursement of subsidy under the Scheme is mainly through Octopus Card while the disbursement channels of the Consumption Voucher Scheme, a scheme also launched by the Government, include a number of e-payment platforms. Will more platforms be included in the Scheme in future as appropriate having regard to the trend of an increasing number of transport fare payment means emerging?
3. The Transport Department (TD) has previously implemented special measures in response to social and livelihood conditions by relaxing the calculation of subsidy and increasing the subsidy cap under the Scheme. What are the respective numbers of beneficiaries under the Scheme and the subsidy amounts involved during periods with and without special measures implemented? How will the need for relaunching special measures be assessed in future?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 26)

Reply:

1. The total amount paid to the Octopus Cards Limited (OCL) for its services provided under the Scheme was about \$22 million in 2022-23, representing less than 1% of the annual subsidy amount. This covers the calculation and disbursement 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.

The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditures for the Scheme (excluding the subsidy amount), including the cost paid to the OCL and other administrative cost, in the past three financial years were around 1% of the annual subsidy amount.

2. We note the emergence of various e-payment platforms and are actively discussing with individual e-payment system operator and carrying out preparatory work for the inclusion of new e-payment system into the Scheme. It should however be noted that the considerations for incorporating suitable e-payment systems into 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 disbursement, monitoring mechanism, etc., in order to ensure the smooth operation of the Scheme.

3. The average number of beneficiaries per month and the average monthly subsidy amount during different periods from January 2020 (after the enhancement of the Scheme) to January 2024 are tabulated below:

| Period ^{Note} | Average number of beneficiaries per month (rounded off to the nearest thousand) | Average monthly subsidy amount (\$ million) |
|---|--|--|
| January to June 2020 (without special measures) | 1 434 000 | 127.5 |
| July 2020 to December 2021 (with special measures) | 2 843 000 | 282.8 |
| January to April 2022 (without special measures) | 1 099 000 | 95.1 |
| May 2022 to October 2023 (with special measures) | 3 068 000 | 329.9 |
| November 2023 to January 2024 (without special measures) | 2 050 000 | 216.7 |

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

Although each Octopus is subject to a monthly subsidy cap, due to the large number of beneficiaries, the annual recurrent expenditure under the Scheme exceeds \$3 billion. In considering the arrangements for 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

TLB185

(Question Serial No. 1065)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the past few years, the waiting time of road tests increased due to the COVID-19 pandemic and candidates were unable to obtain a driving licence even after a long time. In this connection, please advise this Committee of the following:

1. the situation of operation of the driving test centres (DTCs) of the four designated driving schools (DDSs), including the waiting time of road tests for various vehicle types at their DTCs in 2023;
2. whether the Government allocated additional resources and recruited more staff to expedite the processing of various driving tests in 2023; if yes, what are the details and the expenditure involved? In future, will the Government continue to implement measures that can enhance efficiency until the waiting time is effectively shortened?
3. The Government launched the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade to address the problem of labour shortage in the public light bus and coach trades. Mainland minibus drivers will receive driving training upon arrival in Hong Kong and take the driving tests and obtain driving licences subsequently. Please advise on the expenditure involved up to February 2024 and whether this has affected the waiting time for Hong Kong candidates.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 33)

Reply:

1. The numbers of opening days of the DTCs in the four DDSs in 2023 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, the operational needs of DDSs and the deployment of the Transport Department's (TD) manpower resources.

| DTC | Number of Opening Days in 2023^{Note 1} |
|-------------------|--|
| Yuen Long DTC | 261 |
| Siu Lek Yuen DTC | 262 |
| Ap Lei Chau DTC | 207 |
| New Kwun Tong DTC | 98 ^{Note 2} |

Note 1: The DTCs of TD are open from Monday to Friday (except public holidays). To shorten the waiting time, TD has arranged additional driving tests on Saturdays since March 2023. Therefore, the Saturdays with DTCs opened are counted as opening days.

Note 2: The four DTCs are located in four DDSs. Since the New Kwun Tong Driving School is of a smaller scale than the other three DDSs, and is providing driving training and practice during the daytime, the number of opening days of the DTC is subject to the school's operational needs.

As at 31 December 2023, the waiting time for each type of road tests at the four DDSs are tabulated below:

| Type of Road Tests | | Waiting Time (No. of Calendar Days) | | | |
|---------------------------|--------------------------|--|------------------------------------|-----------------------------------|-------------------------------------|
| | | Yuen Long Driving School | Siu Lek Yuen Driving School | Ap Lei Chau Driving School | New Kwun Tong Driving School |
| Private Car | Combined | 298 | 296 | 278 | N/A ^{Note} |
| | Part B | 47 | 59 | 80 | 173 |
| | Part C | 257 | 332 | 313 | 199 |
| Motor Cycle | Part B (Competence Test) | 124 | 101 | 120 | 159 |
| | Part C (Road Test) | 220 | 235 | 192 | 157 |
| Light Goods Vehicle | Combined | 305 | 295 | 278 | N/A ^{Note} |
| | Part B | 47 | 59 | 80 | 166 |
| | Part C | 257 | 332 | 313 | 213 |
| Medium Goods Vehicle | | 80 | 81 | N/A ^{Note} | N/A ^{Note} |
| Public/Private Bus | | 51 | 78 | N/A ^{Note} | N/A ^{Note} |
| Articulated Vehicle | | 82 | N/A ^{Note} | N/A ^{Note} | N/A ^{Note} |

Note: There was no relevant road test held at the DDS concerned.

- In order to increase the number of road tests and shorten the waiting time for driving tests, TD will continue to fully use the electronic driving test form and utilise the time saved to provide around 190 additional road tests (for early tests appointments) per month. In addition, TD has made arrangements for driving examiners to perform additional duties on Saturdays to increase the number of test sessions starting from late March 2023. TD has also completed the latest round of recruitment exercise for driving examiners in late 2023 for filling vacancies. After the implementation of the

above measures, the waiting time for various driving tests has been shortened, among which the waiting time for the combined test of private cars and light goods vehicles in non-DDSs has been reduced from more than 300 days during the peak in early 2023 to about 240 days now.

For the long term, 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.

3. The Government endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of labour to fill vacancies for drivers. To facilitate the implementation of the Scheme, TD has flexibly deployed existing resources, such as by arranging for driving examiners to take up additional work on Saturdays, providing additional sessions for imported drivers to take driving tests without affecting local candidates.

The additional workload arising from the Scheme is undertaken by the existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure could be provided.

- End -

CONTROLLING OFFICER'S REPLY

TLB186

(Question Serial No. 2721)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Public Transport Fare Subsidy Scheme by the Government from 2019 onwards, please advise this Committee of the following:

1. the total amount of subsidy provided by the Government each year;
2. the total number of beneficiaries each year; and
3. the total amounts and percentages of subsidies for various modes of transport such as railway, bus, tram and ferry each year.

Asked by: Hon HONG Wen, Wendy (LegCo internal reference no.: 8)

Reply:

1. & 2. The Government introduced the Public Transport Fare Subsidy Scheme (the Scheme) in 2019 to relieve the fare burden of commuters who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. The Scheme was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly subsidy amount and average monthly number of beneficiaries from 2019 to 2023 are set out in the table below:

| Year | Total subsidy amount (\$ million) | Average monthly subsidy amount (\$ million) | Average monthly number of beneficiaries (rounded off to the nearest thousand) |
|-------------|--|--|--|
| 2019 | 1,874 | 156.1 | 2 143 000 |
| 2020 | 2,147 | 178.9 | 1 982 000 |
| 2021 | 3,709 | 309.1 | 2 999 000 |
| 2022 | 2,837 | 236.4 | 2 274 000 |
| 2023 | 3,909 | 325.7 | 3 036 000 |

3. Subsidies under the Scheme will only be disbursed to the benefitted commuters, not the public transport operators.

- End -

CONTROLLING OFFICER'S REPLY

TLB187

(Question Serial No. 1153)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 227 of the Budget Speech that the Government will review the mode of operation of the Public Transport Fare Subsidy Scheme (the Scheme) within the year, aiming at enabling the continued provision of subsidies of the Scheme in a financially sustainable manner. In this connection, will the Government inform this Committee of the following:

1. Please provide a detailed breakdown of the types of public transport modes and operators covered each year since the implementation of the Scheme. Please provide the amount of subsidies involved, with a breakdown by operator, and their respective percentages in the total amount of subsidies disbursed;
2. Please provide a detailed breakdown of the total amount of subsidies granted each year since the implementation of the Scheme, and the rates of increase/decrease as compared with the previous year; and
3. Please provide the estimated expenditure, staff establishment and implementation timetable of the review.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 2)

Reply:

- 1.&2. The Government introduced the Scheme in 2019 to relieve the fare burden of commuters who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. The Scheme was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus. Subsidies under the Scheme will only be disbursed to the benefitted commuters, not the public transport operators.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount and the year-on-year change from 2019 to 2023 are set out in the table below:

| Year | Total subsidy amount (\$ million) | Year-on-year Change (%)^{Note} |
|-------------|--|---|
| 2019 | 1,874 | N/A |
| 2020 | 2,147 | +14.6% |
| 2021 | 3,709 | +72.8% |
| 2022 | 2,837 | -23.5% |
| 2023 | 3,909 | +37.8% |

Note: Apart from the temporary special measures, the patronage of public transport services, which saw a significant drop during the COVID-19 pandemic, also impacted on the changes in the total subsidy amount.

3. The work of Transport Department in relation to the review of the Scheme is undertaken by its existing staff and there is no separate breakdown of the expenditure and manpower involved. The Government anticipates that the review of the Scheme will be completed within this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB188

(Question Serial No. 3159)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), will the Government inform this Committee of the following:

- 1) Numbers of quotas applied for and quotas allocated under the Scheme as at 31 March 2024 (with a breakdown by type of post).
- 2) Further to the above, the total number of applications rejected and the reasons for rejection.
- 3) Number of imported drivers who have completed training and successfully obtained a local driving licence, and number of drivers who have commenced service.
- 4) When does the Government plan to put up the remaining quotas for application by the transport sectors? Will a mid-term review be conducted within the coming year?

Asked by: Hon LAM Lam, Nixie (LegCo internal reference no.: 41)

Reply:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the trades and enhancing the stability of the transport workforce, thus maintaining the reliability of public transport services. The reply to the various questions about the Scheme is as follows:

- 1) The application period for the first round of the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-departmental liaison group comprising representatives from the Transport and Logistics

Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at [Annex](#).

- 2) Among the 20 cases rejected in the first round of applications, four were withdrawn voluntarily by the applicants, and the remaining 16 were not approved as the applicants failed to meet the basic requirements of the Scheme, with reasons including not satisfying the requirements relating to local recruitment or the manning ratio requirement of full-time local staff and imported labour, or the applicants not being holders of valid passenger service licences. Among the 98 applications approved, 15 were not allocated with all the quotas applied for as they failed to meet the manning ratio requirement of full-time local staff and imported labour (i.e. 2:1).
- 3) The imported drivers are required to pass the driving test for the relevant vehicle class and obtain a certificate upon completion of the pre-service course, before being granted a full driving licence of the relevant vehicle class. The operators will arrange adequate route training for the imported drivers for sufficient familiarisation with the routes before service commencement. As at 7 March 2024, a total of 186 imported drivers have been granted a full driving licence of the relevant vehicle class, and among them, 109 have taken up various driving jobs to serve the public.
- 4) TD already announced on 20 March 2024 that the application period for the second round of the Scheme is from 25 March to 26 April. The application procedures and detailed handling arrangement will be similar to those of the first round. While implementing the Scheme, TD will maintain liaison with the transport sectors through a stakeholder consultative group set up under the Scheme to engage representatives of both employees and employers, to understand their views on the Scheme, and will review the Scheme as and when necessary.

Numbers of applications and quotas allocated in the first round under the Labour Importation Scheme for Transport Sector - PLB/Coach Trade with a breakdown by job type

| Driver job type | Number of applications received | Number of driver quotas involved | Number of applications approved | Number of driver quotas allocated |
|-----------------------------|--|---|--|--|
| PLB Driver | 68 | 547 | 59 | 461 |
| Local coach Driver | 32 | 689 | 23 | 262 |
| Cross-boundary Coach Driver | 18 | 365 | 16 | 246 |
| Total | 118 | 1 601 | 98 | 969 |

- End -

CONTROLLING OFFICER'S REPLY

TLB189

(Question Serial No. 3272)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) will continue to support the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (E-taxis)”. Please inform this Committee of the following:

- 1) the number of applications received and the amount of loans granted under the Scheme as at 29 February 2024;
- 2) the average time taken for processing each application and the average amount granted for each application;
- 3) the total number of default cases so far and the follow-up measures taken by the Government;
- 4) the estimated number of e-taxis to be introduced each year;

Asked by: Hon LAM Lam, Nixie (LegCo internal reference no.: 43)

Reply:

- 1) to 2) On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications. Among them, four applications have been approved, involving a total loan amount of \$1.32 million. The remaining one application is being processed.

The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) and loans will be originated by PLIs. In general, HKMCI can approve a loan within a week upon receipt of a PLI's submission of application with all the required documents.

- 3) In general, where a borrower defaults on repayment under the Loan Scheme, as a servicer of the loan, the PLI concerned will initiate recovery actions having regard to its own policy, usual commercial practice, as well as the terms and conditions of the scheme. As at 29 February 2024, there was no default case under the Loan Scheme.
- 4) The Government's target is to introduce 3 000 e-taxis by the end of 2027. The Government has been adopting a multi-pronged approach to promote the use of e-taxis, which includes launching the Loan Scheme. The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary. We have not set a specific target for the number of applications to be received each year under the Loan Scheme.

- End -

CONTROLLING OFFICER'S REPLY

TLB190

(Question Serial No. 0591)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2024-25, 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. Under the operating account, the revised estimated expenditure for 2023-24 is \$130 million. Please advise this Committee of the following:

Since the launch of the Fund, how many enterprises have been funded to conduct research and application of innovation and technology? How many projects have been successfully developed? What is the impact on road traffic in Hong Kong? Have road space efficiency and driving safety been significantly enhanced?

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

Reply:

The \$1 billion Smart Traffic Fund (the Fund) was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, increasing efficiency of the road network or road space, and improving driving safety.

As at February 2024, the Fund has received 83 applications and approved 50 of them, involving a total funding amount of about \$335 million. Among the approved projects, 26 are research and application projects which involve a total funding of about \$246 million, while 24 are pure research projects which involve a total funding of about \$89 million. Details of the approved projects are at Annex.

Six of the approved research and application projects have already completed the researches. Among them, two projects undertaken by local R&D centres aiming at developing a crane position monitoring system and a departure safety checking system for minibus have been

granted patents, and arrangements are being made to commercialise the research deliverables. Besides, a project relating to the management and safety of tramway has completed the research and the relevant technologies will be applied in the Hong Kong tramway system to enhance tramway management and improve driving safety. The Secretariat for the Fund is following up with the applicants of other completed projects with a view to facilitating commercialisation of the research deliverables. Meanwhile, the Management Committee of the Fund will continue to closely monitor the progress of the approved projects.

Projects Approved under the Smart Traffic Fund

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| Network-wide Traffic Speed-Flow Estimator ¹ | 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 |
| HKSafeDriver ² | 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 |
| Development of Departure Safety Checking System for Minibus ² | 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 |
| Development of Crane Position Monitoring System ² | 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 |
| Intelligent traffic control with use of IoT and reinforcement learning technologies ¹ | This project aims to develop an adaptive traffic control algorithm; develop virtual testbeds on micro-simulation packages; and validate the virtual testbeds with selected real scenarios in Hong Kong with comparison to the existing traffic control systems. | \$1,682,512.30 |
| Development and Deployment of an AI-enabled Parking Vacancy Prediction Framework using Multi-source Data ¹ | 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 |

| Project Title | Project Summary | Approved Funding |
|--|--|-------------------------|
| Advanced C-V2X Applications to Enhance Hong Kong's Mobility Competence and Road Safety ² | 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 |
| Road Safety Assessment using Advanced Driving Simulation Approach with 3D Geo-spatial Model ¹ | 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 |
| Development of an A.I. Intelligent Traffic Enforcement Robot (ITER) ² | 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 |
| Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway ² | This project aims to develop and implement an intelligent control management system for tramway based on RFID system and AI Optimizer, with a geo-fencing program for enhancing driving safety. | \$2,597,760.50 |
| Big data AI system for taxi safe driving ² | 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 |
| Development of Adaptive Traffic Control System – Dynamic Intersection Signal Control Optimization (DISCO) ¹ | 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 | \$7,982,521.45 |

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| | 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. | |
| Automatic On-The-Move Anti-Congestion System ² | 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 |
| Prediction of Traffic Speed and Volume considering Malfunction Detectors using Deep Learning ¹ | 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 |
| AI driven Barrier-Free Smart mobility platform - BoBo ² | 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 |
| Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park ² | 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 |

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| 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 ¹ | 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 |
| Study the Use of Artificial Intelligence for Analysing Pedestrian Motion and Abnormal Situation by Thermal and RGB Camera ¹ | 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 |
| 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 |
| Channel State Information-Learning-based Passenger Counting System on Public Transport Vehicles ¹ | 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 |
| Using Generalised Linear Model (GLM) and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident ² | 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 |

| Project Title | Project Summary | Approved Funding |
|--|---|-------------------------|
| Development of an Augmented Reality-Assisted Head-up Display (AR-HUD) mechanism for recommending driving strategy ¹ | 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 |
| 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 ¹ | 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 |
| Development of a Simulation Platform and Artificial Intelligent Algorithms for Optimising the Operation and Management of Taxi E-hailing Services ¹ | 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 ² | 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 |
| Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience ² | 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 |
| Virtual Reality-based Driving Training System ² | 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 | \$3,820,680.00 |

| Project Title | Project Summary | Approved Funding |
|--|--|-------------------------|
| | 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. | |
| Evaluation of Smart Mobility Roadside Infrastructure for Connected Autonomous Vehicles ² | 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 ¹ | 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 Advanced Bollard with Smart Materials for Improving Road Safety ² | 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 |
| Vehicle Detection and Vehicle-kilometrage Estimation Based on Remote Sensing Technologies ¹ | 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 |
| Designing of an Intelligent Human-machine Cooperative Driving System ¹ | 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 an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons ² | The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public | \$1,514,000.00 |

| Project Title | Project Summary | Approved Funding |
|--|--|-------------------------|
| | transport by the visually impaired persons and thus improve road efficiency. | |
| Driving Style-based Adaptive Virtual Training Platform: Build Safe Human Driving Habits in Autonomous Driving ¹ | 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 |
| Smart Minibus 2.0 ² | 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 |
| Development of a Software for Optimising the Planning and Scheduling of New Energy Buses ¹ | 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 |
| Development of a Personalized and Connected Advanced Driver Assistance System ¹ | 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 |
| Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) ² | The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety. | \$13,440,750.00 |

| Project Title | Project Summary | Approved Funding |
|--|---|-------------------------|
| Intelligent Information-based Transport System for Smarter Traffic and Safer Mobility ¹ | The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions. | \$7,629,654.94 |
| Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic ² | This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong. | \$19,998,500.00 |
| Smart Cloud Taximeter System ² | The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform, providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners. | \$10,634,000.00 |
| A Smart Planning Platform for Safe and Efficient MiC Module Transport ² | This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The | \$19,326,900.00 |

| Project Title | Project Summary | Approved Funding |
|--|--|-------------------------|
| | platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong. | |
| Dedicated Line Connected Autonomous Bus ² | The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange. | \$19,995,050.00 |
| An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data ¹ | This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety. | \$2,742,898.70 |
| Multi-modal Hyperlocal Delivery system ² | This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage. | \$3,916,070.00 |
| Traffic-aware Truck Platooning Technology and Its Impact on the Road Network ¹ | The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road. | \$1,741,655.16 |

| Project Title | Project Summary | Approved Funding |
|---|--|-------------------------|
| Digital Twin-based Long-span Bridge Health Monitoring ² | The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety. | \$13,404,400.00 |
| Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service ¹ | This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight. | \$6,697,542.56 |
| Blockchain-enabled Cyber Physical System for the City-wide Parking Management ¹ | This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to carparks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces. | \$3,953,542.31 |
| AI model for Generating High-definition Maps of Hong Kong based | The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to | \$7,186,008.45 |

| Project Title | Project Summary | Approved Funding |
|---|---|-------------------------|
| on Ground-Aerial-Sky Multi-Sensor Data ¹ | providing accurate road attributes which are valuable for enhancing efficiency of road space and the safety of the assisted and automated driving vehicles. | |

Note 1: Pure Research Project

Note 2: Research and Application Project

- End -

CONTROLLING OFFICER'S REPLY

TLB191

(Question Serial No. 0598)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The performance measures in respect of planning and development include public transport forward planning programmes processed and processing of bus service rationalisation packages. Will the Government inform this Committee of the following:

1. How many commuters in total will be affected by the rationalisation of 298 bus routes in this financial year?
2. Has the effectiveness of bus service rationalisation been reviewed? If yes, what are the districts that have completed the review and what are the results? If no, how does the Government know about its effectiveness?
3. What are the details of the public transport forward planning programmes? Are there any initial plans?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 19)

Reply:

The franchised bus companies ^(Note 1) are required to submit annually to the Transport Department (TD) their Forward Planning Programmes (FPPs) for the following five years. The FPPs cover a series of operational matters, such as the proposed programmes for the purchase and replacement of buses, the provision and equipment of bus depots, the maintenance and servicing of buses, etc. Of particular importance in the FPPs is the bus route planning programme. TD will review the service levels of franchised bus routes and passenger demand of each district to plan for the improvement and rationalisation of franchised bus services, and consult the local community's views on the bus route planning programmes for the coming year.

TD and the franchised bus companies have proposed about 100 service improvement and service rationalisation items under the 2024-25 bus route planning programmes, and have been consulting District Councils since March 2024. TD anticipates that 298 service

rationalisation items, including those settled but pending for implementation under the bus route planning programmes, will be implemented in 2024-25.

Bus route rationalisation aims to cater for the passengers' latest travelling patterns and allocate resources more effectively for those services with higher demand or for the introduction of new routes, so as to improve the efficiency of the franchised bus network and the sustainability of bus services, thereby benefitting commuters generally. The routes rationalised are mainly those with a significant drop in passenger demand due to various reasons such as demographic changes, commissioning of new transport infrastructure, overlapping with other public transport services, etc. In general, reasonable alternative services, including other existing public transport services or interchange services, are available for most of the passengers taking the original bus routes. The number of passengers significantly affected without reasonable alternative services is small.

After route rationalisation, TD will review the effectiveness through various channels, including examining the operating returns submitted by franchised bus companies and conducting regular surveys. As part of its day-to-day duties, TD will also closely monitor the service level and passenger demand of franchised bus services, review such services when handling complaints and suggestions from passengers and representatives from the local community, and work with the franchised bus companies to adjust the services as necessary to better meet passenger demand.

Apart from franchised bus services, the operator of franchised ferry services ^(Note 2) is also required to submit annually, in accordance with the franchise terms, to TD its Forward Plan for the next five years, which covers proposals for ferry service adjustments, financial forecasts and improvements of ferry services or pier facilities, etc. TD will review the Forward Plan according to the established procedures and continue to maintain close contact with the franchised ferry operator to facilitate its implementation of the proposals for enhancing ferry services (such as improving ancillary facilities of piers and introducing more e-payments means, etc.).

The MTR Corporation Limited is also required to submit annually to TD a five-year programme of operations for the North-west Railway and MTR bus services within the North-west Transit Service Area. The programme of operations covers the route development for the North-west Railway and bus services within the North-west Transit Service Area, showing, among others, the proposed new routes, frequency of service, and plans for the purchase and replacement of vehicles. In addition, the MTR Corporation Limited will include in its programme of operations the proposal on the upgrade or provision of station facilities, such as those for enhancing the safety of crossings at LRT stations and thus improving passenger experience.

(Note 1) At present, there are four franchised bus companies, namely The Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited, Citybus Limited and New Lantao Bus Company (1973) Limited.

(Note 2) At present, there is one franchised ferry operator, namely the "Star" Ferry Company, Limited.

CONTROLLING OFFICER'S REPLY

TLB192

(Question Serial No. 0605)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding "Implementation of free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area" under "Plant, vehicles and equipment" of Capital Account, will the Government inform this Committee:

1. in response to the current need for road construction, whether it has comprehensively considered regulating vehicular flow by electronic road system so as to alleviate traffic congestion; and
2. whether it will review the necessity and priority of the construction of new roads or main routes based on the actual vehicular flow upon implementation of the electronic road management system?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 26)

Reply:

1. and 2. As one of the major initiatives under smart mobility, we have implemented the free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area to allow motorists to pay tunnel tolls by means of a toll tag without stopping or queueing up at toll booths, resulting in time saving and convenience. Moreover, our ongoing Traffic and Transport Strategy Study recommends harnessing technology to implement traffic management more effectively, such as introducing the concept of a smart motorway management system (SMMS). The conceptual SMMS will leverage technology to fully utilise limited road resources and increase the capability of handling and diverting vehicular traffic at major roads, thereby facilitating a smoother traffic flow. The SMMS will provide real-time data on traffic flow and road usage for traffic management, so that drivers can make appropriate trip planning according to the real-time road conditions, enhancing transport efficiency and improving the experience of road users.

We will consider introducing the design of the SMMS suitably in the major road projects under planning to flexibly enhance road carrying efficiency with the least

amount of additional land and construction cost for meeting the future needs of transport development. With regard to the existing major roads, we will take the opportunity of replacing the Traffic Control and Surveillance System in the future to incorporate suitable smart motorway elements. Subject to the pace of developing the SMMS, we will have a more accurate understanding of the traffic situation and bottlenecks as the technology matures and becomes widely adopted, thereby enabling the comprehensive consideration of the necessity and priority of constructing new roads or main routes.

- End -

CONTROLLING OFFICER'S REPLY

TLB193

(Question Serial No. 0534)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

There have been comments from organisations that there is room for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) to improve its current support services for persons with disabilities. Examples are the inadequacy of wheelchair parking spaces in train compartments and the lack of concessionary fares. In this connection, will the Government inform this Committee whether it will consider communicating with the Mainland authorities and the MTR Corporation Limited (MTRCL) on enhancing the barrier-free services of XRL in order to better facilitate barrier-free cross-boundary travel for persons with disabilities?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 28)

Reply:

It is the Government's policy to provide a barrier-free and accessible public transport system to facilitate the use of barrier-free public transport by persons with disabilities (PwD), thereby enabling them to participate and integrate into the community. The Transport Department (TD) has been working closely with the MTR Corporation Limited (MTRCL) to enhance its services and facilities for PwD. MTRCL has already provided a series of barrier-free services and facilities for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). Major measures taken include:

- (a) Some of the main exits at the West Kowloon Station of XRL are equipped with barrier-free access, and 64 lifts have been installed at the station to connect various floor levels with the ground level for the convenience of PwD and other people in need in accessing the station and using various facilities;
- (b) At the concourse on B1 level of the West Kowloon Station of XRL, a barrier-free ticket counter designed to bring convenience to wheelchair users and an induction loop system to assist hearing-impaired passengers in handling ticketing tissues or making enquiries are provided. Concurrently, there is a priority lane at the concourse on B1 level for passengers in need for their easy completion of real-name checking and ticket verification, as well as security and baggage checks. When wheelchair users take XRL at West Kowloon Station, their wheelchairs, including collapsible and electric wheelchairs, will not be regarded as baggage to suit their travel needs; and

- (c) The MTR Vibrant Express operated by MTRCL provides wheelchair spaces and a barrier-free toilet in the seventh compartment to cater for the needs of people with mobility disabilities. When more than two wheelchair users are taking the same train, the staff will try to make the best arrangements to meet their needs having regard to train space. Trains run by the Mainland high-speed rail operator are equipped variously depending on the train type.

The Government notes that MTRCL regularly communicates with organisations of PwD to understand their needs for facilities or services inside train stations, with a view to continuously enhancing the barrier-free services of the railway (including XRL).

On another front, the Hong Kong section of XRL is a cross-boundary railway jointly run by operators of the Mainland and Hong Kong (i.e. MTRCL on the Hong Kong side). Therefore, MTRCL is also required to align its operation of XRL with relevant policies and regulations of the Mainland. As the Hong Kong operator responsible for the Hong Kong section of XRL, MTRCL will continue to engage in active communication and close collaboration with the Mainland railway authorities, and carry out ongoing enhancement of various operational arrangements and facilities in light of the operating conditions of XRL and passenger needs, with a view to bringing more convenient experience to passengers.

- End -

CONTROLLING OFFICER'S REPLY

TLB194

(Question Serial No. 0535)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In recent years, exchanges between Hong Kong and the Greater Bay Area have been further strengthened with the introduction of various schemes including the Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge. However, without adequate cross-boundary ancillary facilities and support for various types of wheelchair accessible barrier-free vehicles, it is difficult for local wheelchair users in general (including many elderly people) to travel to and from the Mainland conveniently for medical treatment, elderly care, family visits or sightseeing activities. In this connection, will the Government inform this Committee of the following: At present, what supporting resources and plans does the Government have to enable persons with disabilities (PWDs) in need to use various transport means (including public transport, or barrier-free/rehabilitation vehicles) to travel to and from the Mainland?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 29)

Reply:

It is the Government's policy to provide a barrier-free and accessible public transport system to facilitate PwD to participate and integrate into the community. The Transport Department has all along been working closely with public transport operators to enhance facilities for PwD and the elderly.

At present, all franchised buses and cross-boundary shuttle buses (i.e. Yellow Bus^{Note 1} and Gold Bus^{Note 2}) connecting to the land boundary crossings are low-floor buses equipped with wheelchair parking spaces for carriage of wheelchair bound passengers. All railway stations are equipped with barrier-free facilities to facilitate the use of railway services by PwD (including wheelchair users) to reach rail-based border crossings. In addition, wheelchair users may book wheelchair accessible taxis and Rehabus Dial-a-ride service for travelling to and from Shenzhen Bay Port, Lok Ma Chau Spur Line Control Point, Lok Ma Chau Control Point, Heung Yuen Wai Control Point and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, etc.

- Note 1: Lok Ma Chau-Huanggang cross-boundary shuttle bus
Note 2: Hong Kong-Zhuhai-Macao Bridge shuttle bus

- End -

CONTROLLING OFFICER'S REPLY

TLB195

(Question Serial No. 1493)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The “Northbound Travel for Hong Kong Vehicles” (the Scheme) has been implemented since 1 July 2023. Currently, the daily limit on the number of applications to be processed is 300. With the increasingly close connection between Hong Kong and the Greater Bay Area, the Government plans to develop automated car parks on the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge to prepare for the Southbound Travel for Guangdong Vehicles. In this connection, please advise on the following:

1. What are the numbers of applications in each round since the implementation of the Scheme? What is the average processing time for balloting? Will the Government consider streamlining the application procedures to shorten the processing time? If yes, what are the details? If no, what are the reasons?
2. What are the additional staff cost incurred by the Transport Department (TD) since the implementation of the Scheme and that to be incurred in future? Can TD manage if the daily limit on the number of applications to be processed is removed? If yes, what is the maximum number of applications that the Department can process? If no, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 23)

Reply:

Since the launch of the Scheme in July 2023, we have been closely monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. Under the present arrangement, when TD receives an online application under the Scheme, it takes about two working days to verify the information and supporting documents submitted by the applicant for preliminary assessment. The application will then be referred to the Mainland authorities for further processing. TD will follow up with the Mainland authorities and/or the applicant as necessary on individual cases. Upon receiving the assessment results from the Mainland authorities, TD will send the “closed road permit” to the applicant by post on the next working day.

The numbers of successful balloting applicants in respective rounds of balloting under the Scheme are set out at **Annex**. As at 29 February this year, TD has conducted a total of 21 rounds of balloting under the Scheme, providing about 70 000 balloting quotas for participation by interested applicants. Regarding the number of applications to be accepted, upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day and is sufficient to meet demand. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota. As such, since Round 12 of balloting, all applicants registered for balloting have been assigned quotas for submitting applications.

The tasks under the Scheme are mainly undertaken by the existing staff of TD and the expenditure involved is absorbed under the overall provision and establishment for TD. Thus, no separate breakdown can be provided. To enhance the capability and efficiency in processing the applications, TD created a total of 15 posts to be filled by outsourced workers in 2023-24, estimated salary expenses for which is about \$1.85 million. In 2024-25, the estimated outsourced manpower and salary expenses are similar to that in 2023-24.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangement of the Scheme in a timely manner.

**Numbers of successful balloting applicants in respective rounds of balloting
under the “Northbound Travel for Hong Kong Vehicles”**

| Balloting | Dates | Number of applicants registered for balloting | Number of successful balloting applicants |
|------------------|-------------------------------|--|--|
| Round 1 | 29 to 30 May 2023 | 17 261 | 1 600 |
| Round 2 | 5 to 8 June 2023 | 13 476 | 2 700 |
| Round 3 | 19 to 22 June 2023 | 11 319 | 3 442 |
| Round 4 | 3 to 6 July 2023 | 10 523 | 3 557 |
| Round 5 | 17 to 20 July 2023 | 8 576 | 3 533 |
| Round 6 | 31 July to 3 August 2023 | 7 401 | 3 680 |
| Round 7 | 14 to 17 August 2023 | 7 387 | 3 571 |
| Round 8 | 28 to 31 August 2023 | 6 087 | 3 618 |
| Round 9 | 11 to 14 September 2023 | 4 834 | 3 728 |
| Round 10 | 25 to 28 September 2023 | 4 215 | 3 495 |
| Round 11 | 9 to 12 October 2023 | 3 527 | 3 452 |
| Round 12 | 23 to 26 October 2023 | 3 784 | 3 784 |
| Round 13 | 6 to 9 November 2023 | 3 871 | 3 871 |
| Round 14 | 20 to 23 November 2023 | 3 924 | 3 924 |
| Round 15 | 4 to 7 December 2023 | 4 068 | 4 068 |
| Round 16 | 18 to 21 December 2023 | 3 641 | 3 641 |
| Round 17 | 1 to 4 January 2024 | 4 000 | 4 000 |
| Round 18 | 15 to 18 January 2024 | 4 012 | 4 012 |
| Round 19 | 29 January to 1 February 2024 | 3 095 | 3 095 |
| Round 20 | 12 to 15 February 2024 | 2 449 | 2 449 |
| Round 21 | 26 to 29 February 2024 | 4 592 | 4 592 |

- End -

CONTROLLING OFFICER'S REPLY

TLB196

(Question Serial No. 1926)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has indicated that it will continue to monitor the traffic conditions upon implementing the time-varying tolls at the three road harbour crossings (RHCs) and determine how the Electronic Road Pricing Pilot Scheme (the ERP Pilot Scheme) in Central should be taken forward. In this connection, will the Government inform this Committee of:

1. the current daily utilisation rate of the three RHCs at different time slots and their original design capacities;
2. the manpower and expenditure saved upon implementing the time-varying tolls; and
3. the progress of implementing the ERP Pilot Scheme in Central?

Asked by: Hon LEE Chun-keung (LegCo internal reference no.: 10)

Reply:

1. The Government has implemented time-varying tolls since 17 December 2023 at the three RHCs, namely the Western Harbour Crossing (WHC), the Cross Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC). The traffic flows of the three RHCs on weekdays after the implementation of time-varying tolls are set out at **Annex**.

The design capacities (per hour per direction) of the WHC, the CHT and the EHC are 4 200, 2 600 and 2 600 vehicles respectively.

2. The tasks in relation to the implementation of time-varying tolls are mainly conducted by existing staff of the Transport Department (TD) as part of their overall duties and therefore no separate breakdown of expenditure and manpower could be provided.
3. Time-varying tolls are a new toll arrangement which has only been implemented for about three months and the cross-harbour traffic situation may not have stabilised. Motorists will need more time to adjust their commuting patterns, including route choices, travel timing and transport modes. The TD will have to continue to monitor

the cross-harbour traffic as well as the impact of time-varying tolls on the traffic in various districts on the northern part of Hong Kong Island (including Central). No comprehensive data is available at this stage for making a sound assessment of the impact on the traffic in Central after the implementation of time-varying tolls. The Government must carefully assess the impact of the scheme on the traffic and the community, taking into account the changes in local traffic arising from the implementation of time-varying tolls, the impact of the scheme on road users and local residents, as well as the prevailing overall economic situation of the society. Hence, there is no timetable for the implementation of ERP in Central and its neighbouring areas.

Average Traffic Flows (two-way) of the Three RHCs on Weekdays (in Vehicles)¹

| | | WHC | | | CHT | | | EHC | | |
|---|---------------------------------------|---|--------|---------------------------------|---|--------|---------------------------------|---|-------|---------------------------------|
| | | Motorcycles ⁵ and private cars | Taxis | Other commercial vehicles | Motorcycles ⁵ and private cars | Taxis | Other commercial vehicles | Motorcycles ⁵ and private cars | Taxis | Other commercial vehicles |
| After Time- varying Tolls Plan ² | Peak hours ³ | 20 200 | 8 100 | 10 500 | 21 300 | 3 200 | 6 700 | 19 200 | 4 200 | 6 000 |
| | Outside peak hours ⁴ | 31 900 | 15 200 | 14 900 | 36 000 | 13 800 | 13 900 | 25 800 | 9 500 | 9 600 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not included in the traffic flow.
2. That is, Monday to Friday in February 2024 excluding public holidays and the days affected by public holidays (e.g. Lunar New Year's Eve and from the fifth to seventh day of Lunar New Year).
3. "Peak hours" refers to 07:30 to 10:30 and 16:30 to 19:30 on weekdays (a total of six hours).
4. "Outside peak hours" refers to 00:00 to 07:30, 10:30 to 16:30 and 19:30 to 24:00 on weekdays (a total of 18 hours).
5. "Motorcycles" include motor tricycles.

- End -

CONTROLLING OFFICER'S REPLY

TLB197

(Question Serial No. 2537)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Following the six-month pilot trial on the use of electric mobility devices (EMDs) in 2022, the Transport Department (TD) collaborated with Locolla Limited (LocoBike) to launch a one-year trial scheme on the shared use of EMDs (the trial scheme) in Pak Shek Kok from March last year. In this connection, will the Government inform this Committee of the following:

1. the number of shared power-assisted pedal cycles (PAPCs) provided by LocoBike;
2. the number of shared PAPCs with permits for use within the specified trial period and extent;
3. the number of registered participants;
4. the revised estimated expenditure for the trial scheme;
5. the speed limit under the trial scheme; and
6. the numbers and details of complaints received and accidents occurred since the launch of the trial scheme.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 5)

Reply:

1. to 3.

TD launched the trial scheme on the shared use of PAPCs on cycle tracks in Pak Shek Kok in March 2023, with the aims of understanding the relevant operational arrangements for possible future adoption in Hong Kong, as well as public acceptance of the shared use of EMDs. TD has issued movement permits to 21 shared PAPCs for use within a specified area under the trial scheme. There are about 180 participants.

4. The PAPCs are provided by the contractor. The related expenses incurred by TD under the trial scheme (including publicity, pamphlets, promotion ambassadors, etc.) are about \$140,000.
5. The speed limit for PAPCs is 25 kilometres per hour (km/hr). Motorised assistance will be ceased once the speed of 25 km/hr is reached.
6. TD's trial scheme on the shared use of PAPCs on cycle tracks in Pak Shek Kok has ended. The operation of the trial was generally smooth. TD did not receive any complaint during the trial period and no incident has occurred.

- End -

CONTROLLING OFFICER'S REPLY

TLB198

(Question Serial No. 2538)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

With the first trial diagonal crossings open for use in Hong Kong at the junction of Sha Kok Street and Yat Tai Street in Sha Tin on 31 January this year, will the Government inform this Committee:

1. of the expenditure involved in the trial, including but not limited to the cost of marking the pedestrian crossings with diagonal yellow stripes and retrofitting them with traffic signals;
2. of the duration of the trial;
3. of the distance of the original crossings at the junction under the trial;
4. of the distance of the new diagonal crossings under the trial;
5. whether there is a plan to develop the diagonal crossings at junction of Sha Kok Street and Yat Tai Street in Sha Tin into a famous landmark like the diagonal crossings in front of Shibuya Station in Tokyo, Japan; if yes, the details; if no, the reasons; and
6. whether there is a plan for trial diagonal crossings at the junction of Tin Sam Tsuen and Lung Hang Estate; if yes, the details; if no, the reasons?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 6)

Reply:

1. The expenditure involved in the trial of diagonal crossings carried out at the junction of Sha Kok Street and Yat Tai Street (the trial junction) is around \$450,000;

2. The Transport Department (TD) will monitor the operation at the trial junction for about six to nine months and consider pedestrians and motorists' views on the facilities to review the performance of the diagonal crossings;
3. The average walking distance from one end of the junction to the diagonal side is about 35 metres with the use of the original crossings;
4. The walking distance is about 22 metres with the use of the diagonal crossings at the trial junction; and
5. and 6. The trial of diagonal crossings allows pedestrians to use diagonal crossings to reach the diagonal side of the junction within a shorter distance and time. Apart from the above trial junction, TD also plans to launch the same trial at the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui in mid-2024; and

TD will carefully study the results of the two trial points in Sha Tin and Tsim Sha Tsui and review the trial performance before considering the future direction. Currently, TD has no plan to trial diagonal crossings at the junction of Tin Sam Tsuen and Lung Hang Estate.

- End -

CONTROLLING OFFICER'S REPLY

TLB199

(Question Serial No. 2543)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In recent years, the Transport Department (TD) has been planning and implementing a number of automated parking system (APS) projects for private cars in Hong Kong. In this regard, will the Government inform this Committee of the following:

1. Those APS projects taken forward by the Government in the past three years and those being planned for the future, and the respective APS types adopted, commencement dates of construction, commissioning dates of APS, total numbers of parking spaces provided, and estimated or actual expenditures involved.
2. The respective existing monthly parking fees of parking spaces at the APS projects and the average time taken for parking.
3. The 2023-24 revised estimate of expenditure for engaging a consultant to provide technical advice on the APS projects, and details of the technical advice provided.
4. Will the Government engage a consultant again in 2024-25 for the APS projects? If yes, what is the estimate of expenditures?

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

Reply:

1. TD has kept under review the latest developments in the application of APS worldwide. With the technology of APS for private cars reaching a mature stage, TD has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable short-term tenancy (STT) car parks. At present, some APS in STT car parks are already in operation while public works projects with APS obtaining funding approval from the Legislative Council are expected to come into operation starting from 2025. Information of the current APS projects is listed at Annex.

2. APS projects commissioned include STT car parks at Hoi Shing Road in Tsuen Wan and Pak Shek Kok in Tai Po, which provide 245 and 250 parking spaces (including both conventional and APS parking spaces) respectively. According to the information from the car park operator, the monthly parking fee is around \$2,900 to \$3,200 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 \$3,600 to \$4,400 depending on which level the parking space is located at. The average parking time for these APSs is around two to three minutes.
3. The revised estimated expenditure in 2023-24 is \$0.7 million for TD's engagement of consultants to offer technical advice on implementation of APS projects. The technical advice offered includes the professional advice provided for the preliminary feasibility study and in the course of planning and design of APS projects.
4. The estimated expenditure in 2024-25 is \$1.2 million for TD's engagement of consultants to offer technical advice on implementation of APS projects.

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) | Estimated Expenditure |
|--|---|------------------------------|-------------------------------|---|---|
| A. APS in STT car parks | | | | | |
| STT Car Park at Hoi Shing Road, Tsuen Wan | Puzzle stacking | December 2020 | Commissioned in November 2021 | 245 | Funded by the STT operator |
| STT Car Park at Pak Shek Kok, Tai Po | Puzzle stacking | December 2021 | Commissioned in December 2022 | 250 | Funded by the STT operator |
| STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po | Puzzle stacking | February 2023 | 2024 (Tentative) | About 210 | Funded by the STT operator |
| STT Car Park at Hoi Wang Road, Yau Ma Tei | Puzzle stacking | July 2023 | 2024 (Tentative) | About 200 | Funded by the STT operator |
| B. APS in public works projects | | | | | |
| Joint-user Government Office Building in Area 67, Tseung Kwan O | Puzzle stacking | September 2020 | 2025 (Tentative) | About 380 | \$5,228.4 M ¹ 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 | May 2022 | 2026 (Tentative) | About 300 | \$1,605.0 M ² in MOD prices |
| Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po | Circular shaft lifting | August 2023 | 2026 (Tentative) | About 200 | \$777.9 M ³ in MOD prices |

| Project | APS Type | Commencement of Construction | Expected Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) | Estimated Expenditure |
|--|-----------------|-------------------------------------|--------------------------------------|--|------------------------------|
| Main works of Amenity Complex in Area 103, Ma On Shan | Puzzle stacking | To be determined* | | About 350 | To be determined * |
| Town Park with Public Vehicle Park in Area 66, Tseung Kwan O | Puzzle stacking | To be determined# | | About 450 | To be determined # |
| Hoi Ting Road Joint User Complex | Puzzle stacking | To be determined# | | About 170 | 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 : The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

* The Government consulted the Panel on Home Affairs, Culture and Sports in February 2024 in respect of the main works of Amenity Complex in Area 103, Ma On Shan, and plans to commence the proposed works upon obtaining funding approval from the Finance Committee of the Legislative Council for target completion in around four and a half years. The actual date of construction, expected commissioning date and estimated expenditure are to be determined.

The Government expects to seek funding from the Legislative Council within this year. As the project is in planning or design stage, the actual date of construction and estimated expenditure are to be determined.

- End -

CONTROLLING OFFICER'S REPLY

TLB200

(Question Serial No. 2551)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

A few years ago, the Government introduced the mobile application “HKeMeter”, which allows remote top-up of parking fees for up to twice the longest parking period, and provides real-time vacancy information. In this connection, will the Government inform this Committee of the following:

1. the numbers of downloads of “HKeMeter”, the numbers of transactions, and the proportions of transactions using “HKeMeter” in the past three years;
2. the number of incidents in which the “HKeMeter” service was affected in the past three years, and the dates of these incidents, the time required for service resumption, and the causes of incidents;
3. the measures to be taken to enhance the user-friendliness of “HKeMeter”; and
4. the amount of recurrent expenditure on the parking meter system in the past three years; and whether there is any plan to record separately the maintenance cost of “HKeMeter”; if yes, the details; if no, the reasons.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 19)

Reply:

1. To tie in with the implementation of the new parking meter system in January 2021, the Transport Department (TD) has introduced the “HKeMeter” mobile application, providing real-time vacancy information and allowing remote top-up of parking fees for up to twice the longest parking period. A breakdown of the numbers of downloads of “HKeMeter”, the numbers of transactions, and the proportions of transactions using “HKeMeter” in the past three years is provided as follows:

| | 2021 | 2022 | 2023 |
|--|------------------|------------------|------------------|
| Cumulative number of downloads ^{Note} | About 400 000 | About 610 000 | About 760 000 |
| Number of transactions ('000) by year end | About 18 000 | About 46 480 | About 54 460 |
| Proportion of transactions using “HKeMeter” | 38% | 48% | 56% |

Note: Only the number of first-time downloads is counted.

2. and 3.

From 2021 to 2022, there were four occasions that the transactions made through “HKeMeter” were affected by mobile network transmission or temporary system breakdowns which were mostly fixed within the same day. Having said that, the parking meter system could still provide uninterrupted services to the motorists through the payment device (e.g. Octopus or credit card readers) at on-site parking meters during these occasions. TD has, in conjunction with the Electrical and Mechanical Services Department and the parking meter contractor, already completed a series of system upgrading works and deployed extra backend resources, and the system reliability has been continuously improved. In 2023, “HKeMeter” has not recorded any system incident.

TD will continue to monitor the performance of the parking meter system, gauge users’ feedback from various channels e.g. social media, mobile app stores and the hotline, keep in view the relevant technology developments and explore the feasibility of introducing the latest electronic payment means, with a view to further enhancing the system performance and users’ experience.

4. In the past three financial years, the annual recurrent expenditures on the parking meter system (including the maintenance cost for “HKeMeter”) are as follows:

| | 2020-21 | 2021-22 | 2022-23 |
|-----------------------|-----------------|-----------------|-----------------|
| Recurrent expenditure | \$30.09 million | \$36.52 million | \$46.61 million |

- End -

CONTROLLING OFFICER'S REPLY

TLB201

(Question Serial No. 2559)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) set up 34 HKeToll consultation counters in Hong Kong in last February and more of them at Home Affairs Department's enquiry centres in last July, and closed 25 consultation counters at MTR stations in late January this year. In this connection, will the Government inform this Committee, since last February:

1. of the total number of HKeToll consultation counters set up in Hong Kong since last February and their commencement and cessation dates of service;
2. of the revised estimated expenditure or estimated expenditure for setting up multiple HKeToll consultation counters and the expenditure of the respective major items; and
3. whether records are kept on the number of assistance cases by each HKeToll consultation counter for vehicle owners in applying for HKeToll services, including but not limited to applying for a vehicle tag, opening of an HKeToll account, associating a vehicle to the account, setting up a payment means and updating their e-contact means currently registered with TD; if yes, of the details; if no, of the ways to evaluate the effectiveness of HKeToll consultation counters?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 27)

Reply:

1. HKeToll, the free-flow tolling service, was successfully implemented at seven government tolled tunnels and the Tsing Sha Control Area (TSCA) (namely the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023.

To assist vehicle owners in applying for vehicle tags, opening HKeToll accounts and setting up payment means, setting up electronic notifications, as well as making payment for tolls in arrears online, the Transport Department (TD) has engaged service providers following open tender exercises to set up HKeToll consultation counters at 25 designated MTR stations and nine Home Affairs Enquiry Counters (HAECs) throughout the territory since 24 February 2023.

MTR HKeToll consultation counters were set up in stations including Sai Ying Pun, Wan Chai, Shau Kei Wan, Wong Chuk Hang, North Point, Wong Tai Sin, Kai Tak, Ngau Tau Kok, Nam Cheong, Hung Hom, Kowloon, Prince Edward, Kowloon Tong, Ho Man Tin, Long Ping, Sheung Shui, Wu Kai Sha, Tai Wai, Tsuen Wan West, Siu Hong, Tai Po Market, Tung Chung, Tsing Yi, Kwai Fong and Tiu Keng Leng. Subsequently, the consultation counters at Kai Tak, Hung Hom, Kowloon and Tai Wai stations ceased operation from 8 May 2023 due to service adjustments. With the successful implementation of HKeToll at all government tolled tunnels and TSCA, and more than 90% of the vehicles and owners having been issued with vehicle tags and having opened HKeToll accounts respectively, TD announced in January 2024 that all HKeToll MTR consultation counters terminated their services from 1 February 2024 onwards.

HAEC HKeToll consultation counters were located at HAECs in the Sai Kung, North, Tai Po, Sha Tin, Outlying Islands (Tung Chung), Tuen Mun, Yuen Long and Kwai Tsing districts as well as the multi-purpose activity room in Tsuen Wan (which was changed to Tsuen Wan HAEC from 5 May 2023). The nine HAECs provided service from 24 February 2023 onwards. Subsequently, TD extended HAEC consultation counters to Hong Kong Island and Kowloon from 17 July 2023 and adjusted the locations of the consultation counters accordingly by adding new HKeToll consultation counters at HAECs in the Central and Western, Eastern, Southern, Yau Tsim Mong, Kwun Tong and Kowloon City districts, while retaining three HKeToll consultation counters in the North, Sha Tin and Yuen Long districts respectively. From 1 November 2023 onwards, all HKeToll consultation counters at HAECs terminated their services.

2. TD's expenditure on HKeToll consultation counters was about \$22 million, of which about \$20 million was spent on the MTR consultation counters and about \$2 million on HAEC consultation counters.
3. HKeToll consultation counters effectively assisted vehicle owners in applying for using HKeToll and provided them with immediate support. With the assistance of the staff, vehicle owners could generally complete the application process within five to ten minutes. In total, the consultation counters received about 120 000 users and handled over 210 000 enquiries and assistance cases.

- End -

CONTROLLING OFFICER'S REPLY

TLB202

(Question Serial No. 3299)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the rationalisation of traffic distribution among the three road harbour crossings (RHCs) implemented in late December 2023, will the Government inform this Committee of the following:

- (1) the daily vehicular flows of Eagle's Nest Tunnel, Lion Rock Tunnel and Tate's Cairn Tunnel before the rationalisation;
- (2) the daily vehicular flows of these tunnels after the rationalisation; and
- (3) whether there are measures to alleviate the congestion at Tate's Cairn Tunnel during the morning and afternoon peak hours?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 44)

Reply:

- (1) and (2) The average vehicular flows of Eagle's Nest Tunnel, Lion Rock Tunnel and Tate's Cairn Tunnel on weekdays before and after the implementation of time-varying tolls plan at the three road harbour crossings are set out in **Annex 1**; and
- (3) The Government has been closely monitoring the traffic conditions and changes in demand in various districts in Hong Kong, and timely implementing relevant traffic improvement measures.

The free-flow tolling service of HKeToll was smoothly implemented at seven government tolled tunnels and the Tsing Sha Control Area (TSCA) (including the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023. Motorists can pay tunnel tolls remotely using toll tags without having to stop or queue at toll booths for payment. This saves time and efforts for motorists, hence delivering a smoother driving experience for

them, whilst reducing weaving near the toll booths and thus improving the general traffic around the toll plazas.

In response to the traffic demand arising from the future housing developments in New Territories East and the overall long-term development needs of Hong Kong, the Government has been taking forward a number of infrastructure projects to improve the traffic conditions between New Territories East and Kowloon. The Trunk Road T4, which is seeking funding approval, will link the existing trunk roads on both sides of Shing Mun River Channel in Sha Tin, enabling vehicles to travel directly between Sha Tin East/Ma On Shan and Tsuen Wan/West Kowloon, as well as rationalising the traffic between Sha Tin and the urban areas of Kowloon. Moreover, the Improvement of Lion Rock Tunnel, which is undergoing first stage design and site investigation, will take the opportunity of the tunnel rehabilitation to enhance the capacity by increasing the number of traffic lanes in Lion Rock Tunnel and its connecting roads, in addition to alleviating the pressure on the three existing tunnels connecting Sha Tin and the urban areas of Kowloon. In the long run, the Shatin Bypass under planning will serve as a more direct north-south corridor, connecting the northeast New Territories with the urban areas of Kowloon and effectively diverting the traffic of northeast New Territories to and from the urban areas of Kowloon via Sha Tin.

We will continue to look into more efficient ways to use public resources and achieve the cost-effectiveness of works expenditure, review the order of priority of the projects under planning, and adjust the progress of implementation, taking into account the latest situation, including policy development, the Government's financial position etc..

Average Vehicular Flows (Two-way) of Eagle’s Nest Tunnel, Lion Rock Tunnel and Tate’s Cairn Tunnel on Weekdays (in Vehicles)

| Average vehicular flow (two-way) on weekdays (in vehicles) | Eagle’s Nest Tunnel | Lion Rock Tunnel | Tate’s Cairn Tunnel |
|---|----------------------------|-------------------------|----------------------------|
| Before time-varying tolling ¹ | 67 000 | 90 400 | 62 000 |
| After time-varying tolling ² | 67 600 | 89 800 | 60 500 |

Note:

1. The period from 4 December 2023 to 8 December 2023
2. From Mondays to Fridays between 8 January and 31 January 2024

- End -

CONTROLLING OFFICER'S REPLY

TLB203

(Question Serial No. 1149)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that the Public Transport Fare Subsidy Scheme (the Scheme) will be reviewed. In this regard, please set out the information on the following for the past five years:

1. Annual total amount of subsidy disbursed under the Scheme, as well as number of beneficiaries broken down by ranges of subsidy amount received and average amount of subsidy per beneficiary; and
2. Details and timetable of the work plan for reviewing the Scheme.

Asked by: Hon LEE Wai-king, Starry (LegCo internal reference no.: 35)

Reply:

1. The Government introduced the Scheme in 2019, which was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary under the Scheme in the past five years are set out in **Table 1**.

Table 1:

| Year | Total subsidy amount (\$ million) | Average monthly number of beneficiaries (rounded off to the nearest thousand) | Average amount of monthly subsidy per beneficiary (\$) |
|-------------|--|--|---|
| 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 |
| 2023 | 3,909 | 3 036 000 | 107 |

The distribution of beneficiaries by monthly subsidy amount by year in the past five years is set out in **Table 2**.

Table 2:

| Monthly subsidy amount | Average monthly number of beneficiaries^{Note} (rounded off to the nearest thousand) | | | | |
|-------------------------------|---|-----------|-----------|-----------|-----------|
| | 2019 | 2020 | 2021 | 2022 | 2023 |
| \$0.1 to \$100.0 | 1 583 000 | 1 291 000 | 1 756 000 | 1 327 000 | 1 732 000 |
| \$100.1 to \$200.0 | 438 000 | 490 000 | 837 000 | 625 000 | 836 000 |
| \$200.1 to \$300.0 | 117 000 | 148 000 | 293 000 | 226 000 | 321 000 |
| \$300.1 or above | N/A | 49 000 | 108 000 | 91 000 | 140 000 |

Note: Due to rounding, the average monthly numbers of beneficiaries for each year do not add up to the totals shown in Table 1.

2. The Government anticipates that the review of the Scheme will be completed within this year.

- End -

CONTROLLING OFFICER'S REPLY

TLB204

(Question Serial No. 2456)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To promote adoption of information and communications technology among the public, the Office of the Government Chief Information Officer (OGCIO) had set up mobile support stations at 25 MTR stations to assist members of the public in using the LeaveHomeSafe mobile app since December 2021. Afterwards, the mobile support stations were used instead as HKeToll consultation counters until end January 2024. Will the Government inform this Committee:

1. after the mobile support stations for LeaveHomeSafe were switched to HKeToll consultation counters, whether the relevant expenditure was absorbed by OGCIO or the Transport Department;
2. of the monthly average expenditure of the mobile support stations at the 25 MTR stations; and
3. as HKeToll consultation counters had terminated their services in end January 2024, of the arrangements for their ad hoc employees?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 152)

Reply:

HKeToll, the free-flow tolling service, was smoothly implemented at the seven government tolled tunnels and the Tsing Sha Control Area (namely, the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023.

To assist vehicle owners in applying for vehicle tags, opening HKeToll accounts and setting up payment means, setting up electronic notifications, as well as making toll payment in arrears online, the Transport Department (TD) has earlier engaged service contractors following open tender exercises to set up HKeToll consultation counters at 25 designated MTR stations throughout the territory starting from 24 February 2023. The service was subsequently adjusted and provided at 21 designated MTR stations. TD announced in January 2024 that since HKeToll had been smoothly implemented at all government tolled tunnels

and the Tsing Sha Control Area, and that more than 90% of the vehicles and owners had been issued with vehicle tags and had opened HKeToll accounts respectively, all HKeToll MTR consultation counters terminated their services from 1 February 2024 onwards. For the period from 24 February 2023 to 31 January 2024, the expenditure for the HKeToll MTR consultation counters was borne by TD. The total expenditure is about \$20 million.

As the frontline staff at the HKeToll MTR consultation counters were employed by the service contractors, TD does not have the relevant information on the subsequent work arrangements for their employees.

- End -

CONTROLLING OFFICER'S REPLY

TLB205

(Question Serial No. 3170)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government inform this Committee of the following:

1. The manpower involved in administering and monitoring the Scheme this year.
2. The numbers and effectiveness of the regular assurance exercises and field inspections on operators' systems of internal controls, and transport surveys conducted by the Government last year, and the targets for this year.
3. The number of cases involving abuse of the Scheme by operators and the investigation progress since last year.
4. In respect of views that the effectiveness of the regular monitoring work of the Government is limited, has the Government evaluated the success rates of the two monitoring methods in uncovering cases of abuse? Will the Government strengthen its efforts in conducting spot checks? If yes, what are the details? If no, what are the reasons?
5. The Government's progress on taking forward the inclusion of suitable e-payment platforms into the Scheme and whether the work will be completed within this year, and the target number of e-payment platforms to be included and the selection criteria.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 92)

Reply:

1. As at February 2024, the Transport Department (TD)'s staff establishment involved in administering and monitoring the Scheme is summarised as follows:

| Grade | Rank | Number of Post |
|---------------------|----------------------------|-----------------------|
| Transport Officer | Chief Transport Officer | 1 |
| | Senior Transport Officer | 4 |
| | Transport Officer I | 1 |
| | Transport Officer II | 3 |
| Treasury Accountant | Senior Treasury Accountant | 1 |
| | Treasury Accountant | 1 |
| Accounting Officer | Accounting Officer II | 1 |
| Total | | 12 |

2. to 4. TD has adopted a series of monitoring measures to ensure proper use of public funds and minimise risks of abuse. The participating public transport operators are required to establish a set of audit and assurance standards to strengthen their internal control and submit to the Government assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants on a yearly basis. In addition, the monitoring measures taken by TD also include conducting regular transport surveys to gather operational data and passenger statistics, verifying the operational data submitted by the operators and checking the transaction records in Octopus payment system, etc.

Transport fare subsidies under the Scheme are disbursed to the benefitted commuters, not the public transport operators. In 2023-24, TD conducted an average of about 170 field inspections and monitoring surveys per month, during which no cases involving abuse of subsidies by operators were identified. In 2024-25, TD will continue with the aforesaid monitoring work and maintain a similar level of monthly output of field inspections and monitoring surveys.

5. We note the increasing popularity of various e-payment platforms. The Government is now actively discussing with individual e-payment system operators and making preparations for the incorporation of new e-payment systems into the Scheme. When incorporating suitable e-payment systems into the Scheme, we need to consider whether the relevant e-payment platform has been generally adopted by various public transport service operators for the collection of transport fares. Besides, as the Scheme involves processing a large volume of transaction data every day, e-payment platforms to be incorporated will need to meet certain operational requirements, including those concerning the uploading and verification of transaction records of the payment systems, subsidy calculation and disbursement, monitoring mechanism, etc. so as to ensure the smooth operation of the Scheme.

CONTROLLING OFFICER'S REPLY

TLB206

(Question Serial No. 2648)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the hillside escalator links and elevator systems (HEL), please inform this Committee of the following:

1. What are the progress, expenditure and budget of the 20 first-batch projects shortlisted under the revised mechanism in the first quarter of 2020?
2. Will the Government set a target timeframe on different construction processes of a proposed HEL project? What measures will the Government take to expedite the implementation of the projects and supervise the works to ensure timely completion?
3. What are the number and details of other new proposals received in the past three years? Does the Government have any plan to take forward the remaining proposals and other new proposals received?
4. Will the Government regular review the assessment mechanism for HEL proposals?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 29)

Reply:

1. & 2. The Government completed initial screening, shortlisting and prioritisation of the HEL suggestions received in the past based on the revised assessment mechanism. After prioritisation of these proposals with their integrated scores, 11 HEL proposals with evident benefits were accorded priority for implementation. The Transport Department (TD) consulted the respective district councils or their relevant committees and obtained their support for the preliminary alignments and conceptual designs of these 11 priority projects. Details of the implementation progress of these 11 priority projects are as follows:

| District | No. | Preliminary Alignment | Implementation Progress |
|-------------------|-------|---|--|
| Central & Western | HKI03 | From Smithfield along Pokfield Path to Pokfield Road | TD and the Highways Department (HyD) are carrying out preparatory work for the preliminary technical feasibility study. HyD completed the preliminary technical feasibility study and is carrying out investigation and design. |
| Southern | HKI44 | From Yue Fai Road to Yue Kwong Road | |
| Wan Chai | HKI23 | From Wood Road to Queen's Road East near St Joseph's Primary School | |
| | HKI30 | From Lau Sin Street to Tin Hau Temple Road | |
| Eastern | HKI34 | From Sai Wan Ho Street to Holy Cross Church, Sai Wan Ho | |
| | HKI35 | From Healthy Street East to Pak Fuk Road | |
| Sham Shui Po | KLN04 | From Ching Cheung Road footbridge near Mei Foo MTR Station to Lai King Hill Road near Ching Lai Commercial Centre | |
| Sha Tin | NTE04 | From the footway near Greenview Garden to Sha Tin Tau Road | |
| Tsuen Wan | NTE12 | From Kwok Shui Road Park to Kwok Shui Road | |
| Kwai Tsing | NTW10 | From Wah Sing Street to Castle Peak Road - Kwai Chung | |
| | NTW11 | From Shek Yam Road near Kam Shek Building to Tai Pak Tin Street | |

The above projects are still in the investigation and design stage. The time required for construction hinges on various circumstances such as the geotechnical conditions, land ownership, and complexity of each project. We will keep examining how to use public resources more effectively and the cost effectiveness of works projects, while keep reviewing the priority of projects under planning in light of the latest developments, including policy development and financial situation of the Government, etc., and will adjust the implementation schedule as appropriate. The project cost estimates and construction programme are not available at this moment.

As for measures to expedite the construction process, HyD will adopt a multi-pronged approach, including using appropriate design and construction technologies such as Building Information Modelling (BIM) and Modular Integrated Construction (MiC) to shorten the construction time. During construction, the project team will conduct regular site inspections and hold regular meetings to monitor the works progress and ensure that the works proceed as scheduled.

3. In the past three years, TD received a total of 19 new suggestions for the construction of HEL in various districts. Details are as follows:

| District | Number of new suggestions received in the past three years |
|-------------------|---|
| Central & Western | 1 |
| Southern | 1 |
| Kowloon City | 1 |
| Wong Tai Sin | 2 |
| Kwun Tong | 4 |
| Sha Tin | 4 |
| Kwai Tsing | 4 |
| Tsuen Wan | 1 |
| Tuen Mun | 1 |
| Total | 19 |

Taking into account the available resources, the Government is taking forward the above 11 priority projects in an orderly manner. Subject to the implementation progress of the 11 priority projects and factors such as the allocation of available resources, the Government will carry out preliminary feasibility studies and shortlisting of the new suggestions received pursuant to the relevant assessment mechanism in a timely manner. The shortlisted proposals will be followed up and assessed together with the other proposals that have not been selected earlier as priority projects later, with the aim of selecting the remaining nine proposals for implementation.

4. Different from the previous assessment mechanism, the revised assessment mechanism will conduct more comprehensive preliminary technical assessments in the initial screening stage to better ascertain the feasibility of proposals, and appraise “social benefits” and “cost-effectiveness” independently in the detailed scoring stage to ascertain that the selected proposal not only has evident benefits to and recognition from the local residents but also is cost effective. The current assessment mechanism has improved the assessment criteria and prioritisation method of proposals, as compared with the previous mechanism. The Government has no plan to review it at this stage.

- End -

CONTROLLING OFFICER'S REPLY

TLB207

(Question Serial No. 1436)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2024-25 under Programme (2) that the Bureau will continue to oversee the progress and development of various smart mobility initiatives including the implementation of the Smart Traffic Fund (the Fund) and automated parking system projects. In this connection, will the Government inform the Committee of the following:

1. (a) in 2023 and (b) 2024, (i) the projects approved under the Fund, (ii) the respective amounts of approved funding for each project, and (iii) the commencement and completion dates for each project;
2. whether key performance indicators have been set for the projects approved under the Fund (e.g. commencement/completion of projects within a specific timeframe; application of research deliverables, etc.); if yes, the details; if no, the reasons; and
3. (a) in 2023-24 and (b) 2024-25, (i) the dedicated manpower for supporting the Fund and (ii) the salary expenditure involved.

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

Reply:

1. The \$1 billion Fund was launched in March 2021 for application, aiming at providing funding support to local organisations and enterprises for conducting research and application of innovation and technology with a view to enhancing commuting convenience, increasing efficiency of the road network or road space, and improving driving safety. As at February 2024, the Fund has approved 50 applications, with a total funding amount of about \$335 million.

Moreover, as at the end of February 2024, the Fund has approved 14 applications in 2023-24, involving a funding of about \$132.2 million. Details of the approved projects are at [Annex](#). As for 2024-25, the Fund has so far received eight formal applications,

involving a funding of about \$86.5 million. The Secretariat for the Fund is now examining the applications received, and will arrange for vetting of applications at the Management Committee's meetings if all required information is in order.

2. For each project, there will be key performance indicators (e.g. accuracy of forecast, number of future users, etc.) relating to the research content and project characteristics. The Secretariat and the Management Committee will also take these indicators into account during the vetting stage. Upon completion of the project, the Secretariat and the Management Committee will assess whether the research deliverables meet the expected outcomes of the applicant.
3. 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 total amount of the Fund.

Projects Approved in 2023-24 (as of the end of Feb 2024) under the Smart Traffic Fund

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| Development of an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons ² | The project aims to develop AI computer vision to recognise obstacles, identify bus stations and buses in order to increase the safety and convenience of visually impaired persons via the deployment of a specifically designed mobile application and smart glasses. This could encourage greater use of public transport by the visually impaired persons and thus improve road efficiency. | \$1,514,000.00 | August 2023 | July 2024 |
| Intelligent Information-based Transport System for Smarter Traffic and Safer Mobility ¹ | The project will develop an intelligent information-based transport system for smarter traffic and safer mobility. The system will utilise Artificial Internet of Things (AIoT) and Geospatial Artificial Intelligence (GeoAI) techniques to compute real-time analytics on the road and traffic conditions. | \$7,629,654.94 | September 2023 | August 2025 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|--|-------------------------|--------------------------------|----------------------------|
| Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic ² | This project aims to develop the first autonomous shuttle bus (AIBus) for operation on public roads in Hong Kong. The West Kowloon Cultural District will serve as the testbed for the project, where research and development on V2X solutions will be conducted. The project will establish and facilitate communication among AIBus, buildings, road infrastructures, visitors, and road users. It will provide practical data for the future adoption of autonomous driving technology on public roads in Hong Kong. | \$19,998,500.00 | October 2023 | October 2025 |
| Development of the Next Generation of Traffic Accident Risk Management Solution (ARM) ² | The project will develop a traffic Accident Risk Management Solution (ARM), which includes new generation of Advanced Driver Assistance System (ADAS), Electronic Data Recording System (EDRS), Overspeed Alert System (OAS), Alert Button System (ABS), Predictive Maintenance system (PMS), and Driving Behaviour and Fleet Management Monitoring System (DBMS) with a view to improving driving safety. | \$13,440,750.00 | December 2023 | May 2025 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|---|-------------------------|--------------------------------|----------------------------|
| Smart Cloud Taximeter System ² | The project aims to develop the first taxi operational data statistics and analysis platform in Hong Kong. The platform will analyse the operational status of taxis by remotely collecting taximeter data. Smart taximeters will be developed to automatically update taxi fares using Over-the-air (OTA) Technology, eliminating the need for manual taxi fare adjustments. The driver database and itinerary information will be uploaded to a cloud platform, providing comprehensive driver behaviour and risk references for taxi fleet management companies and taxi owners. | \$10,634,000.00 | December 2023 | November 2024 |
| A Smart Planning Platform for Safe and Efficient MiC Module Transport ² | This project aims to develop a smart planning platform (SPP) for Modular Integrated Construction (MiC) module transport. The platform will provide three core technologies: smart 3D swept path analysis (SPA), swept path-aware routing (SPR) for route selection, and traffic impact review (TIR) for achieving safe and efficient module transport in Hong Kong. | \$19,326,900.00 | December 2023 | November 2025 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|--|--|-------------------------|--------------------------------|----------------------------|
| Dedicated Line Connected Autonomous Bus ² | The project will design dedicated line connected autonomous buses for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment as roundabouts and public transport interchange. | \$19,995,050.00 | December 2023 | December 2025 |
| An Empathetic Navigation System Design Based on Drivers' Emotion Inference from Traffic Contextual Data ¹ | This project aims to develop a novel emotion-aware navigation system. Machine learning will be utilised to simulate traffic contexts and analyse their influence on drivers' emotions. A route planning algorithm will be deployed to retrieve a suitable route that balances driving efficiency and drivers' emotion in enhancing driving safety. | \$2,742,898.70 | January 2024 | December 2025 |
| Multi-modal Hyperlocal Delivery system ² | This project aims to develop a novel logistic model that utilises big data analysis of historical order data to determine high density delivery locations and efficiently deploy both walkers and vehicles to complete the transportation journey. It aims to reduce vehicle usage, increase delivery efficiency, and reduce overall road usage. | \$3,916,070.00 | January 2024 | December 2024 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|--|-------------------------|--------------------------------|----------------------------|
| Traffic-aware Truck Platooning Technology and Its Impact on the Road Network ¹ | The project aims to provide traffic-aware platoon coordination solutions for logistic firms in Hong Kong. Algorithms will be designed to allow platoon coordinators to form platoons in light of the traffic congestion conditions. SUMO simulators will be utilised to investigate the traffic impact of platoon coordination on Tuen Mun Road. | \$1,741,655.16 | February 2024 | January 2026 |
| Digital Twin-based Long-span Bridge Health Monitoring ² | The proposed project aims to develop a digital twin-based long-span bridge health monitoring platform. The Tsing Ma Bridge will be used as the testbed of the project for developing automatic traffic monitoring system, realistic bridge fatigue damage assessment and prediction system, vehicle-barrier collision monitoring system and vehicle safety assessment system in high winds. Sensors on the bridges, cutting-edge artificial intelligence (AI) techniques, finite element analysis, and Bridge Information Modelling (BIM) will be integrated into the monitoring platform to enhance the efficiency of the road network and road space, as well as improve driving safety. | \$13,404,400.00 | February 2024 | January 2026 |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|---|--|-------------------------|--------------------------------|------------------------------|
| Development of an Assisted Navigation and Collision Avoidance System using AI and Location-based Service ¹ | This project aims to develop a low-cost, high-precision co-location solution suitable for urban canyons. It includes developing an algorithm to solve satellite positioning offsets caused by building obstructions and reflections, as well as developing a collision avoidance warning application for issuance of early warning and enabling emergency interventions to reduce collision risks in blind areas of sight. | \$6,697,542.56 | April 2024 | April 2026 |
| Blockchain-enabled Cyber Physical System for the City-wide Parking Management ¹ | This project will leverage Web 3.0 and blockchain technology to establish decentralised identity for drivers, enabling intelligent access control to car parks. A spatiotemporal clustering analysis system utilizing artificial intelligence (AI) will be developed to evaluate the supply and demand of parking spaces. | \$3,953,542.31 | May 2024 | April 2026 |
| AI model for Generating High-definition Maps of Hong Kong based on Ground-Aerial-Sky Multi-Sensor Data ¹ | The project aims to develop novel AI techniques for generating high-definition (HD) maps and semi-HD maps for Hong Kong from ground-aerial-sky multi-modal sensors with a view to providing accurate road attributes which are valuable for enhancing | \$7,186,008.45 | To be confirmed ³ | To be confirmed ³ |

| Project Title | Project Summary | Approved Funding | Commence- ment date | Completion Date |
|----------------------|---|-------------------------|--------------------------------|----------------------------|
| | efficiency of road space and the safety of the assisted and automated driving vehicles. | | | |

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.

- End -

CONTROLLING OFFICER'S REPLY

TLB208

(Question Serial No. 1437)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2024-25 under Programme (2) that the Transport and Logistics Bureau will continue to oversee the progress and development of various smart mobility initiatives including the implementation of the Smart Traffic Fund and automated parking system (APS) projects. In this connection, will the Government inform this Committee of the following:

1. In (a) 2023 and (b) 2024, what are the (i) locations, (ii) number of parking spaces, (iii) construction costs and (iv) parking charges of the newly commissioned APSs? (v) Has the Government granted any subsidy for the system?
2. At present, are there charging facilities for APSs in the market to allow electric vehicles (EVs) to be charged while parking? If yes, will the Bureau consider introducing such facilities in Hong Kong?
3. In (a) 2023-24 and (b) 2024-25, in supporting the implementation of the APS projects, what are the (i) dedicated manpower and (2) staff salaries involved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 2)

Reply:

1. The APSs in short-term tenancy (STT) car parks at Hoi Shing Road in Tsuen Wan and at Pak Shek Kok, Tai Po were commissioned in November 2021 and December 2022 respectively. We expect that, in 2024, the APSs in STT car parks at junction of Tung Chau Street and Yen Chow Street, Sham Shui Po and at Hoi Wang Road, Yau Ma Tei will also be commissioned successively, providing about 210 and 200 parking spaces (including both conventional and APS parking spaces) respectively. As APS in STT car parks are funded and operated by STT tenant on a commercial basis and it is the tenant who determines the parking fee, the Transport Department (TD) does not have information on the construction costs and has not granted any subsidy for the system.

2. There are currently no mature EV charging facilities proven to be reliable available in the market that can be installed for multi-storey or multidirectional APSs, and internationally there are no specific standards at present for the installation of EV charging facilities in APSs. Relevant departments are actively reviewing the latest developments in the application of APSs in different regions. When the technologies become more mature, the Government will explore provision of APS parking spaces with charging facilities.
3. The implementation work for APS projects has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB209

(Question Serial No. 1438)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the “HKeMobility” mobile application, will the Government inform this Committee of the following:

1. The (i) number of downloads, (ii) usage count and (iii) new functions of “HKeMobility” in (a) 2023 and (b) 2024 (estimates);
2. The (i) staff establishment, (ii) salary expenses and (iii) maintenance cost relating to “HKeMobility” in (a) 2023-24 and (b) 2024-25 (estimates); and
3. Given public comments that the push notifications of traffic news from “HKeMobility” are belated and the application fails to provide the numbers of available parking spaces in all privately-operated car parks, how will the Transport Department (TD) address the issues?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 3)

Reply:

1. As at February 2024, the cumulative number of downloads of “HKeMobility” mobile application (“HKeMobility” app) was over 2.6 million and the average daily hit rate was about 160 000. We expect that the cumulative number of downloads will increase to about 2.7 million in 2024-25 and the average daily hit rate to about 180 000.

In 2023, the enhanced functions and new functions of “HKeMobility” app include enhancements of the control point transport information thematic pages and the bookmark function on the homepage, as well as provision of real-time toll information of road harbour crossings.

Looking ahead, we will continue to improve its existing functions, including enhancing the dissemination of real-time traffic information of the “Northbound Travel” control point areas, adding home screen widgets for various functions and uplifting user

experience, etc. The Transport Department (TD) will also continue to monitor the implementation progress of various smart mobility projects and develop new functions in a timely manner to complement, promote and facilitate the development of smart mobility in Hong Kong.

2. The tasks relating to “HKeMobility” are conducted by existing staff of TD and therefore no separate breakdown of manpower and salary expenditure could be provided for these tasks.

The operating expenditures incurred for maintaining “HKeMobility” app (including maintenance, system hosting services and system enhancement) in 2023-24, and the estimated operating expenditures to be incurred in 2024-25 are set out below:

| Financial Year | Operating Expenditure (\$) |
|-----------------------|-----------------------------------|
| 2023-24 | 3,420,000 |
| 2024-25 | 4,300,000 (estimate) |

Remark: Expenditure rounded to nearest \$10,000

3. The push notifications of traffic news of “HKeMobility” cover various types of information including road incidents, heavy traffic condition, railway incidents, public transport services news, traffic arrangement, TD’s news, weather warnings and other news, etc. With the personalised settings, users can receive various push messages of traffic news according to their choice of districts, time, message types, etc. to meet their travelling needs. Depending on the situation, “HKeMobility” will push selected information to users within minutes according to their personalised settings.

With regard to information on available parking spaces in privately-operated car parks, as at the end of February 2024, “HKeMobility” disseminated information on available parking spaces in 654 car parks, of which 474 are privately-operated car parks, involving more than 91 600 parking spaces in privately-operated car parks.

The Lands Department has since mid-2018 included conditions in new short-term tenancy agreements of public car parks, requiring operators to provide real-time parking vacancy information for dissemination through “HKeMobility”.

The Government has incorporated relevant conditions in appropriate new land leases since 11 February 2021, requiring owners to provide real-time parking information to TD for dissemination through “HKeMobility” upon completion of new developments. TD will continue to encourage private car park operators who signed land leases before 11 February 2021 but have not released their real-time parking vacancy information to provide such information.

CONTROLLING OFFICER'S REPLY

TLB210

(Question Serial No. 1439)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Transport Department's driving test services, will the Government inform this Committee of the following:

1. Numbers of driving tests conducted in (a) 2023 and (b) 2024 (estimates) by the Driving Services Section of the Transport Department (TD) for various vehicle types (to be set out in the table below and counting each candidate's attendance as one test)

| | (a) | (b) |
|---|-----|-----|
| (i) Part A (computerised written test) | | |
| (ii) Private car (combined test) | | |
| (iii) Private car (Part B test) | | |
| (iv) Private car (Part C test) | | |
| (v) Motor cycle (Part B test) | | |
| (vi) Motor cycle (Part C test) | | |
| (vii) Light goods vehicle (combined test) | | |
| (viii) Light goods vehicle (Part B test) | | |
| (ix) Light goods vehicle (Part C test) | | |
| (x) Medium goods vehicle | | |
| (xi) Light bus | | |
| (xii) Bus | | |
| (xiii) Taxi (computerised written test) | | |
| (xiv) Heavy goods vehicle | | |
| (xv) Articulated vehicle | | |

2. Numbers of opening days of the driving test centres (DTCs) of TD in (a) 2023 and (b) 2024 (estimates) (to be set out in the table below and counting each morning/afternoon as 0.5 day)

| | (a) | (b) |
|--|-----|-----|
| (i) Happy Valley DTC | | |
| (ii) So Kon Po DTC | | |
| (iii) Sheung On DTC | | |
| (iv) DTC in New Horizon School of Motoring (Ap Lei Chau) | | |
| (v) Chung Yee Street DTC | | |
| (vi) Tin Kwong Road DTC | | |
| (vii) Yau Tong DTC | | |
| (viii) Pui Ching Road DTC | | |
| (ix) Pak Wan Street DTC | | |
| (x) DTC in New Kwun Tong Driving School | | |
| (xi) Wing Hau Street DTC | | |
| (xii) Tsuen Wan DTC | | |
| (xiii) Shek Yam DTC | | |
| (xiv) Yuen On DTC (mobile DTC) | | |
| (xv) Container Port Road South DTC (mobile DTC) | | |
| (xvi) DTC in Hong Kong School of Motoring (Sha Tin) | | |
| (xvii) DTC in Hong Kong School of Motoring (Yuen Long) | | |

3. What are the (1) staff establishment and (2) salary expenses of (i) Driving Examiner I and (ii) Driving Examiner II of TD in (a) 2023-24 and (b) 2024-25 (estimates)?
4. Now with TD providing driving test services on Saturdays also, are Driving Examiners required to work overtime as a result? If yes, what are the (a) salary expenses on overtime work and (b) average work hours per week of Driving Examiners?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 4)

Reply:

1. The numbers of driving tests for various vehicle types conducted in 2023 and the corresponding estimates for 2024 are tabulated below (please refer to the next page):

| Type of Driving Test | Number of Driving Tests conducted in 2023^{Note 1} | Estimated Number of Driving Tests to be arranged in 2024^{Note 2} |
|---|---|--|
| (i) Part A (computerised written test) | 52 654 | 56 000 |
| (ii) Private car (combined test) | 30 221 | 61 000 |
| (iii) Private car (Part B test) | 2 298 | |
| (iv) Private car (Part C test) | 23 434 | |
| (v) Motor cycle (Part B test) | 10 230 | 31 500 |
| (vi) Motor cycle (Part C test) | 13 440 | |
| (vii) Light goods vehicle (combined test) | 29 599 | 64 500 |
| (viii) Light goods vehicle (Part B test) | 1 987 | |
| (ix) Light goods vehicle (Part C test) | 26 839 | |
| (x) Taxi (computerised written test) | 11 398 | 14 500 |
| (xi) Medium goods vehicle | 7 316 | 21 400 |
| (xii) Light bus | 253 | |
| (xiii) Bus | 4 073 | |
| (xiv) Heavy goods vehicle | 3 893 | |
| (xv) Articulated vehicle | 1 793 | |

Note 1: Given that driving tests may be cancelled or aborted due to weather conditions or other special reasons (such as traffic accidents), and that candidates may fail to turn up for the driving tests for which they have registered because of personal reasons, the actual number of driving tests conducted are usually smaller than the number of driving tests arranged.

Note 2: For the estimated number of driving tests for private cars, motor cycles and light goods vehicles in 2024, there is no separate breakdown into combined tests, Part B tests or Part C tests. Relevant arrangements will depend on actual needs.

2. The numbers of opening days of the driving test centres (DTCs) in 2023 and the corresponding estimates for 2024 are tabulated below:

| DTC | Number of Opening Days ^{Note 1} | |
|---|--|---|
| | 2023 | 2024 |
| (i) Happy Valley DTC | 152 | It is estimated that the number of opening days in 2024 will be comparable to that in 2023. |
| (ii) So Kon Po DTC | 203 | |
| (iii) Sheung On DTC | 147 | |
| (iv) DTC in Ap Lei Chau Driving School | 207 | |
| (v) Chung Yee Street DTC | 260 | |
| (vi) Tin Kwong Road DTC | 260 | |
| (vii) Yau Tong DTC | 257 | |
| (viii) Pui Ching Road DTC | 241 | |
| (ix) Pak Wan Street DTC ^{Note 2} | 30 | |
| (x) DTC in New Kwun Tong Driving School | 98 | |
| (xi) Wing Hau Street DTC | 152 | |
| (xii) Tsuen Wan DTC | 242 | |
| (xiii) Shek Yam DTC | 157 | |
| (xiv) Yuen On DTC (mobile DTC) | 70 | |
| (xv) Container Port Road South DTC (mobile DTC) | 15 | |
| (xvi) DTC in Siu Lek Yuen Driving School | 262 | |
| (xvii) DTC in Yuen Long Driving School | 261 | |

Note 1: The DTCs of TD are open from Monday to Friday (except public holidays). To shorten the waiting time, TD has arranged additional driving tests on Saturdays since March 2023. Therefore, the Saturdays with DTCs opened are counted as opening days.

Note 2: Pak Wan Street DTC was commissioned on 4 September 2023.

- 3(a). As at 1 March 2024, there were 69 Driving Examiners II (DEIIs) and 14 Driving Examiners I (DEIs) in TD. The annual staff cost (notional annual mid-point salary) is about \$32.65 million and \$9.21 million respectively.
- (b). It is estimated that in 2024-25, there will be 70 DEIIs and 14 DEIs in TD. The annual staff cost (notional annual mid-point salary) will be about \$33.13 million and \$9.21 million respectively.
4. TD will arrange for its staff to work overtime under various circumstances having regard to actual operational needs. To increase the number of driving test sessions and shorten the waiting time for repeaters, TD has arranged for some of its staff to take up additional work on Saturdays. In 2023-24 (as at February 2024), the relevant number of overtime work hours was about 10 300, and the staff cost involved was about \$2.2 million.

CONTROLLING OFFICER'S REPLY

TLB211

(Question Serial No. 1440)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) has revealed its progressive implementation of HKeToll (i.e. free-flow tolling system) at government tolled tunnels and the Tsing Sha Control Area in 2023 to enable motorists to pay tolls by remote means without stopping at toll booths. In this connection, will the Government inform this Committee of the following:

1. the number of errors in toll collection at various tunnels since the implementation of HKeToll (with a breakdown by month and vehicle class);
2. given that reportedly in December 2023, an HKeToll contractor applied an incorrect toll schedule, resulting in some 4 700 vehicles using the Western Harbour Crossing being overcharged for the tolls, whether the TD has penalised the contractor; if it has, the details; if not, the reasons for that; and
3. (i) the manpower, (ii) the salary expenses and (iii) the system maintenance expenses of the TD in respect of HKeMobility in (a) 2023-24 and (b) the foreseeable 2024-25?

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

Reply:

1. From the implementation of HKeToll to February 2024, there were about 68 toll related enquiries/complaints on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. The numbers of cases per month are tabulated below (TD does not have the breakdown of the number of cases by vehicle class and tunnel).

| Month | Number of Enquiries/Complaints Related to Toll Payment |
|-------------|--|
| May 2023 | 524 |
| June 2023 | 1 527 |
| July 2023 | 2 395 |
| August 2023 | 2 476 |

| Month | Number of Enquiries/Complaints Related to Toll Payment |
|----------------|--|
| September 2023 | 2 165 |
| October 2023 | 2 162 |
| November 2023 | 2 596 |
| December 2023 | 2 649 |
| January 2024 | 2 194 |
| February 2024 | 1 688 |
| Total | 20 376 |

After investigation, it was found that the cases did not involve system problem. The main causes are as follows:

- (a) some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In these cases, manual image review would be carried out by the toll service provider (TSP), and human errors occasionally occur during the process; and
- (b) some cases involved private cars using class tags or taxis using driver cards with failure to install the class tags/driver cards correctly as instructed in the guidelines, thereby affecting the accurate detection of relevant class tags/driver cards by the HKeToll system.

In light of the above, TSP has taken the following corresponding measures, including:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
 - (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKeToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.
2. Since the implementation of HKeToll, there has been one incident of charging toll incorrectly at the Western Harbour Crossing for a short time on 18 December 2023 due to human negligence. TD immediately requested TSP to make refunds, conducted a serious investigation and immediately plugged the loophole. TSP took internal disciplinary actions, including issuing written warnings to the staff concerned and terminating the duties of the supervisory staff. TD issued a press release to give a detailed account of the incident on 22 December 2023. TD is also closely monitoring TSP's follow-up improvement actions, including arranging for an independent audit to review the operation of TSP to ensure that similar incidents will not recur.
 3. The tasks relating to HKeMobility are conducted by existing staff of TD and therefore no separate breakdown of manpower and salary expenditure could be provided for these tasks.

The operating expenditure incurred for maintaining the HKeMobility app (including maintenance, system hosting services and system enhancement) in 2023-24, and the estimated operating expenditure to be incurred in 2024-25 are set out below:

| Financial Year | Operating Expenditure (\$) |
|----------------|----------------------------|
| 2023-24 | 3,420,000 |
| 2024-25 | 4,300,000(estimate) |

Remark: Expenditure rounded to nearest \$10,000

- End -

CONTROLLING OFFICER'S REPLY

TLB212

(Question Serial No. 1443)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) mentioned in the Matters Requiring Special Attention in 2024-25 under Programme (1) that TD will continue with the Traffic and Transport Strategy Study to formulate a long-term strategy blueprint. According to LC Paper No. CB(4)1067/2023(02) submitted by TD to the Panel on Transport of the Legislative Council on 15 December 2023, one of the recommendations was “moving towards the application of smart motorway management”. In this connection, will the Government inform this Committee of the following:

1. according to the initial recommendations of TD on the existing roads, (a) the kind of road sections for implementation; (b) the type of application of smart motorway management; (c) the estimated commissioning date; and (d) the costs;
2. whether TD will consider fully implementing the application of smart motorway management on new expressways or major roads; if yes, the plans; if no, the reasons; and
3. the ways TD's measures of application of smart motorway management co-ordinate with the Area Traffic Control (ATC) System and the real-time adaptive traffic signal system to achieve better synergy effect and smoother traffic flow?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 8)

Reply:

1. To test the relevant technology and understand the driving habits of motorists when using smart motorways, the Transport Department (TD) has proposed taking forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the traffic control and surveillance system in that road section to enhance its capabilities in responding to traffic incidents.

The aforesaid pilot scheme will be carried out at Ting Kau Bridge southbound. Under the first phase of the scheme, the existing hard shoulder will be converted into a reserve

traffic lane for unexpected incidents or emergency. We aim to launch the pilot scheme in 2024 with an estimated expenditure of \$38.2 million for the whole project;

2. Regarding new roads, we will consider suitably introducing the design of smart motorways management system into the major road projects under planning to flexibly enhance road carrying efficiency with the least amount of additional land and construction cost for meeting the future needs of transport development; and
3. Following the progressive implementation of smart motorways at major roads, TD can collect and analyse traffic data more extensively with a view to implementing more comprehensive and effective traffic management, including coordinating with the area traffic control systems and real-time adaptive traffic signal systems, for the purposes of enhancing the efficiency of the road network and its resilience in responding to incidents.

- End -

CONTROLLING OFFICER'S REPLY

TLB213

(Question Serial No. 1445)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In Matters Requiring Special Attention in 2024-25 under Programme (2), it is mentioned that the Government will continue to oversee the facilitation of trial and use of autonomous vehicles (AVs) in Hong Kong, and the provision and implementation of a new regulatory regime. In this regard, will the Government inform this Committee of the following:

1. What are the (a) staff establishment, (b) salary expenses, (c) equipment expenses and (d) consultant fees (if any) relating to the overseeing of AV matters in (a) 2023-24 and (b) 2024-25 (estimates)?
2. What are the (i) private roads and (ii) public roads in Hong Kong that had been or will be open to the trial of AVs as at (a) end of 2023 and (b) end of 2024 (estimates)?

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

Reply:

1. The Government completed the legislative amendments of the “Road Traffic (Amendment) (Autonomous Vehicles) Ordinance 2023” and “Road Traffic (Autonomous Vehicles) Regulation (Cap. 374AA)” in May 2023 and January 2024 respectively to provide a flexible regulatory framework for further trial and use of AVs in Hong Kong, allowing wider trial and application of AVs by the industry in Hong Kong while ensuring public safety. The new regulatory regime for AVs came into operation on 1 March 2024, and the Transport Department (TD) issued the Code of Practice for Trial and Pilot Use of Autonomous Vehicles (the CoP) on the same day, setting out the detailed technical, safety and operational requirements of trial and use of AVs.

In 2022, TD commissioned a consultancy study on the latest developments of the regulatory regime and relevant technical standards for AVs in the Mainland and overseas jurisdictions with a view to finalising the technical details in the CoP and making timely updates in future. The expenditure on the consultancy study in 2023-

24 was \$75,000 and the consultancy fee is expected to be roughly the same in 2024-25. The other relevant tasks are undertaken by TD's existing staff and hence there is no separate breakdown of the expenditure involved.

2. Since 2017, TD has issued movement permits (MPs) to individual AVs for conducting AV trials under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E), and imposed specific conditions on a case-by-case basis to facilitate the trial and application of AVs in Hong Kong. As at February 2024, TD has issued MPs to 19 AVs for carrying out trials at ten locations, including university campuses, the West Kowloon Cultural District, the Hong Kong Science Park and individual private housing estates, etc. Nine of them are still conducting road trials.

The new regulatory regime implemented on 1 March 2024 does not limit the area or scale of AV trials. Applicants may consider the areas or routes based on the objectives of their trial or use of AVs and apply to TD for a pilot licence.

- End -

CONTROLLING OFFICER'S REPLY

TLB214

(Question Serial No. 1446)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) has mentioned in Matters Requiring Special Attention in 2024-25 under Programme (2) that it will continue to assist the Transport and Logistics Bureau (TLB) through handling licensing matters to facilitate self-drive visitors from Guangdong and Macao driving their cars via the HZMB to park at the automated car parks to be developed by the Airport Authority on the Hong Kong Boundary Crossing Facilities Island; and continue to oversee the efforts of supporting the implementation of the “Northbound Travel for Hong Kong Vehicles” (the Scheme) and formulation of “Southbound Travel for Guangdong Vehicles”. In this connection, will the Government inform this Committee of the following:

1. In (a) 2023-24 and (b) 2024-25, what are the (a) manpower, (b) wages, (c) system maintenance cost and (d) consultancy fee (if any) involved in handling applications for the Scheme?
2. Has the HKSAR Government discussed with the Guangdong Province and the Macao SAR Government on enhancing the application procedures for the Scheme, including using the Cross-boundary Public Services for one-stop access to complete the application? If yes, what are the plan and implementation timetable? If no, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 11)

Reply:

1. The tasks under the Scheme are mainly undertaken by the existing staff of TD. As the expenses involved are already absorbed under the overall provision and establishment for TD, no separate breakdown can be provided, and there is no consultancy fee either. To enhance its capacity and efficiency in processing applications of the Scheme, TD created a total of 15 posts to be filled by outsourced workers in 2023-24, the estimated salary expenses for which is about \$1.85 million. As the expenses of the relevant system in the first year after commissioning are already included in the system development

expenses, there is no other system maintenance cost. For 2024-25, it is expected that the outsourced manpower and salary expenses required will be similar to that of 2023-24 while the system maintenance cost will be about \$960,000.

2. Since the launch of “Northbound Travel for Hong Kong Vehicles” (the Scheme) in July last year, the governments of Guangdong and Hong Kong have been maintaining close liaison in monitoring the implementation situation to take timely measures for enhanced convenience and travel experience for the applicants. These measures include:
 - (a) Number of applications to be accepted: Upon application commencement, 200 applications were accepted per working day in the first week. Now, the number has been increased to 300 applications per working day and is sufficient to meet demand. In addition, to better utilise the application quota, TD has put in place a replacement mechanism to include the quota of successful applicants who did not submit applications within the assigned period in the application quota of the subsequent round after next, with a view to fully utilising the application quota;
 - (b) Travel booking: To allow greater flexibility in travel arrangements, the number of travel booking timeslots of the Scheme has been adjusted from six to four since October last year while arrangements under the “Specified Dates Booking System” have also been enhanced since February this year by shortening the period of booking for departure and the period of cancellation of booking for departure (from two and three calendar days before departure respectively to at or before noon on one calendar day before departure); and
 - (c) Vehicle inspection: The number of vehicle inspection centres designated for the Scheme in Hong Kong has increased from one at the beginning to three at present, while the service hours have also been extended to cover evenings and weekends. In addition, starting from March this year, vehicle inspections will be exempted if the applicant and the vehicle remain unchanged when resubmitting applications for the Scheme within two years of passing the vehicle inspection and within the validity of the applicant’s electronic vehicle licence from the Mainland authorities.

To facilitate the application for the Scheme by members of the public, TD has launched a one-stop online application system (www.hzmbqfs.gov.hk) to process balloting, application and travel booking. Regarding the application procedures, eligible applicants may submit their applications via the aforesaid website designated by TD. After preliminary vetting, TD will directly upload the applications for the Mainland authorities’ assessment. The Mainland also has a one-stop online system (Mainland Information System) (the System) in place to process the vetting procedures on their part. The applicants will continue with the application procedures with the Mainland authorities via the System, including vehicle inspection as required by the Mainland authorities. The applicants may choose among the designated centres for vehicle inspection services. To streamline the procedures, the vehicle inspection results will be uploaded directly by the centres for the Mainland authorities’ processing. Upon endorsement of the vehicle inspection results, the applicants will be notified via the System about taking out insurance. Applicants may choose to take out “Compulsory Traffic Accident Liability Insurance for Motor Vehicles” or “unilateral recognition”

insurance from various insurance companies and upload the insurance documents to the System for approval by the Mainland authorities.

The governments of Guangdong and Hong Kong will continue to monitor closely the operation situation of the Scheme and maintain liaison with the relevant departments to review and enhance the arrangements of the Scheme in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB215

(Question Serial No. 0055)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To ensure pedestrians' safety at crossings, the Transport Department (TD) is working with the Electrical and Mechanical Services Department to install auxiliary devices which project red light at signalised crossings at about 100 locations across various districts, which are black sites or where a relatively high number of vehicle-to-pedestrian collisions have occurred. In this connection, will the Government inform this Committee:

1. of the number and effectiveness of pedestrian crossings installed with the new auxiliary devices by the Government so far;
2. seeing that elsewhere in Seoul, South Korea, for instance, and many cities in the Mainland with no lack of similar pedestrian crossing devices, which seldom project bright red light onto the waiting area of the road direct, but are installed with LED lights on the ground or along the roadside instead to provide a better look without directly projecting strong light onto pedestrians waiting to cross the road, or causing any discomfort, whether the Government will consider upgrading or improving the devices in the future, and what is the estimated cost; and
3. regarding the cost in terms of purchase and installation of each set of new auxiliary device at approximately HK\$16,000, as there are different views in the community that find the cost is on the high side and even question the necessity of the auxiliary devices, whether the Government will install the auxiliary devices in specific locations in a more targeted manner with regard to the actual circumstances in future?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 5)

Reply:

- (1) As at end February 2024, a total of 21 locations have been installed with new auxiliary devices with red light beam projections at pedestrian crossing (the auxiliary devices), including the four locations where the auxiliary devices were installed for trial by TD in July 2022. According to the assessment conducted by the University of Hong Kong in early 2023, the overall proportion of red-light

running by pedestrians at crossings had been reduced by about a quarter after the installation of the auxiliary devices, showing a positive effect.

- (2) & (3) TD has been keeping in view the auxiliary devices with similar functions in different countries/places. In view of the fact that the footpaths in Hong Kong are generally rather narrow with high utilisation, auxiliary device installed on the ground will more prone to worn-out. Therefore, the auxiliary device projecting harmless red light from the above was preferred for being more suitable for the road environment in Hong Kong. At present, there are nearly 2 000 locations installed with signal-controlled crossings. Following the installation of the auxiliary devices at four pedestrian crossings for trial in 2022 with positive effect, TD has chosen at this stage 100 signal-controlled crossing blackspots with a relatively high occurrence of vehicle-to-pedestrian collisions for progressive installation of auxiliary devices in order to enhance pedestrian safety. The installation is now in progress. The material and installation costs of each auxiliary device are around \$16,000.

- End -

CONTROLLING OFFICER'S REPLY

TLB216

(Question Serial No. 2370)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under the existing mechanism of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), eligible elderly persons and people with disabilities only have to pay HK\$2 for the rides of transport services participating in the \$2 Scheme, with the relevant fare differentials subsidised by the Government. The Financial Secretary has stated in his Budget Speech this year that the Government has requested the relevant bureaux to review the \$2 Scheme and the Public Transport Fare Subsidy Scheme (the Fare Subsidy Scheme), with a view to enabling the continued provision of subsidies of the schemes in a financially sustainable manner. In this connection, will the Government inform this Committee of the following:

The total expenditure of the Fare Subsidy Scheme and the total amount of subsidy received by commuters in the past year.

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 17)

Reply:

In 2022-23, actual total expenditure of the Public Transport Fare Subsidy Scheme (the Scheme) was \$3.162 billion. Among this, \$3.125 billion was the amount of subsidy disbursed to the beneficiaries, accounting for 99% of the total expenditure. The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditure for the Scheme (excluding the subsidy amount) in 2022-23 was \$37 million, accounting for about 1% of the actual total expenditure in that year.

- End -

CONTROLLING OFFICER'S REPLY

TLB217

(Question Serial No. 0741)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2024-25, the Transport Department (TD) will continue to assist the Transport and Logistics Bureau in formulating measures to enhance taxi service quality. Will the Government inform this Committee of the details and timetable of the relevant work plan?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 28)

Reply:

The Government has earlier reviewed the overall taxi operation and management, and put forward a series of measures to enhance the overall quality and image of personalised point-to-point transport services and promote the healthy development of the taxi trade in the long run. These measures include introducing a taxi fleet regime, as well as a Taxi-Driver-Offence Points (TDOP) system and a two-tier penalty system for certain taxi-driver-related offences. The relevant legislative amendments were passed by the Legislative Council in December 2023 and gazetted on 22 December.

Among the aforesaid measures, the taxi fleet regime is a new regulatory regime, under which the Transport Department (TD) may issue taxi fleet licences and monitor the performance of the fleet licensees through statutory requirements and licence conditions, and require the fleet licensees to fulfil various requirements concerning fleet taxis or drivers. TD is actively carrying out the preparatory work and plans to invite the trade to apply for taxi fleet licences in April this year. TD will continue to actively promote and assist the trade to form taxi fleets so that fleet taxis may commence operation as soon as possible.

To strengthen combatting taxi drivers' malpractices, a two-tier penalty system has already come into force, while the TDOP system will take effect on 22 September this year. The two-tier penalty system covers four taxi-driver-related offences which are of a more serious nature under the existing legislation (including overcharging; two offences concerning refusal to accept a hire; and defacing, damaging or altering a taximeter), while the TDOP system covers 11 existing taxi-driver-related offences. Under the TDOP system, depending on the seriousness of the offence, 3, 5 or 10 points will be incurred. If a taxi driver incurs 10 points or more within a two-year period, the Commissioner for Transport will require the driver to

attend and complete a taxi service improvement course (TSIC) at his own cost within a specified period of time. A taxi driver will be disqualified from driving a taxi for a certain period of time if accumulating 15 points or more. TD will brief the taxi trade on the implementation details of the legislation before the TDOP system comes into force to enable the trade to fully understand the operation of the system. Besides, TD is carrying out the preparatory work for the TSIC, including selection of organisations for provision of the TSIC. The relevant preparatory work is expected to be completed in the first half of 2024.

Moreover, during the earlier discussion of the bills relating to the above measures at the LegCo Bills Committee meetings, some Members advised that the Government should consider mandating the installation of a centralized cloud-based CCTV system in all taxi compartments, so as to facilitate the retrieval of relevant video files by law enforcement authorities as objective corroborative evidence to protect the interests of both drivers and passengers in case of disputes, and help improve the driving safety of taxis. In view of the above, TD has commenced a study earlier this year to explore the feasibility of such recommendation and other related matters, and plans to consult the taxi trade within this year with a view to reaching a consensus on whether this mandatory measure should be implemented.

- End -

CONTROLLING OFFICER'S REPLY

TLB218

(Question Serial No. 0742)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2024-25, the Transport Department will continue to facilitate the planning and smooth operation of cross-boundary traffic and transport services and facilities at land-based boundary control points. In this connection, will the Government inform this Committee of the following:

1. It has been reported that the number of travellers using the Man Kam To (MKT) Control Point to cross the boundary is relatively small at present. Will the Government consider allocating additional resources to improve the public transport system between the area and the urban regions, so as to encourage members of the public and travellers to use the MKT Control Point, with a view to relieving the pressure on other road-based boundary control points?
2. Has the Government formulated contingency plans and reserved a certain amount of estimated expenditure and manpower for transport coordination during major festivals and events, so as to meet the upsurge of cross-boundary transport demand? If yes, what are the details?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 29)

Reply:

1. The Man Kam To Boundary Control Point (MKT BCP) provides clearance services for cross-boundary vehicles and passengers, as well as cargos, including the goods vehicles carrying fresh foods. Currently, goods vehicles carrying fresh foods from the Mainland mainly enter Hong Kong via MKT BCP and are subject to inspection by the staff of the Centre for Food Safety (CFS). Goods vehicles transporting livestock from the Mainland must enter Hong Kong via MKT BCP for examination by CFS staff. According to the figures of 2023, the average daily number of passengers using MKT BCP was about 3 600. Given the design capacity of passenger facilities at MKT BCP, the passenger transport services of the BCP at present are provided mainly by cross-boundary coaches (CBCs), including a whole-day CBC route plying between Sheung

Shui Town Centre and MKT to facilitate members of the public to travel to and from Shenzhen via the BCP. The concerned service could meet the demand.

2. For major festivals, celebrations and mega events, the Transport Department (TD) will draw up plans in advance with public transport operators to ensure that the relevant public transport services can cope with the additional passenger demand. The Emergency Transport Coordination Centre of TD will also operate 24 hours to monitor the traffic conditions of various districts, in particular the boundary control points and major public transport interchanges during festivals and mega events, so as to implement contingency measures and disseminate the latest traffic information through various channels timely. In addition, when the Security Bureau activates the Emergency Monitoring and Support Centre, TD will participate and support its work.

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

- End -

CONTROLLING OFFICER'S REPLY

TLB219

(Question Serial No. 1207)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is the duty of the Transport Department (TD) to monitor existing railway services, assess the impact of new railways on other public transport modes and maintain a co-ordinated network of public transport services along rail corridors. In this connection, will the Government advise this Committee of the following:

- (a) the maximum carrying capacity of each MTR line in 2023, including both the heavy rail and the Light Rail (loading at four persons (standing) per square metre (ppsm));
- (b) the patronage of each MTR line in 2023, including both the heavy rail and the Light Rail (loading at four ppsm);
- (c) the patronage of each MTR line during peak hours in 2023, including both the heavy rail and the Light Rail (loading at four ppsm);
- (d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines in 2023, including both the heavy rail and the Light Rail;
- (e) the numbers of maintenance staff, on establishment and supernumerary, of each MTR line in the past three years, including both the heavy rail and the Light Rail;
- (f) the numbers of trains and cars of each MTR line in the past three years, including both the heavy rail and the Light Rail;
- (g) the nature and numbers of MTR incidents lasting 30 minutes or less, 31 minutes to 3 hours, 3 to 4 hours and more than 4 hours, and resulting penalty (if any) in the past five years;
- (h) the number of signalling failure in MTR in each of the past five years, and the respective numbers of failure stemming from hardware and software problems?

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

Reply:

(a) to (d)

The carrying capacities, patronage and loading during the busiest one hour in the morning per direction for critical links, and critical links of various heavy rail lines and Light Rail routes in 2023 are set out respectively at **Annexes 1 & 2**.

(e) The staff establishment for system maintenance of the MTR Corporation Limited (MTRCL) for the heavy rail and light rail systems in the past three years (as at 31 December of each year) are 5 580 (2021), 5 687 (2022) and 5 839 (2023) respectively.

MTRCL has adopted various arrangements to temporarily fill staff vacancies, including arranging term labour to assist in maintenance work under the supervision of MTR staff. The actual numbers of term labour engaged in the past three years (as at 31 December of each year) are 468 (2021), 440 (2022) and 432 (2023) respectively.

(f) The numbers of trains and cars for heavy rail and light rail in the past three years are set out at **Annex 3**.

(g) The numbers of incidents which caused service disruption due to factors under the MTRCL's control, the causes and the amounts set aside under the Service Performance-Linked Arrangement and the enhanced Service Performance Rebate for the incidents in the past five years are set out at **Annex 4**.

(h) According to the existing railway incident reporting mechanism, MTRCL is required to notify TD of any railway incident which has caused train service disruption of eight minutes or is expected to cause disruption of eight minutes or more. If the incident is caused by factors under the control of the MTRCL, it should also be categorised as either equipment failure (including signalling system failure) or human factor. TD does not have statistics on the breakdown of service disruption caused by signalling failures.

2023 Statistics for the Heavy Rail System
(the busiest one hour in the morning per direction for critical links)

| | | 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 1) | Airport Express (Notes 1 and 2) |
| 1. | Maximum carrying capacity when train frequency is maximised (6 ppsm) (a) (Note 3) | 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) (Note 3) | 62 500 | 58 800 | 67 600 | 80 000 | 16 800 | 71 400 | 75 000 | 8 300 | 42 500 | 4 200 |
| 3. | Difference between (a) and (b) (Note 4) | 20 000 | 11 200 | 0 | 0 | 10 200 | 0 | 0 | 1 300 | 2 500 | 600 |

| | | 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 1) | Airport Express (Notes 1 and 2) |
| 4. | Current patronage (c) | 42 400 | 35 700 | 40 400 | 46 300 | 9 800 | 34 500 | 38 800 | 3 200 | 21 200 | 1 700 |
| 5. | Current loading (1) (6 ppsm) [(c)/(b)] { } critical link | 68% {Tai Wai to Kowloon Tong} | 61% {Tsuen Wan West to Mei Foo} | 60% {Yau Tong to Quarry Bay} | 58% {Tin Hau to Causeway Bay} | 58% {Admiralty to Ocean Park} | 48% {Choi Hung to Kowloon Bay} | 52% {Sham Shui Po to Prince Edward} | 39% {Sunny Bay to Disneyland Resort} | 50% {Olympic to Kowloon} | 40% {Tsing Yi to Airport} |
| 6. | Current loading (2) (4 ppsm) (Note 5) | 94% | 85% | 84% | 81% | 82% | 68% | 73% | 54% | 70% | N/A |

Note 1: As Airport Express and Tung Chung Line share tracks at some sections, the overall capacity of the railway lines is affected by the train service pattern.

Note 2: The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on existing carrying capacity.

Note 3: All train compartments of the existing MTR lines are designed based on the industry standard design adopted at the time of the construction of railway lines, which can accommodate a passenger density of six ppsm. In actual operation, as passengers are less willing to board a train that looks crowded even when there is still room available, trains only achieve a passenger density of only around four ppsm. Therefore, TD provides the carrying capacity of six ppsm to reflect the maximum level of train capacity, as well as the loading of four ppsm to reflect the situation in actual operation.

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

Note 5: For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of six ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of four ppsm, the number of 340 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.

2023 Statistics for the Light Rail System
(the busiest one hour in the morning per direction for critical links)

| Light Rail route | Maximum carrying capacity | Passenger loading ^(Note 1) |
|------------------|---------------------------|---------------------------------------|
| 505 | 2 993 | 66% |
| 506P | 424 | 70% |
| 507 | 2 827 | 83% |
| 507P | 212 | 90% |
| 610 | 2 056 | 93% |
| 614 | 1 122 | 77% ^(Note 2) |
| 614P | 1 363 | |
| 615 | 960 | 74% ^(Note 2) |
| 615P | 1 600 | |
| 705 | 4 240 | 63% |
| 706 | 5 088 | 63% |
| 751 | 2 993 | 64% |
| 751P | 398 | 60% |
| 761P | 4 240 | 64% |

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. The exact loading or patronage of individual Light Rail routes cannot be worked out 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. MTRCL currently assesses the loading of Light Rail Vehicles (LRVs) by on-site observations and surveys. The passenger density standard of 4 ppsm or 6 ppsm adopted in the calculation of heavy rail loading is not applicable.

Note 2: The figures show the average loading of Route 614/614P and Route 615/615P. Within 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 serving Siu Hong Station. The critical links 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.

The Numbers of Trains and Cars for Heavy Rail and Light Rail

| As at December of the year | 2021 | | 2022 | | 2023 | |
|----------------------------------|--------|-------------------|--------|-------------------|--------|-------------------|
| | Trains | Cars per train | Trains | Cars per train | Trains | Cars per train |
| East Rail Line | 36 | 12 or 9 | 36 | 9 | 37 | 9 |
| Tuen Ma Line | 56 | 8 | 59 | 8 | 65 | 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 | 41 | 8 | 39 | 8 |
| Tsuen Wan Line | 35 | 8 | 35 | 8 | 35 | 8 |
| Disneyland 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 |

Light rail system is operated by single-set or coupled-set LRVs, the latter of which is formed by two cars. There were 145, 146 and 149 light rail cars in 2021, 2022 and 2023 respectively.

Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under MTRCL's Control

| Year | Number Of incidents | Cause | | Duration of disruption | | | | | | | | Amount set aside (\$ million) Note 3 |
|------|---------------------|-------|----|--|---------------|-----------------------|---------------|-------------------|---------------|-------------------|---------------|---|
| | | | | Half an hour or less ^{Note 1} | | 31 minutes to 3 hours | | 3 to 4 hours | | Over 4 hours | | |
| | | | | Equipment failure ^{Note 2} | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | Equipment failure | Human factors | |
| 2019 | 121 | 102 | 19 | 92 | 19 | 6 | 0 | 0 | 0 | 4 | 0 | 86.5 |
| 2020 | 100 | 93 | 7 | 86 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 15 |
| 2021 | 143 | 137 | 6 | 121 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 19 |
| 2022 | 112 | 103 | 9 | 95 | 9 | 5 | 0 | 0 | 0 | 3 | 0 | 103 |
| 2023 | 101 | 94 | 7 | 86 | 5 | 8 | 1 | 0 | 0 | 0 | 1 | 25 |

Note 1 : According to the existing railway incident reporting mechanism, MTRCL is required to notify TD within eight minutes of any railway incident which has caused train service disruption of eight minutes or is expected to cause disruption of eight minutes or more. For service disruption of less than eight minutes, the impact on passengers is comparatively minimal and MTRCL is not required to notify TD. Hence TD does not have the number of incidents with service disruption of less than eight minutes.

Note 2 : Equipment failure includes failure in station equipment, infrastructure, rolling stock, etc.

Note 3 : After the review of 2023 Fare Adjustment Mechanism, there is an increase in the amount to be set aside for incidents that cause disruptions of more than three hours and the maximum amount to be set aside per incident, as well as an introduction of a peak hour multiplier under the Service Performance Rebate.

CONTROLLING OFFICER'S REPLY

TLB220

(Question Serial No. 1208)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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) Franchised buses and minibuses are retrofitted with safety devices including but not limited to seat belts and alarm systems, electronic stability systems, smart driver monitoring systems and speed limiting retarders, etc. annually in view of drivers' performance. What are the expenditures and the number and types of devices involved in the past three years (set out in tabular form by company and by subsidised item)?
- (b) Franchised bus and minibus operators invested in "ensuring facilities" annually to ensure that the above safety devices installed operate at maximum efficiency. What are the expenditures and the number and types of devices involved in the past three years (set out in tabular form by company and by subsidised item)?
- (c) What is the schedule for the completion of the retrofitting of existing franchised buses with the above safety devices and "ensuring facilities" (if any)?
- (d) What is the total amount of subsidy for retrofitting existing franchised buses with the safety devices and "ensuring facilities" (if any) in the past three years?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 19)

Reply:

(a) to (d)

To further enhance safety of franchised bus services, from July 2018, 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 findings of the cost-benefit analyses, the franchised bus operators are installing seat belts on all the seats on the upper deck of around 1 900 double-deck buses and retrofitting ESC and speed limiting retarder on around 4 000 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 from the third quarter of 2020 and is targeted for completion by 2024. The number of buses installed with the safety devices by the respective franchised bus operators in financial years 2021-22, 2022-23 and 2023-24 (up to end-February 2024), is set out in the table below:

| Franchised Bus Company | Total Number of Buses Installed with Safety Devices (in Financial Year) | | | | | | | | |
|--|--|------------|------------|--------------|--------------|------------|-------------------------|--------------|------------|
| | Seat Belt | | | ESC | | | Speed Limiting Retarder | | |
| | 2021-22 | 2022-23 | 2023-24 | 2021-22 | 2022-23 | 2023-24 | 2021-22 | 2022-23 | 2023-24 |
| Citybus Limited (CTB) | 186 | 74 | | 297 | 299 | | 297 | 299 | |
| New World First Bus Services Limited (NWFB) (Note) | 149 | 115 | 4 | 138 | 178 | 93 | 138 | 178 | 93 |
| Long Win Bus Company Limited (LWB) | 65 | 51 | 0 | 65 | 51 | 0 | 65 | 51 | 0 |
| The Kowloon Motor Bus Company (1933) Limited (KMB) | 444 | 221 | 164 | 812 | 991 | 264 | 832 | 993 | 264 |
| The New Lantao Bus Company (1973) Limited (NLB) | 11 | 11 | 0 | 3 | 4 | 0 | 4 | 35 | 0 |
| Total | 855 | 472 | 168 | 1 315 | 1 523 | 357 | 1 336 | 1 556 | 357 |
| Grand Total | 1 495 | | | 3 195 | | | 3 249 | | |

Note: The franchises of NWFB and CTB (Franchise for the Hong Kong Island and Cross-Harbour bus network) were merged on 1 July 2023. The total number of buses installed with safety devices by NWFB after the merger has been included under CTB.

The total amount of government subsidy for retrofitting existing franchised buses with the above three types of safety devices in financial years 2021-22, 2022-23 and 2023-24 (up to the end of February 2024) is set out in the table below:

| Financial Year | Total Amount of Subsidy (\$ million) |
|---|---|
| 2021-2022 | 180.1 |
| 2022-2023 | 127.1 |
| 2023-2024 (up to the end of February 2024) | 45.5 |
| Total | 352.7 |

In addition to the above three types of safety devices, the franchised bus operators have been conducting trials on various advanced driver assistance systems, including anti-collision and lane deviation warning systems, as well as driver monitoring system, all at their own costs. As at the end-2023, KMB and NLB have installed such devices on about 1 600 and 30 buses respectively, while CTB and LWB have installed such devices on their full fleet of buses operating on the Airport/North Lantau routes, and all new buses procured will be equipped with the above systems. To further enhance bus safety, KMB, LWB and CTB have also installed driver management systems on their full fleet for monitoring the driving behaviour of their bus captains, and all their new buses will be equipped with such systems.

For public light buses (PLBs), with effect from 1 September 2023, all newly registered PLBs are required to be installed with a Seat Belt Fastening Detection and Alert System pursuant to an additional licensing condition for PLB imposed by the Commissioner for Transport with the power under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E). As at the end-February 2024, a total of 54 first registered PLBs have been installed with such systems. PLB owners or operators are to install such systems at their own costs and bear the maintenance expenses. No government subsidy is involved. As such, we do not have statistics on the expenditure involved in the installation of such systems.

- End -

CONTROLLING OFFICER'S REPLY

TLB221

(Question Serial No. 1212)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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) the numbers of various motor vehicles and non-motor vehicles registered and licensed respectively in 2022 and 2023;
- (b) the total lengths of carriageways in Hong Kong in 2022 and 2023;
- (c) regarding APS projects already completed and commissioned in the territory, their locations, construction costs, parking fees charged, total numbers of parking spaces provided, and numbers of system failures recorded;
- (d) regarding the APS projects already approved for construction, their locations, types, completion timetables, construction costs and total numbers of parking spaces provided;
- (e) regarding parking spaces for various types of vehicles including but not limited to motorcycles, private cars and coaches, the total numbers of those provided on-street, in government car parks and in privately-operated car parks, set out by District Council district in the past five years; and
- (f) the number of Disabled Person's Parking Permits (DPPPs) issued as at January 2024 and the numbers of car parking spaces for the disabled and their utilisation rates, set out by District Council district.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 23)

Reply:

- (a) The numbers of various motor vehicles and non-motor vehicles registered and licensed in 2022 and 2023 are listed below:

| Motorised Vehicles | As at the end of 2022 | | As at the end of 2023 | |
|-----------------------------|-----------------------|----------------|-----------------------|----------------|
| | Registered | Licensed | Registered | Licensed |
| Motor Cycles | 106 205 | 75 229 | 108 674 | 74 417 |
| Private Cars | 649 540 | 571 412 | 645 351 | 577 908 |
| Taxis | 18 163 | 17 892 | 18 163 | 17 806 |
| Franchised Buses | 6 198 | 5 827 | 6 230 | 5 899 |
| Non-franchised Public Buses | 6 905 | 6 460 | 6 921 | 6 571 |
| Private Buses | 815 | 802 | 853 | 841 |
| Public Light Buses | 4 349 | 4 143 | 4 343 | 4 109 |
| Private Light Buses | 3 473 | 3 426 | 3 422 | 3 370 |
| Goods Vehicles | 120 475 | 116 396 | 119 758 | 115 803 |
| Special Purpose Vehicles | 2 233 | 1 981 | 2 250 | 1 965 |
| Government Vehicles | 6 815 | 6 815 | 6 939 | 6 939 |
| Sub-total (i): | 925 171 | 810 383 | 922 904 | 815 628 |
| Non-Motorised Vehicles | As at the end of 2022 | | As at the end of 2023 | |
| | Registered | Licensed | Registered | Licensed |
| Trailers | 14 396 | 10 552 | 14 233 | 11 153 |
| Sub-total (ii): | 14 396 | 10 552 | 14 233 | 11 153 |
| Total (i) + (ii): | 939 567 | 820 935 | 937 137 | 826 781 |

- (b) The total lengths of carriageways in Hong Kong are about 2 223 and 2 239 km (Note) in 2022 and 2023 respectively.

Note: Only carriageways maintained by the Highways Department are included.

- (c) APS projects commissioned include short-term tenancy (STT) car parks at Hoi Shing Road in Tsuen Wan and Pak Shek Kok in Tai Po, which provide 245 and 250 parking spaces (including both conventional and APS parking spaces) respectively. According to the information from the car park operator, the monthly parking fee is around \$2,900 to \$3,200 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 \$3,600 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 tenants on a commercial basis, the Transport Department (TD) does not have information on the construction costs and system failure records.
- (d) In response to the question, the information of public vehicle park (PVP) projects with APS already approved for construction is set out at **Annex 1**.
- (e) The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks in the 18 districts by vehicle type in the past five years are tabulated in **Annex 2**, **Annex 3** and **Annex 4** respectively.

- (f) As at January 2024, the number of valid DPPP's was 1 656. Information on the numbers and utilisation rates of on-street disabled parking spaces in various districts (by District Council district) are set out at **Annex 5** and **Annex 6**.

| Project | APS Type | Commencement of Construction | Commissioning of APS | Total Number of Parking Spaces (including both conventional and APS parking spaces) | Estimated Expenditure |
|--|---|------------------------------|----------------------|---|---|
| A. APS in STT car parks | | | | | |
| STT Car Park at the junction of Yen Chow Street and Tung Chau Street, Sham Shui Po | Puzzle stacking | February 2023 | 2024 (Tentative) | About 210 | Funded by the STT operator |
| STT Car Park at Hoi Wang Road, Yau Ma Tei | Puzzle stacking | July 2023 | 2024 (Tentative) | About 200 | Funded by the STT operator |
| B. APS in public works projects | | | | | |
| Joint-user Government Office Building in Area 67, Tseung Kwan O | Puzzle stacking | September 2020 | 2025 (Tentative) | About 380 | \$5,228.4 M ¹ 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 | May 2022 | 2026 (Tentative) | About 300 | \$1,605.0 M ² in MOD prices |
| Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po | Circular shaft lifting | August 2023 | 2026 (Tentative) | About 200 | \$777.9 M ³ in MOD prices |

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: The figure is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee in 2023.

**Numbers of on-street parking spaces in 18 districts
by vehicle type in the past five years**

| District | Situation as at end-February of each year | Private Car* | Goods Vehicle | Coach/Bus | Motorcycle | Total# |
|-------------------|--|---------------------|----------------------|------------------|-------------------|---------------|
| Central & Western | 2024 | 509 | 193 | 11 | 651 | 1 364 |
| | 2023 | 522 | 193 | 11 | 628 | 1 354 |
| | 2022 | 520 | 191 | 14 | 609 | 1 334 |
| | 2021 | 472 | 199 | 11 | 601 | 1 283 |
| | 2020 | 470 | 200 | 11 | 587 | 1 268 |
| Wan Chai | 2024 | 1 020 | 24 | 48 | 761 | 1 853 |
| | 2023 | 1 008 | 24 | 22 | 729 | 1 783 |
| | 2022 | 991 | 25 | 17 | 684 | 1 717 |
| | 2021 | 1 000 | 24 | 20 | 686 | 1 730 |
| | 2020 | 1 003 | 22 | 20 | 687 | 1 732 |
| Eastern | 2024 | 538 | 101 | 65 | 801 | 1 505 |
| | 2023 | 525 | 91 | 62 | 777 | 1 455 |
| | 2022 | 514 | 91 | 62 | 779 | 1 446 |
| | 2021 | 443 | 78 | 59 | 753 | 1 333 |
| | 2020 | 441 | 66 | 64 | 685 | 1 256 |
| Southern | 2024 | 648 | 53 | 85 | 447 | 1 233 |
| | 2023 | 647 | 53 | 85 | 447 | 1 232 |
| | 2022 | 625 | 53 | 135 | 442 | 1 255 |
| | 2021 | 655 | 55 | 137 | 421 | 1 268 |
| | 2020 | 662 | 53 | 137 | 415 | 1 267 |
| Yau Tsim Mong | 2024 | 1 613 | 371 | 141 | 1 309 | 3 434 |
| | 2023 | 1 608 | 374 | 141 | 1 299 | 3 422 |
| | 2022 | 1 491 | 368 | 137 | 1 311 | 3 307 |
| | 2021 | 1 531 | 370 | 155 | 1 300 | 3 356 |
| | 2020 | 1 522 | 369 | 155 | 1 275 | 3 321 |
| Sham Shui Po | 2024 | 1 245 | 228 | 9 | 876 | 2 358 |
| | 2023 | 1 219 | 227 | 9 | 876 | 2 331 |
| | 2022 | 1 213 | 223 | 15 | 801 | 2 252 |
| | 2021 | 1 238 | 215 | 7 | 778 | 2 238 |
| | 2020 | 1 236 | 212 | 7 | 764 | 2 219 |
| Kowloon City | 2024 | 2 336 | 141 | 135 | 991 | 3 603 |
| | 2023 | 2 325 | 144 | 134 | 967 | 3 570 |
| | 2022 | 2 274 | 135 | 143 | 931 | 3 483 |
| | 2021 | 2 241 | 136 | 106 | 912 | 3 395 |
| | 2020 | 2 242 | 136 | 106 | 889 | 3 373 |
| Wong Tai Sin | 2024 | 306 | 131 | 0 | 519 | 956 |
| | 2023 | 304 | 131 | 0 | 475 | 910 |
| | 2022 | 301 | 144 | 0 | 463 | 908 |
| | 2021 | 300 | 141 | 0 | 440 | 881 |

| District | Situation as at end-February of each year | Private Car* | Goods Vehicle | Coach/Bus | Motorcycle | Total# |
|-----------------|--|---------------------|----------------------|------------------|-------------------|---------------|
| | 2020 | 298 | 142 | 0 | 440 | 880 |
| Kwun Tong | 2024 | 543 | 117 | 40 | 839 | 1 539 |
| | 2023 | 501 | 120 | 40 | 794 | 1 455 |
| | 2022 | 446 | 117 | 37 | 769 | 1 369 |
| | 2021 | 437 | 106 | 34 | 761 | 1 338 |
| | 2020 | 437 | 106 | 40 | 741 | 1 324 |
| Tsuen Wan | 2024 | 833 | 68 | 31 | 657 | 1 589 |
| | 2023 | 832 | 68 | 31 | 618 | 1 549 |
| | 2022 | 814 | 52 | 31 | 600 | 1 497 |
| | 2021 | 786 | 42 | 33 | 592 | 1 453 |
| | 2020 | 793 | 40 | 34 | 592 | 1 459 |
| Tuen Mun | 2024 | 1 291 | 331 | 113 | 886 | 2 621 |
| | 2023 | 1 287 | 331 | 112 | 886 | 2 616 |
| | 2022 | 1 302 | 332 | 44 | 869 | 2 547 |
| | 2021 | 1 278 | 328 | 55 | 834 | 2 495 |
| | 2020 | 1 278 | 328 | 47 | 816 | 2 469 |
| Yuen Long | 2024 | 1 266 | 426 | 115 | 626 | 2 433 |
| | 2023 | 1 275 | 426 | 114 | 617 | 2 432 |
| | 2022 | 1 216 | 431 | 87 | 681 | 2 415 |
| | 2021 | 1 192 | 433 | 87 | 632 | 2 344 |
| | 2020 | 1 197 | 440 | 89 | 560 | 2 286 |
| North | 2024 | 1 277 | 359 | 27 | 424 | 2 087 |
| | 2023 | 1 226 | 357 | 27 | 424 | 2 034 |
| | 2022 | 1 258 | 380 | 21 | 426 | 2 085 |
| | 2021 | 1 242 | 382 | 21 | 419 | 2 064 |
| | 2020 | 1 310 | 427 | 21 | 398 | 2 156 |
| Tai Po | 2024 | 1 549 | 358 | 84 | 270 | 2 261 |
| | 2023 | 1 558 | 354 | 83 | 259 | 2 254 |
| | 2022 | 1 539 | 336 | 84 | 218 | 2 177 |
| | 2021 | 1 478 | 337 | 80 | 203 | 2 098 |
| | 2020 | 1 487 | 331 | 75 | 202 | 2 095 |
| Sai Kung | 2024 | 1 914 | 307 | 155 | 491 | 2 867 |
| | 2023 | 1 962 | 320 | 160 | 479 | 2 921 |
| | 2022 | 1 993 | 385 | 165 | 439 | 2 982 |
| | 2021 | 1 940 | 331 | 157 | 429 | 2 857 |
| | 2020 | 1 939 | 331 | 150 | 417 | 2 837 |
| Sha Tin | 2024 | 1 594 | 337 | 69 | 550 | 2 550 |
| | 2023 | 1 579 | 337 | 69 | 506 | 2 491 |
| | 2022 | 1 548 | 310 | 66 | 511 | 2 435 |
| | 2021 | 1 541 | 305 | 56 | 496 | 2 398 |
| | 2020 | 1 540 | 287 | 49 | 470 | 2 346 |
| Kwai Tsing | 2024 | 430 | 360 | 39 | 751 | 1 580 |
| | 2023 | 416 | 364 | 21 | 721 | 1 522 |
| | 2022 | 393 | 368 | 21 | 694 | 1 476 |

| District | Situation as at end-February of each year | Private Car* | Goods Vehicle | Coach/Bus | Motorcycle | Total# |
|-----------------|--|---------------------|----------------------|------------------|-------------------|---------------|
| | 2021 | 411 | 361 | 21 | 694 | 1 487 |
| | 2020 | 411 | 361 | 22 | 585 | 1 379 |
| Islands | 2024 | 517 | 55 | 78 | 205 | 855 |
| | 2023 | 510 | 56 | 78 | 152 | 796 |
| | 2022 | 496 | 44 | 65 | 175 | 780 |
| | 2021 | 466 | 58 | 74 | 148 | 746 |
| | 2020 | 460 | 58 | 74 | 148 | 740 |
| | | | | | | |
| Total# | 2024 | 19 429 | 3 960 | 1 245 | 12 054 | 36 688 |
| | 2023 | 19 304 | 3 970 | 1 199 | 11 654 | 36 127 |
| | 2022 | 18 934 | 3 985 | 1 144 | 11 402 | 35 465 |
| | 2021 | 18 651 | 3 901 | 1 113 | 11 099 | 34 764 |
| | 2020 | 18 726 | 3 909 | 1 101 | 10 671 | 34 407 |

* The figures refer to on-street parking spaces for vehicles such as private cars, taxis, light buses, tricycles and light goods vehicles with similar vehicle dimensions.

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[^]

| District | Situation as at end-February of each year | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|-------------------|--|--------------------|----------------------|------------------|-------------------|--------------|
| Central & Western | 2024 | 3 901 | 426 | 13 | 345 | 4 685 |
| | 2023 | 3 921 | 427 | 13 | 351 | 4 712 |
| | 2022 | 3 926 | 428 | 14 | 335 | 4 703 |
| | 2021 | 3 915 | 470 | 13 | 345 | 4 743 |
| | 2020 | 4 134 | 470 | 12 | 345 | 4 961 |
| Wan Chai | 2024 | 2 578 | 230 | 11 | 263 | 3 082 |
| | 2023 | 2 581 | 227 | 11 | 262 | 3 081 |
| | 2022 | 2 754 | 227 | 11 | 280 | 3 272 |
| | 2021 | 2 705 | 200 | 17 | 262 | 3 184 |
| | 2020 | 2 766 | 301 | 17 | 267 | 3 351 |
| Eastern | 2024 | 3 165 | 346 | 33 | 382 | 3 926 |
| | 2023 | 3 143 | 351 | 33 | 374 | 3 901 |
| | 2022 | 3 150 | 351 | 33 | 373 | 3 907 |
| | 2021 | 3 161 | 347 | 26 | 364 | 3 898 |
| | 2020 | 3 147 | 322 | 26 | 356 | 3 851 |
| Southern | 2024 | 2 681 | 182 | 10 | 488 | 3 361 |
| | 2023 | 2 670 | 182 | 11 | 483 | 3 346 |
| | 2022 | 2 670 | 182 | 11 | 483 | 3 346 |
| | 2021 | 2 668 | 184 | 11 | 483 | 3 346 |
| | 2020 | 2 725 | 182 | 11 | 482 | 3 400 |
| Yau Tsim Mong | 2024 | 976 | 253 | 20 | 34 | 1 283 |
| | 2023 | 1 066 | 254 | 20 | 39 | 1 379 |
| | 2022 | 1 064 | 254 | 20 | 39 | 1 377 |
| | 2021 | 932 | 244 | 18 | 39 | 1 233 |
| | 2020 | 1 652 | 244 | 18 | 115 | 2 029 |
| Sham Shui Po | 2024 | 4 060 | 1 175 | 33 | 504 | 5 772 |
| | 2023 | 4 073 | 1 178 | 33 | 498 | 5 782 |
| | 2022 | 3 844 | 1 183 | 33 | 481 | 5 541 |
| | 2021 | 4 003 | 1 163 | 33 | 466 | 5 665 |
| | 2020 | 4 003 | 1 791 | 48 | 438 | 6 280 |
| Kowloon City | 2024 | 3 178 | 134 | 7 | 247 | 3 566 |
| | 2023 | 3 183 | 134 | 7 | 247 | 3 571 |
| | 2022 | 3 198 | 134 | 5 | 237 | 3 574 |
| | 2021 | 3 161 | 135 | 5 | 222 | 3 523 |
| | 2020 | 2 842 | 135 | 5 | 191 | 3 173 |
| Wong Tai Sin | 2024 | 4 194 | 285 | 44 | 561 | 5 084 |
| | 2023 | 4 209 | 282 | 29 | 552 | 5 072 |
| | 2022 | 4 245 | 296 | 25 | 563 | 5 129 |
| | 2021 | 4 213 | 291 | 25 | 550 | 5 079 |
| | 2020 | 4 180 | 291 | 44 | 536 | 5 051 |

| District | Situation as at end-February of each year | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|------------|---|-------------|---------------|-----------|------------|-------|
| Kwun Tong | 2024 | 7 698 | 511 | 34 | 1 482 | 9 725 |
| | 2023 | 7 696 | 469 | 36 | 1 449 | 9 650 |
| | 2022 | 7 744 | 468 | 37 | 1 425 | 9 674 |
| | 2021 | 7 643 | 495 | 37 | 1 383 | 9 558 |
| | 2020 | 7 422 | 486 | 36 | 1 346 | 9 290 |
| Tsuen Wan | 2024 | 1 874 | 121 | 4 | 244 | 2 243 |
| | 2023 | 1 914 | 124 | 4 | 242 | 2 284 |
| | 2022 | 1 906 | 122 | 4 | 232 | 2 264 |
| | 2021 | 1 948 | 122 | 4 | 221 | 2 295 |
| | 2020 | 1 948 | 122 | 4 | 221 | 2 295 |
| Tuen Mun | 2024 | 3 769 | 179 | 46 | 232 | 4 226 |
| | 2023 | 3 501 | 142 | 46 | 166 | 3 855 |
| | 2022 | 3 494 | 142 | 46 | 166 | 3 848 |
| | 2021 | 3 488 | 144 | 48 | 166 | 3 846 |
| | 2020 | 3 480 | 150 | 53 | 163 | 3 846 |
| Yuen Long | 2024 | 3 301 | 112 | 46 | 238 | 3 697 |
| | 2023 | 3 315 | 107 | 49 | 238 | 3 709 |
| | 2022 | 3 353 | 104 | 39 | 236 | 3 732 |
| | 2021 | 3 315 | 103 | 36 | 236 | 3 690 |
| | 2020 | 3 363 | 103 | 36 | 208 | 3 710 |
| North | 2024 | 3 820 | 411 | 55 | 254 | 4 540 |
| | 2023 | 3 475 | 374 | 42 | 126 | 4 017 |
| | 2022 | 2 687 | 374 | 27 | 113 | 3 201 |
| | 2021 | 2 609 | 388 | 26 | 115 | 3 138 |
| | 2020 | 2 552 | 384 | 28 | 105 | 3 069 |
| Tai Po | 2024 | 1 110 | 208 | 15 | 96 | 1 429 |
| | 2023 | 897 | 213 | 8 | 80 | 1 198 |
| | 2022 | 787 | 210 | 8 | 73 | 1 078 |
| | 2021 | 802 | 212 | 11 | 74 | 1 099 |
| | 2020 | 804 | 212 | 11 | 74 | 1 101 |
| Sai Kung | 2024 | 1 941 | 73 | 66 | 206 | 2 286 |
| | 2023 | 1 938 | 73 | 61 | 206 | 2 278 |
| | 2022 | 1 841 | 70 | 62 | 167 | 2 140 |
| | 2021 | 1 700 | 70 | 67 | 158 | 1 995 |
| | 2020 | 1 674 | 70 | 67 | 155 | 1 966 |
| Sha Tin | 2024 | 4 479 | 179 | 31 | 482 | 5 171 |
| | 2023 | 4 420 | 183 | 33 | 481 | 5 117 |
| | 2022 | 4 378 | 170 | 33 | 441 | 5 022 |
| | 2021 | 4 062 | 167 | 33 | 410 | 4 672 |
| | 2020 | 3 968 | 165 | 45 | 389 | 4 567 |
| Kwai Tsing | 2024 | 4 915 | 564 | 12 | 855 | 6 346 |
| | 2023 | 4 836 | 563 | 12 | 845 | 6 256 |
| | 2022 | 4 836 | 563 | 10 | 840 | 6 249 |
| | 2021 | 4 830 | 563 | 10 | 840 | 6 243 |
| | 2020 | 4 785 | 564 | 10 | 837 | 6 196 |

| District | Situation as at end-February of each year | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|-----------------|--|--------------------|----------------------|------------------|-------------------|---------------|
| Islands | 2024 | 2 204 | 247 | 17 | 131 | 2 599 |
| | 2023 | 1 601 | 115 | 17 | 109 | 1 842 |
| | 2022 | 1 717 | 181 | 17 | 102 | 2 017 |
| | 2021 | 1 632 | 42 | 18 | 102 | 1 794 |
| | 2020 | 1 653 | 36 | 18 | 87 | 1 794 |
| Total | 2024 | 59 844 | 5 636 | 497 | 7 044 | 73 021 |
| | 2023 | 58 439 | 5 398 | 465 | 6 748 | 71 050 |
| | 2022 | 57 594 | 5 459 | 435 | 6 586 | 70 074 |
| | 2021 | 56 787 | 5 340 | 438 | 6 436 | 69 001 |
| | 2020 | 57 098 | 6 028 | 489 | 6 315 | 69 930 |

^ 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 end- February of each year | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|----------------------|--|-------------|------------------|-----------|------------|--------|
| Central & Western | 2024 | 34 058 | 385 | 58 | 483 | 34 984 |
| | 2023 | 34 065 | 457 | 58 | 483 | 35 063 |
| | 2022 | 34 065 | 464 | 57 | 480 | 35 066 |
| | 2021 | 34 109 | 480 | 57 | 473 | 35 119 |
| | 2020 | 34 102 | 472 | 57 | 483 | 35 114 |
| Wan Chai | 2024 | 35 123 | 83 | 97 | 321 | 35 624 |
| | 2023 | 35 209 | 83 | 98 | 323 | 35 713 |
| | 2022 | 35 483 | 85 | 97 | 352 | 36 017 |
| | 2021 | 35 423 | 88 | 97 | 355 | 35 963 |
| | 2020 | 35 872 | 97 | 93 | 351 | 36 413 |
| Eastern | 2024 | 43 136 | 1 389 | 227 | 1 455 | 46 207 |
| | 2023 | 43 112 | 1 379 | 238 | 1 440 | 46 169 |
| | 2022 | 42 750 | 1 388 | 238 | 1 451 | 45 827 |
| | 2021 | 43 033 | 1 443 | 239 | 1 456 | 46 171 |
| | 2020 | 43 049 | 1 451 | 250 | 1 432 | 46 182 |
| Southern | 2024 | 36 751 | 892 | 177 | 1 053 | 38 873 |
| | 2023 | 37 144 | 861 | 188 | 1 021 | 39 214 |
| | 2022 | 36 610 | 877 | 189 | 1 008 | 38 684 |
| | 2021 | 36 057 | 916 | 208 | 989 | 38 170 |
| | 2020 | 36 029 | 922 | 208 | 967 | 38 126 |
| Yau Tsim Mong | 2024 | 33 421 | 774 | 101 | 797 | 35 093 |
| | 2023 | 33 259 | 770 | 94 | 796 | 34 919 |
| | 2022 | 33 351 | 869 | 107 | 747 | 35 074 |
| | 2021 | 32 837 | 910 | 112 | 721 | 34 580 |
| | 2020 | 31 490 | 1 907 | 109 | 709 | 34 215 |
| Sham Shui Po | 2024 | 25 696 | 1 914 | 387 | 868 | 28 865 |
| | 2023 | 24 973 | 1 890 | 387 | 838 | 28 088 |
| | 2022 | 25 133 | 1 900 | 362 | 794 | 28 189 |
| | 2021 | 24 272 | 1 901 | 378 | 791 | 27 342 |
| | 2020 | 24 043 | 1 254 | 358 | 788 | 26 443 |
| Kowloon City | 2024 | 46 565 | 1 060 | 113 | 1 045 | 48 783 |
| | 2023 | 45 989 | 977 | 91 | 930 | 47 987 |
| | 2022 | 44 296 | 962 | 112 | 848 | 46 218 |
| | 2021 | 43 575 | 991 | 161 | 842 | 45 569 |
| | 2020 | 43 736 | 1 022 | 121 | 868 | 45 747 |
| Wong Tai Sin | 2024 | 16 472 | 865 | 45 | 1 328 | 18 710 |
| | 2023 | 16 403 | 877 | 73 | 1 311 | 18 664 |
| | 2022 | 16 192 | 880 | 63 | 1 285 | 18 420 |

| District | Situation as at end-February of each year | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|-----------|---|-------------|---------------|-----------|------------|--------|
| | 2021 | 16 355 | 880 | 63 | 1 297 | 18 595 |
| | 2020 | 16 386 | 855 | 116 | 1 300 | 18 657 |
| Kwun Tong | 2024 | 40 906 | 2 884 | 45 | 2 447 | 46 282 |
| | 2023 | 41 058 | 2 765 | 45 | 2 368 | 46 236 |
| | 2022 | 40 159 | 2 766 | 45 | 2 323 | 45 293 |
| | 2021 | 39 628 | 2 752 | 109 | 2 258 | 44 747 |
| | 2020 | 39 169 | 2 684 | 100 | 2 192 | 44 145 |
| Tsuen Wan | 2024 | 35 826 | 1 960 | 362 | 886 | 39 034 |
| | 2023 | 35 777 | 1 866 | 362 | 807 | 38 812 |
| | 2022 | 35 108 | 1 817 | 387 | 773 | 38 085 |
| | 2021 | 35 078 | 1 783 | 380 | 744 | 37 985 |
| | 2020 | 34 330 | 1 784 | 377 | 678 | 37 169 |
| Tuen Mun | 2024 | 38 656 | 2 036 | 93 | 958 | 41 743 |
| | 2023 | 38 143 | 2 012 | 93 | 872 | 41 120 |
| | 2022 | 37 595 | 2 007 | 93 | 808 | 40 503 |
| | 2021 | 37 356 | 2 009 | 93 | 780 | 40 238 |
| | 2020 | 36 571 | 2 080 | 91 | 758 | 39 500 |
| Yuen Long | 2024 | 39 192 | 1 676 | 287 | 1 110 | 42 265 |
| | 2023 | 39 322 | 1 513 | 284 | 1 119 | 42 238 |
| | 2022 | 38 001 | 1 516 | 236 | 989 | 40 742 |
| | 2021 | 37 837 | 1 516 | 233 | 977 | 40 563 |
| | 2020 | 37 128 | 1 562 | 232 | 1 003 | 39 925 |
| North | 2024 | 17 768 | 966 | 32 | 380 | 19 146 |
| | 2023 | 17 804 | 884 | 32 | 377 | 19 097 |
| | 2022 | 17 610 | 825 | 30 | 343 | 18 808 |
| | 2021 | 17 630 | 871 | 30 | 340 | 18 871 |
| | 2020 | 17 763 | 903 | 28 | 339 | 19 033 |
| Tai Po | 2024 | 29 763 | 641 | 54 | 850 | 31 308 |
| | 2023 | 29 432 | 638 | 54 | 845 | 30 969 |
| | 2022 | 28 674 | 619 | 54 | 827 | 30 174 |
| | 2021 | 28 720 | 612 | 54 | 808 | 30 194 |
| | 2020 | 27 233 | 590 | 54 | 756 | 28 633 |
| Sai Kung | 2024 | 40 436 | 1 076 | 148 | 2 759 | 44 419 |
| | 2023 | 40 472 | 1 103 | 139 | 2 673 | 44 387 |
| | 2022 | 40 273 | 1 129 | 132 | 2 553 | 44 087 |
| | 2021 | 38 868 | 1 136 | 112 | 2 428 | 42 544 |
| | 2020 | 38 283 | 1 162 | 113 | 2 451 | 42 009 |
| Sha Tin | 2024 | 71 024 | 2 310 | 101 | 2 376 | 75 811 |
| | 2023 | 70 191 | 2 234 | 101 | 2 210 | 74 736 |
| | 2022 | 68 768 | 2 224 | 144 | 2 139 | 73 275 |
| | 2021 | 68 539 | 2 232 | 144 | 2 107 | 73 022 |
| | 2020 | 68 046 | 2 224 | 138 | 2 106 | 72 514 |
| | 2024 | 30 841 | 8 464 | 396 | 1 378 | 41 079 |

| District | Situation as at end-February of each year | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|-----------------|--|--------------------|----------------------|------------------|-------------------|----------------|
| Kwai Tsing | 2023 | 30 887 | 9 883 | 399 | 1 362 | 42 531 |
| | 2022 | 30 808 | 9 876 | 399 | 1 350 | 42 433 |
| | 2021 | 30 694 | 10 106 | 412 | 1 314 | 42 526 |
| | 2020 | 30 741 | 10 163 | 369 | 1 280 | 42 553 |
| Islands | 2024 | 17 579 | 708 | 176 | 371 | 18 834 |
| | 2023 | 13 835 | 700 | 190 | 386 | 15 111 |
| | 2022 | 13 732 | 697 | 190 | 370 | 14 989 |
| | 2021 | 13 813 | 837 | 190 | 360 | 15 200 |
| | 2020 | 14 597 | 697 | 195 | 375 | 15 864 |
| Total | 2024 | 633 213 | 30 083 | 2 899 | 20 865 | 687 060 |
| | 2023 | 627 075 | 30 892 | 2 926 | 20 161 | 681 054 |
| | 2022 | 618 608 | 30 901 | 2 935 | 19 440 | 671 884 |
| | 2021 | 613 824 | 31 463 | 3 072 | 19 040 | 667 399 |
| | 2020 | 608 568 | 31 829 | 3 009 | 18 836 | 662 242 |

^ 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 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.

**Numbers of on-street disabled parking spaces in 18 districts
(as at January 2024)**

| District | Number of On-street Disabled Parking Spaces |
|-------------------|--|
| Central & Western | 28 |
| Wan Chai | 51 |
| Eastern | 39 |
| Southern | 27 |
| Yau Tsim Mong | 60 |
| Sham Shui Po | 38 |
| Kowloon City | 44 |
| Wong Tai Sin | 23 |
| Kwun Tong | 34 |
| Tsuen Wan | 37 |
| Tuen Mun | 17 |
| Yuen Long | 29 |
| North | 12 |
| Tai Po | 17 |
| Sai Kung | 22 |
| Sha Tin | 25 |
| Kwai Tsing | 31 |
| Islands | 12 |
| Total | 546 |

Utilisation rates of on-street disabled parking spaces in 18 districts

| District | Number of on-street disabled parking spaces during “snapshot surveys” from September to December 2023 | Utilisation rate^{Note 1} |
|-------------------|--|--|
| Central & Western | 28 | 57% |
| Wan Chai | 50 | 68% |
| Eastern | 39 | 79% |
| Southern | 27 | 44% |
| Yau Tsim Mong | 60 | 70% |
| Sham Shui Po | 37 | 73% |
| Kowloon City | 44 | 43% |
| Wong Tai Sin | 23 | 57% |
| Kwun Tong | 33 | 55% |
| Tsuen Wan | 35 | 60% |
| Tuen Mun | 16 | 50% |
| Yuen Long | 29 | 45% |
| North | 12 | 33% |
| Tai Po | 15 | 60% |
| Sai Kung | 22 | 50% |
| Sha Tin | 25 | 60% |
| Kwai Tsing | 31 | 52% |
| Islands | 13 | 38% |
| Total | 539^{Note 2} | 58% |

Note:

- (1) The surveys on on-street disabled parking spaces are “snapshot surveys”. The above table reflects the utilisation of the spaces at the time of the survey conducted from September to December 2023, and the “utilisation” of disabled parking spaces excludes illegal uses of the spaces.
- (2) As at January 2024, the number of on-street disabled parking spaces has increased to 546.

- End -

CONTROLLING OFFICER'S REPLY

TLB222

(Question Serial No. 1213)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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 (BCPs) to ensure that the transport needs of local residents and visitors are met. This includes resuming local and cross-boundary public transport services after the pandemic so as to support the full resumption of normal travel between Hong Kong and the Mainland/Macao. In this connection, please provide information on the following in tables:

- (a) All public transport routes connecting to the BCPs, including their fares, carrying capacities and frequencies, since the resumption of normal cross-boundary travel in February last year; and
- (b) The monthly number of inbound and outbound travellers of each BCP during weekdays and weekends since the resumption of normal cross-boundary travel in February last year.

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

Reply:

- (a) At present, BCPs are served by various public transport modes, including railway, local franchised buses, green minibuses (GMB) and cross-boundary coach services^(Note 1). As at 6 March 2024, the regular public transport services operating at BCPs are tabulated as below:

| Type of Service | Route ^(Note 2) | Full Fare ^(Note3) (\$) | Daily Patronage ^(Note4) (Number of passengers) | Frequency ^(Note5) (Minutes) |
|---|--|---|---|--|
| <u>Lo Wu BCP</u> | | | | |
| Railway Service | East Rail Line | 27 - 109.5 | 167 700 | 4.7 - 10 |
| <u>Lok Ma Chau (LMC) BCP</u> | | | | |
| Short-haul Cross-boundary Coach Service | Mong Kok Route (Arran Street (Outside Golden Plaza) - LMC BCP) | 45 - 50 | 3 470 | 15 - 60 |
| | Yau Tsim Route (Austin Road Cross Border Coach Terminus - LMC BCP) | 45 - 50 | 1 442 | 20 - 45 |
| | Kwun Tong Route (Lam Tin Station Public Transport Interchange - LMC BCP) | 50 - 55 | 3 443 | 20 - 45 |
| | Wan Chai Route (Exhibition Centre Station Public Transport Interchange - LMC BCP) | 57 - 63 | 1 881 | 20 - 60 |
| | Tsuen Wan Route (Tsuen Wan Discovery Park Public Transport Interchange - LMC BCP) | 45 - 48 | 3 455 | 15 - 30 |

| Type of Service | Route ^(Note 2) | Full Fare ^(Note3) (\$) | Daily Patronage ^(Note4) (Number of passengers) | Frequency ^(Note5) (Minutes) |
|--|---|---|---|--|
| Cross-boundary Shuttle Bus Service | LMC (San Tin) Public Transport Interchange - Huanggang | 10 | 9 020 | 5 - 15 |
| Green Minibus Service | GMB 44B (Overnight) (Tuen Mun Ferry Pier (Wu Shan Road) - LMC BCP) | 14.9 - 20.5 | 184 | 60 |
| | GMB 79S (Overnight) (Tin Shui Wai (Grandeur Terrace) - LMC BCP) | 12.7 | 354 | 30 - 60 |
| | GMB 616S (Overnight) (Mong Kok - LMC BCP) | 25 | 448 | 30 |
| <u>Heung Yuen Wai (HYW) BCP</u> | | | | |
| Franchised Bus Service | CTB B7 (Fanling Station/Sheung Shui (Po Wan Road) - HYW BCP) | 10 | 15 035 | 7 - 20 |
| | CTB B8 (Tai Wai Station Public Transport Interchange - HYW BCP) | 16.1 | 7 358 | 10 - 30 |
| | KMB B9 | 20.2 | 4 825 | 25 - 30 |

| Type of Service | Route ^(Note 2) | Full Fare ^(Note3) (\$) | Daily Patronage ^(Note4) (Number of passengers) | Frequency ^(Note5) (Minutes) |
|---|--|---|---|--|
| | (Tuen Mun Station - HYW BCP) | | | |
| Green Minibus Service | GMB 59S (Sheung Shui Station - HYW BCP) | 9.1 | 12 036 | 3 - 8 |
| <u>Lok Ma Chau Spur Line (LMCSL) BCP</u> | | | | |
| Railway Service | East Rail Line | 27 - 109.5 | 100 400 | 9.5 - 14.5 |
| Franchised Bus Service | KMB B1 (Tin Tsz Estate - LMCSL Public Transport Interchange) | 14.5 | 32 053 | 8 - 20 |
| Green Minibus Service | GMB 75 (Yuen Long (Fuk Hong Street) - LMCSL Public Transport Interchange) | 8.7 | 4 020 | 15 - 30 |
| <u>Shenzhen Bay Port (SBP)</u> | | | | |
| Franchised Bus Service | NLB B2 (Yuen Long Station - SBP) | 14.4 | 5 979 | 20 - 30 |
| | NLB B2P (Tin Tsz Estate Bus Terminus - SBP) | 10.3 | 9 300 | 10 - 30 |
| | CTB B3 (Tuen Mun Ferry Pier - SBP) | 14.7 | 3 817 | 25 - 60 |

| Type of Service | Route ^(Note 2) | Full Fare ^(Note3) (\$) | Daily Patronage ^(Note4) (Number of passengers) | Frequency ^(Note5) (Minutes) |
|---|---|--|--|---|
| | CTB B3X (Tuen Mun Town Centre - SBP) | 14.7 | 14 836 | 15 - 25 |
| | CTB B3A (Shan King Estate - SBP) | 14.7 | 3 648 | 30 - 60 |
| Green Minibus Service | GMB 618 (Tin Shui Wai (Tin Yan Estate) - SBP) | 13.1 | 4 418 | 15 - 20 |
| <u>Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port</u> | | | | |
| Franchised Bus Service | NLB B4 (HZMB Hong Kong Port to Hong Kong International Airport (via SKYCITY Transport Terminal)(Circular)) | 9.1 | 2 454 | 15 - 30 |
| | CTB B5 (Sunny Bay Public Transport Interchange - Hong Kong Port of HZMB) | 6.1 | 5 876 | 15 - 35 |
| | NLB B6 (Tung Chung Mun Tung Estate (Yu Tung Road) - Hong Kong Port of HZMB) | 9.1 | 8 405 | 15 - 30 |

| Type of Service | Route ^(Note 2) | Full Fare ^(Note3) (\$) | Daily Patronage ^(Note4) (Number of passengers) | Frequency ^(Note5) (Minutes) |
|--|---|---|--|---|
| Green Minibus Service | GMB 901 (HZMB to Tung Chung North (Circular)) | 8.4 | 361 | 30 |
| Cross-boundary Shuttle Bus Service | HZMB Hong Kong Port – HZMB Zhuhai Port | 65 - 70 | 23 127 | 5 - 30 |
| | HZMB Hong Kong Port – HZMB Macao Port | 65 - 70 | 37 104 | |
| <u>Man Kam To (MKT) BCP</u> | | | | |
| Cross-boundary Coach Service | Sheung Shui Landmark North - MKT BCP | 20 | 3 035 | 10 - 15 |
| <u>Hong Kong West Kowloon Station</u> ^(Note 6) | | | | |
| High Speed Rail (XRL) Service | Hong Kong West Kowloon Station directly to 73 Mainland destinations | RMB¥68 - ¥3,907.5 ^(Note 7) | 76 300 | 188 trains per day ^(Note 8) |

Note 1: Cross-boundary coach services include both short-haul regular services and long-haul services. In respect of the former, the above table includes information on the short-haul services with fixed routeings, fixed fares and fixed frequencies. The routeings 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 the fares of different classes of services and services with various origins/destinations. Those ranges of fares of other road-based public transport services normally

reflect different fares for daytime and overnight services.

Note 4: Daily average two-bound patronage as at December 2023.

Note 5: The ranges of frequencies indicate those during peak, non-peak/overnight periods. The public transport operators would enhance their services subject to passenger demand.

Note 6: XRL resumed short haul services and long-haul services within Guangdong province on 15 January 2023 and 11 March 2023 respectively. Cross-provincial long-haul trains resumed on 1 April 2023.

Note 7: XRL fares are set by the China State Railway Group Company Limited in RMB with the HKD fares being adjusted monthly subject to the prevailing exchange rate. Adjusted HKD fares will be announced on the first day of every month.

Note 8: Train schedule effective from 11 October 2023.

- (b) The average daily numbers of inbound and outbound travellers ^(Note 1) at various BCPs from the full resumption of normal travel on 6 February 2023 to late February 2024 kept by the Immigration Department (with breakdown by weekdays ^(Note 2) on the one hand, and weekends and holidays ^(Note 3) on the other) are provided at Annex.

| Control point | From 6 February to 28 February 2023 | | | | March 2023 | | | | April 2023 | | | |
|--|-------------------------------------|-----------|-----------------------|-----------|------------|-----------|-----------------------|-----------|------------|-----------|-----------------------|-----------|
| | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | |
| | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound |
| Airport | 27 813 | 25 821 | 30 351 | 29 543 | 33 807 | 34 821 | 35 801 | 35 933 | 42 933 | 40 241 | 45 466 | 44 566 |
| Lo Wu | 44 670 | 47 249 | 66 331 | 66 302 | 54 402 | 59 048 | 75 204 | 78 592 | 56 230 | 61 023 | 79 553 | 79 858 |
| LMCSL | 33 788 | 34 647 | 51 160 | 50 328 | 40 932 | 42 541 | 60 355 | 59 224 | 43 554 | 45 939 | 66 160 | 64 677 |
| West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link | 14 201 | 13 509 | 19 222 | 17 671 | 17 390 | 17 121 | 23 414 | 21 724 | 28 223 | 26 754 | 39 572 | 36 999 |
| LMC | 6 605 | 5 671 | 10 722 | 8 460 | 8 695 | 7 958 | 13 105 | 12 079 | 10 452 | 9 359 | 14 981 | 12 785 |
| MKT ^(Note 4) | 1 721 | 1 411 | 1 664 | 1 319 | 2 210 | 1 995 | 1 896 | 1 520 | 2 124 | 1 976 | 2 196 | 1 864 |
| SBP | 19 059 | 19 649 | 28 204 | 26 359 | 23 069 | 24 094 | 33 461 | 32 195 | 28 208 | 28 648 | 40 019 | 37 349 |
| HZMB Hong Kong Port | 18 832 | 19 407 | 35 539 | 34 767 | 21 293 | 24 445 | 37 741 | 37 439 | 24 635 | 29 336 | 42 249 | 43 025 |
| HYW ^(Note 5) | 6 792 | 6 744 | 11 452 | 10 264 | 12 116 | 10 426 | 18 066 | 14 687 | 13 853 | 11 320 | 20 065 | 16 565 |

| Control point | May 2023 | | | | June 2023 | | | | July 2023 | | | |
|--|----------|-----------|-----------------------|-----------|-----------|-----------|-----------------------|-----------|-----------|-----------|-----------------------|-----------|
| | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | |
| | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound |
| Airport | 39 375 | 39 209 | 43 134 | 41 243 | 44 454 | 43 800 | 47 952 | 46 030 | 47 938 | 49 725 | 52 303 | 53 386 |
| Lo Wu | 52 908 | 55 861 | 80 380 | 74 976 | 54 748 | 58 349 | 76 082 | 72 008 | 60 711 | 61 056 | 89 257 | 87 940 |
| LMCSL | 45 084 | 49 358 | 71 192 | 67 959 | 49 276 | 55 141 | 70 426 | 72 180 | 54 079 | 58 149 | 84 475 | 91 153 |
| West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link | 22 738 | 24 728 | 38 325 | 33 053 | 23 581 | 23 490 | 34 246 | 32 524 | 30 943 | 30 036 | 44 878 | 40 155 |
| LMC | 9 980 | 10 343 | 16 483 | 14 267 | 10 817 | 10 446 | 16 272 | 13 813 | 12 180 | 10 581 | 19 482 | 16 120 |
| MKT ^(Note 4) | 2 271 | 2 110 | 2 170 | 1 701 | 2 200 | 2 076 | 1 897 | 1 627 | 1 460 | 1 060 | 1 721 | 1 363 |
| SBP | 24 636 | 26 719 | 39 842 | 34 085 | 26 257 | 27 708 | 38 188 | 35 050 | 29 789 | 29 526 | 45 414 | 42 811 |
| HZMB Hong Kong Port | 20 697 | 24 846 | 38 294 | 35 616 | 21 292 | 25 958 | 33 154 | 32 870 | 26 055 | 30 016 | 42 158 | 43 107 |
| HYW ^(Note 5) | 13 495 | 11 752 | 21 820 | 17 411 | 13 894 | 12 957 | 21 981 | 18 581 | 17 152 | 14 282 | 26 928 | 23 190 |

| Control point | August 2023 | | | | September 2023 | | | | October 2023 | | | |
|--|-------------|-----------|-----------------------|-----------|----------------|-----------|-----------------------|-----------|--------------|-----------|-----------------------|-----------|
| | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | |
| | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound | In-bound | Out-bound |
| Airport | 53 931 | 49 374 | 57 692 | 53 015 | 40 907 | 43 205 | 46 777 | 46 925 | 50 384 | 44 921 | 53 557 | 48 430 |
| Lo Wu | 68 537 | 68 622 | 99 819 | 101 125 | 55 230 | 59 907 | 77 829 | 80 976 | 64 699 | 66 272 | 95 379 | 87 706 |
| LMCSL | 60 154 | 63 281 | 94 969 | 102 881 | 50 103 | 53 392 | 75 341 | 78 753 | 55 966 | 58 873 | 83 990 | 78 283 |
| West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link | 37 966 | 34 365 | 52 895 | 45 010 | 23 056 | 22 447 | 32 748 | 30 148 | 28 275 | 28 698 | 40 871 | 37 412 |
| LMC | 13 812 | 12 332 | 21 407 | 18 411 | 11 891 | 10 524 | 18 497 | 15 238 | 12 689 | 12 562 | 21 805 | 18 242 |
| MKT ^(Note 4) | 1 665 | 1 513 | 2 069 | 1 853 | 417 | 385 | 248 | 169 | 0 | 0 | 0 | 0 |
| SBP | 34 994 | 33 668 | 53 307 | 50 706 | 28 270 | 28 658 | 42 969 | 41 267 | 32 669 | 34 008 | 51 527 | 45 561 |
| HZMB Hong Kong Port | 30 976 | 35 417 | 47 535 | 50 348 | 19 378 | 26 045 | 33 638 | 38 247 | 23 938 | 30 578 | 46 392 | 42 638 |
| HYW ^(Note 5) | 20 034 | 16 603 | 31 034 | 26 643 | 18 421 | 16 098 | 22 048 | 19 574 | 23 581 | 19 533 | 32 710 | 25 969 |

| Control point | November 2023 | | | | December 2023 | | | |
|--|---------------|----------|-----------------------|----------|---------------|----------|-----------------------|----------|
| | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | |
| | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| Airport | 50 538 | 48 644 | 54 714 | 54 765 | 55 611 | 56 849 | 61 312 | 59 498 |
| Lo Wu | 68 852 | 70 571 | 102 031 | 100 750 | 71 683 | 74 300 | 100 376 | 107 259 |
| LMCSL | 60 245 | 62 928 | 93 331 | 95 610 | 62 268 | 65 112 | 92 049 | 97 235 |
| West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link | 26 207 | 25 738 | 41 783 | 38 984 | 31 130 | 31 222 | 50 258 | 45 639 |
| LMC | 12 667 | 11 670 | 22 305 | 18 304 | 13 592 | 12 654 | 21 909 | 20 446 |
| MKT ^(Note 4) | 1 043 | 1 029 | 874 | 770 | 1 612 | 1 613 | 1 869 | 1 611 |
| SBP | 34 104 | 34 227 | 54 918 | 51 864 | 37 475 | 37 593 | 55 177 | 54 956 |
| HZMB Hong Kong Port | 25 516 | 33 005 | 43 916 | 44 769 | 31 975 | 36 591 | 49 030 | 55 482 |
| HYW ^(Note 5) | 27 963 | 23 816 | 39 140 | 33 016 | 27 057 | 24 198 | 34 868 | 31 080 |

| Control point | January 2024 | | | | February 2024 | | | |
|--|--------------|----------|-----------------------|----------|---------------|----------|-----------------------|----------|
| | Weekdays | | Weekends and holidays | | Weekdays | | Weekends and holidays | |
| | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound |
| Airport | 51 508 | 49 431 | 58 804 | 54 291 | 57 052 | 53 316 | 59 715 | 58 003 |
| Lo Wu | 72 489 | 73 903 | 104 217 | 101 506 | 71 884 | 77 484 | 97 380 | 94 345 |
| LMCSL | 61 873 | 63 062 | 92 587 | 91 178 | 59 941 | 63 075 | 81 683 | 81 462 |
| West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link | 30 697 | 28 359 | 48 019 | 40 372 | 35 026 | 37 091 | 50 203 | 45 621 |
| LMC | 13 247 | 12 614 | 22 821 | 20 856 | 13 648 | 13 633 | 19 780 | 16 503 |
| MKT ^(Note 4) | 1 869 | 1 811 | 1 921 | 1 676 | 1 718 | 1 683 | 1 612 | 1 392 |
| SBP | 37 474 | 36 247 | 58 929 | 51 714 | 40 179 | 42 280 | 58 659 | 53 095 |
| HZMB Hong Kong Port | 27 474 | 30 739 | 46 374 | 44 301 | 34 500 | 39 865 | 56 856 | 58 849 |
| HYW ^(Note 5) | 27 426 | 24 902 | 38 470 | 32 863 | 27 359 | 25 129 | 34 696 | 29 634 |

Note 1: The provisional figures are for reference only.

Note 2: “Weekdays” include Mondays to Fridays, except public holidays.

Note 3: “Weekends and holidays” include Saturdays, Sundays and public holidays.

Note 4: Due to an incident of ground subsidence, the northbound passenger and cargo clearance services at MKT BCP were suspended with effect from 10 July 2023. The northbound passenger and cargo clearance services resumed on 19 July 2023 and 28 July 2023 respectively. On the other hand, as some facilities at this BCP were flooded amidst the rainstorm, passenger and cargo clearance services were temporarily suspended on 8 September 2023. The clearance services gradually resumed as follows:

- Clearance services for goods vehicles carrying fresh foods resumed on 18 October 2023;
- Cargo clearance services resumed on 2 November 2023; and
- All clearance services resumed on 13 November 2023.

Note 5: As some facilities at HYW BCP were flooded amidst the rainstorm on 8 September 2023, passenger and cargo clearance services were suspended from 8 September 2023 to 10 September 2023.

- End -

CONTROLLING OFFICER'S REPLY

TLB223

(Question Serial No. 1214)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In connection with the Transport Department's duty to monitor the operation of HKeToll at government tolled tunnels and prepare for the implementation of HKeToll at Tai Lam Tunnel upon its return to the Government, please inform this Committee of the following:

- (a) the total number of applicants of HKeToll;
- (b) the distribution of vehicle classes and quantities involved in applying for HKeToll;
- (c) the number of vehicle tags issued;
- (d) the number of cases received on failing to receive vehicle tags;
- (e) a comparison of the vehicle flow with respect to private cars, motor cycles, taxis, other vehicles (goods vehicles, buses, etc) at the Cross Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing for the two months both before and after the implementation of traffic rationalisation among the three road harbour crossings last December; and
- (f) the number of faults, including but not limited to toll error, upon the implementation of HKeToll and time-varying toll.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 25)

Reply:

(a), (b) and (c)

As at 7 March 2024, the Transport Department (TD) has issued a cumulative of 810 223 toll tags to registered vehicle owners. The breakdown by vehicle class of toll tags applied and issued is tabulated below:

| Vehicle class | Number of toll tags applied and issued (Position as at 7 March 2024) |
|--|---|
| Motor cycles and motor tricycles | 73 556 |
| Private cars | 584 309 |
| Taxis | 18 283 |
| Public light buses and private light buses | 5 856 |
| Light goods vehicles | 73 708 |
| Medium goods vehicles | 33 269 |

| Vehicle class | Number of toll tags applied and issued (Position as at 7 March 2024) |
|--|---|
| Heavy goods vehicles | 7 544 |
| Public buses (single-decked) and private buses (single-decked) | 7 461 |
| Public buses (double-decked) and private buses (double-decked) | 6 237 |

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 for use on vehicle in the related vehicle class. Over 98% of toll tags in the table above are vehicle tags. The above data does not include that of “vehicle tag” for deregistered vehicles.

- (d) Between January and February 2024, the toll service provider (TSP) and TD received about a total of 150 cases from 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) 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 of vehicles; and
 - (ii) the toll tags were lost in transit during postage. TSP has re-issued the toll tags to the applicants.
- (e) For the two months before and after the implementation of time-varying tolls at the three road harbour crossings, the average daily numbers of vehicles with respect to private cars, motor cycles, taxis and other vehicles are set out below:

| | Average daily number of vehicles | | | |
|---|---|---------------------|--------------|----------------------------------|
| | Private cars | Motor cycles | Taxis | Other vehicles (Note) |
| (1) Two months before the implementation of time-varying tolls (that is 17 October to 16 December 2023) | | | | |
| Cross Harbour Tunnel | 53 150 | 4 654 | 15 008 | 31 744 |
| Eastern Harbour Crossing | 44 845 | 2 733 | 13 742 | 14 235 |
| Western Harbour Crossing | 39 622 | 1 384 | 25 089 | 13 901 |
| (2) Two months after the implementation of time-varying tolls (that is 17 December 2023 to 16 February 2024) | | | | |
| Cross Harbour Tunnel | 51 367 | 3 510 | 17 319 | 18 725 |
| Eastern Harbour Crossing | 39 276 | 2 408 | 12 326 | 12 892 |
| Western Harbour Crossing | 46 715 | 1 683 | 21 823 | 20 542 |

Note: Other vehicles include public light buses and private light buses, light goods vehicles, medium goods vehicles, heavy goods vehicles, public buses (single-decked) and private buses (single-decked), public buses (double-decked) and private buses (double-decked).

- (f) Since the implementation of HKeToll, there have been one incident of delay in charging toll and one incident of charging toll incorrectly. Details are as follows:
- (i) At a regular work review, TSP found that a time lag of some transaction data occurred at the Cross Harbour Tunnel between 17 and 19 October 2023. After investigation, it was found that the incident did not involve system error but a manual error in data processing by the frontline staff, resulting in the failure to upload the transaction data to the backend for instant processing. On 3 November 2023, TSP issued payment notifications to all affected vehicle owners, took appropriate remedial measures and reprimanded the staff concerned; and
 - (ii) There was an incident of charging toll incorrectly at the Western Harbour Crossing for a short time on 18 December 2023 due to human negligence. TD immediately requested TSP to make refunds, conducted a serious investigation and immediately plugged the loophole. TD issued a press release to give a detailed account of the incident on 22 December 2023. TD is also closely monitoring TSP's follow-up improvement actions, including arranging for an independent audit to review the operation of TSP, to ensure that similar incidents will not recur.

- End -

CONTROLLING OFFICER'S REPLY

TLB224

(Question Serial No. 1215)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department processes service planning programmes and applications for fare adjustment for different public transport modes. In this regard, 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; and
- (b) for each public transport mode, the percentage of increase in the previous five occasions of fare increase, compared with the change in Composite Consumer Price Index (CCPI) in the relevant years.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 26)

Reply:

The dates of the previous five occasions of fare adjustment, the respective rates of adjustment and the changes in CCPI in the corresponding periods in respect of the public transport modes of franchised bus, green minibus (GMB), taxi, franchised ferry and licensed ferry, and tram are provided in the following tables:

(A) Franchised Bus

| Franchise | Effective Date | Weighted Average Rate of Fare Increase | Change in CCPI from the Date of Preceding Fare Increase |
|---|-----------------------|---|--|
| Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1)) | 1 December 1997 | 6.0% | 10.3% |
| | 8 June 2008 | 2.0% | -4.6% |
| | 20 January 2019 | 7.0% ^(Note 1) | 34.5% |
| | 4 April 2021 | Phase one: 8.5% | 4.1% |
| | 2 January 2022 | Phase two: 3.2% | |
| | 18 June 2023 | 4.9% ^(Note 1, 2) | 3.1% |

| Franchise | Effective Date | Weighted Average Rate of Fare Increase | Change in CCPI from the Date of Preceding Fare Increase |
|--|--------------------------------|--|--|
| Citybus Limited (Franchise for the Airport and North Lantau Bus Network) (CTB(F2)) ^(Note 3) | 18 June 2023 | 4.2% ^(Note 1) | 47.1% ^(Note 4) |
| The Kowloon Motor Bus Company (1933) Limited (KMB) | 17 March 2013 | 4.9% | 7.4% |
| | 6 July 2014 | 3.9% | 5.6% |
| | 20 January 2019 | Jointly-operated cross-harbour routes under CTB(F1) and NWFB's fare increase only KMB/CTB(F1) routes: 7.0% KMB/NWFB routes: 5.6% | 10.5% |
| | 4 April 2021 | Solely operated routes: 5.8% ^(Note 1, 5) | 15.0% ^(Note 6) |
| | 18 June 2023 | 3.9% ^(Note 1, 2) | 3.1% |
| Long Win Bus Company Limited (LW) ^(Note 7) | 8 June 2008 | 4.5% | -2.3% ^(Note 4) |
| | 15 May 2011 | 3.2% | 7.3% |
| | 18 June 2023 | 4.2% ^(Note 1) | 34.6% |
| New Lantao Bus Co. (1973) Limited | 1 February 1996 | 10.4% | 21.1% |
| | 1 April 1998 | 9.0% | 12.5% |
| | 8 June 2008 | 7.2% | -6.1% |
| | 4 April 2021 | 9.8% | 40.0% |
| | 18 June 2023 | 7.0% | 3.1% |
| New World First Bus Services Limited (NWFB) | 22 April 2001 | 2.4% | -9.2% ^(Note 4) |
| | 8 June 2008 | 5.0% | 3.6% |
| | 20 January 2019 | 5.6% ^(Note 1) | 34.5% |
| | 4 April 2021 2 January 2022 | Phase one: 8.5% Phase two: 3.2% | 4.1% |
| | 18 June 2023 | 4.9% ^(Note 1, 2) | 3.1% |

Notes:

1. The overall actual weighted average rate of fare increase shouldered by the passengers taking into account the mitigating effect from the Franchised Bus Toll Exemption Funds.
2. The overall weighted average rate of fare increase of the solely operated routes and the jointly-operated cross-harbour routes.
3. Since the establishment of the franchise in June 1997, CTB(F2) has increased its fares only once.
4. As it was the first occasion of fare increase since the establishment of the franchise concerned, the cumulate rate of change in CCPI is calculated from the establishment of the franchise.

5. When CTB(F1) and NWFB fares were increased in two phases, by 8.5% on 4 April 2021 and 3.2% on 2 January 2022, the fares of KMB's cross-harbour routes jointly operated with CTB(F1)/NWFB were also increased by the same rates.
6. The cumulate rate of change in CCPI is calculated from the date of fare increase of KMB on 6 July 2014 because the fare increase on 20 January 2019 only involved its cross-harbour routes jointly operated with CTB(F1)/NWFB.
7. Since the establishment of the franchise in June 1997, LW has increased its fares only three times.

(B) GMB (Note 1)

| Year | Number of GMB Routes with Fare Adjustment Implemented | Range of Fare Increase Rates Approved |
|------|---|---------------------------------------|
| 2019 | 170 | 2.9% - 19.6% |
| 2020 | 55 | 2.4% - 13.3% |
| 2021 | 126 | 3.6% - 11.5% |
| 2022 | 275 | 1.9% - 25.0% |
| 2023 | 157 | 3.8% - 50.0% (Note 2) |

Notes:

1. There are a large number of GMB packages and fare increase applications. There is no database to record CCPI adopted for each application and thus the information on the comparison of the fare increase rates and CCPI cannot be provided.
2. The higher range of fare increase rates relates to an overnight GMB route.

(C) Taxi

| Effective Date | Average Fare Adjustment Rate | | | Change in CCPI from the Date of Preceding Fare Increase |
|------------------|------------------------------|----------------------|--------|---|
| | Urban | New Territories (NT) | Lantau | |
| 30 November 2008 | 5.5% | - | 7.7% | Urban Taxi: 1.5% Lantau Taxi: -6.2% |
| 16 January 2009 | - | 5.0% | - | NT Taxi: 1.5% |
| 10 July 2011 | 5.2% | 8.2% | 4.1% | 7.9% |
| 8 December 2013 | 7.1% | 9.0% | 8.8% | 10.5% |
| 9 April 2017 | 10.0% | 11.2% | 8.6% | 9.3% |
| 17 July 2022 | 11.5% | 13.0% | 13.8% | 9.3% |

(D) Franchised Ferry

| Franchised Ferry Service | Effective Date | Fare Adjustment Level (Note 1) | Change in CCPI from the Date of Preceding Fare Increase |
|----------------------------|----------------|--|---|
| Tsim Sha Tsui – Central | 29 March 2009 | Phase one: 4.5% - 17.6% Phase two: 8.7% - 20.0% | - (Note 2) |
| | 1 January 2010 | | |
| | 24 June 2012 | 13.3% - 16.7% | 10.6% |
| | 15 July 2017 | 8.0% - 10.7% | 16.5% |

| Franchised Ferry Service | Effective Date | Fare Adjustment Level (Note 1) | Change in CCPI from the Date of Preceding Fare Increase |
|---------------------------------|---------------------------------|--|--|
| | 9 February 2021 | 13.5% - 18.5% | 7.1% |
| | 3 April 2023 | 53.8% - 56.3% | 3.7% |
| Tsim Sha Tsui – Wan Chai | 29 March 2009 1 January 2010 | Phase one: 4.5% - 13.6% Phase two: 8.7% - 20.0% | - (Note 2) |
| | 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% | 3.7% |

Notes:

1. Rate of fare adjustment for adult single ticket.
2. Given that fare adjustment records before 2008 are not readily available, there is no information on the change in CCPI.

(E) Licensed Ferry

| Licensed Ferry Service | Effective Date | Fare Adjustment Level (Note 1) | Change in CCPI from the Date of Preceding Fare Increase |
|-------------------------------|-----------------------|--|--|
| Cheung Chau – Central | 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% |
| | 24 September 2023 | 3.8% - 4.2% | 3.7% |
| Mui Wo— Central | 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% |
| | 24 September 2023 | 3.6% - 4.1% | 3.7% |
| Inter-Islands | 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% |
| | 24 September 2023 | 3.6% | 3.7% |
| Yung Shue Wan— Central | 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% |
| | 24 September 2023 | 18.8% - 18.9% | 3.7% |
| Sok Kwu Wan – Central | 1 July 2011 | 11.9% - 12.0% | 7.0% |
| | 1 July 2014 | 6.1% - 6.4% | 13.0% |
| | 1 July 2017 | 4.0% - 4.8% | 7.0% |
| | 1 April 2021 | 4.8% - 5.0% | 7.5% |
| | 24 September 2023 | 19.0% - 19.1% | 3.7% |

| Licensed Ferry Service | Effective Date | Fare Adjustment Level (Note 1) | Change in CCPI from the Date of Preceding Fare Increase |
|---|-----------------------|--|--|
| Peng Chau – Central | 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% |
| | 24 September 2023 | 18.8% - 19.3% | 3.7% |
| Discovery Bay – Central | 1 May 2009 | 8.3% - 14.8% | - (Note 2) |
| | 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 (Note 3) | 1 November 2009 | 14.6% | - (Note 2) |
| | 11 January 2013 | 9.1% | 13.5% |
| | 4 January 2015 | 50.0% | 8.8% |
| Sai Wan Ho – Sam Ka Tsuen (Note 3) | 1 November 2009 | 14.6% | - (Note 2) |
| | 11 January 2013 | 9.1% | 13.5% |
| | 4 January 2015 | 50.0% | 8.8% |
| North Point – Hung Hom | 1 April 2011 | 22.2% | - (Note 2) |
| | 1 April 2014 | 18.2% | 13.0% |
| | 1 April 2017 | 15.4% | 7.8% |
| | 1 April 2021 | 13.3% | 7.4% |
| | 22 October 2023 | 17.6% | 4.8% |
| North Point – Kowloon City | 1 April 2011 | 22.2% | - (Note 2) |
| | 1 April 2014 | 18.2% | 13.0% |
| | 1 April 2017 | 15.4% | 7.8% |
| | 1 April 2021 | 13.3% | 7.4% |
| | 22 October 2023 | 17.6% | 4.8% |
| North Point – Kwun Tong – Kai Tak (Note 3) | 26 March 2017 | 20.0% | - (Note 2) |
| | 1 September 2019 | 16.7% | 6.7% |
| | 3 September 2023 | 18.6% | 5.3% |
| Central – Hung Hom (Note 4) | 3 September 2023 | 18.9% | - |
| Ma Wan – Central | 25 July 2010 | 7.3% | - (Note 2) |
| | 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% | 13.5% |
| Ma Wan – Tsuen Wan | 10 January 2010 | 25.0% | - (Note 2) |
| | 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 – | 27 September 2015 | 8.6% | - (Note 2) |
| | 7 October 2018 | 10.5% | 7.2% |

| Licensed Ferry Service | Effective Date | Fare Adjustment Level (Note 1) | Change in CCPI from the Date of Preceding Fare Increase |
|--|-----------------------|--|--|
| Yung Shue Wan (Note 3) | | | |
| Aberdeen – Mo Tat – Sok Kwu Wan (Note 3) | 3 June 2012 | 19.6% | _ (Note 2) |
| | 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 (Note 3) | 26 January 2020 | 8.0% | _ (Note 2) |
| “North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service | 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% |
| | 2 September 2023 | 60.0% | 2.1% |
| | 28 January 2024 | 20.2% - 31.0% | 0.9% |

Notes:

1. Rate of fare adjustment for adult single ticket (except “North Point – Kwun Tong” Dangerous Goods Vehicular Ferry Service).
2. As fare adjustment records before 2008 are not readily available, there is no information on the change in CCPI.
3. Fare adjustment records before 2008 are not readily available.
4. The Central – Hung Hom ferry route commenced service on 28 June 2020. The fare of the route has been adjusted less than five times since service commencement.

(F) Tram

| Effective Date | Fare Adjustment Level (Note) | Change in CCPI from the Date of Preceding Fare Increase |
|-----------------------|--|--|
| 12 January 1997 | 33.3% | 23.1% |
| 21 March 1998 | 25.0% | 5.9% |
| 7 June 2011 | 15.0% | 2.2% |
| 2 July 2018 | 13.0% | 23.6% |
| 11 July 2022 | 15.4% | 6.6% |

Note: Rate of adjustment for fare for persons aged 12 or above.

- End -

CONTROLLING OFFICER'S REPLY

TLB225

(Question Serial No. 0752)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The work of the Transport Department (TD) involves planning and developing public transport services, formulating regulatory measures for the services, and planning their related facilities, as well as planning and formulating bus route rationalisation proposals. In this regard, please advise this Committee of the following:

1. whether the Government would monitor and review the utilisation of the public transport interchanges/bus termini when planning and formulating bus route rationalisation proposals to avoid leaving abundant vacant space due to cancellation of bus routes, such as the case of the Kowloon Tong (Suffolk Road) Public Transport Interchange (PTI). If yes, what are the details? If no, what are the reasons?
2. the renovation of the Ma On Shan Public Transport Terminus on a pilot basis, which will provide passengers with a more comfortable waiting environment by enhancing its design and facilities, was originally planned to be completed in the second quarter of 2023. What are the current progress and the estimated expenditure for 2024-25?
3. as there are currently 49 government-owned covered interchanges which have been commissioned for over 20 years, whether the Government has any plans to renovate these interchanges. If yes, what are the schedule and estimated expenditure? And how to determine the priorities of their renovation? If no, what are the reasons?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 32)

Reply:

1. Having regard to local developments, completion of transport facilities, demographic changes and changes in passenger demand and commuting pattern in individual districts, TD will work out appropriate plans to improve or adjust the public transport services

therein. It will also suitably deploy and utilise the PTIs/bus termini concerned for better use of resources and support the latest operational needs.

Regarding the Kowloon Tong (Suffolk Road) PTI, there are 10 lanes, among which two are taken up by franchised bus services, two by cross-boundary coach services, five by green minibus (GMB) services, and one by the MTR emergency bus service. During the past epidemic years, cross-boundary coach services were suspended while franchised bus and GMB services were adjusted in response to the drop in passenger demand. As a result, utilisation of the Kowloon Tong (Suffolk Road) PTI was low at that time. With social and economic activities gradually returning to normalcy since 2023, utilisation of this PTI has now come back to the normal level.

2. The Government has earlier earmarked \$29 million for the upgrading works at the Ma On Shan Town Centre Public Transport Terminus, which include enhancement of lighting, conversion of the traditional parallel bus bays into saw-tooth bus bays to make better use of space, provision of air-conditioned bus regulator office with toilets and air-conditioned passenger waiting hall with seats, passenger information display panel and real-time bus arrival display panels. The above works have been completed, with the bus regulator office and the passenger waiting hall commissioned in February and March 2024 respectively.
3. Relevant government departments have all along taken up the management and maintenance of PTIs according to their areas of responsibility. For example, Architectural Services Department is responsible for structural maintenance, Electrical and Mechanical Services Department for repair and maintenance of the electrical and mechanical systems, and Highways Department for regular inspections and maintenance of the road surface, and traffic and lighting facilities, with TD playing a co-ordinating role. Taking into consideration the actual situation of the covered PTIs, the government departments involved will carry out the required maintenance work in accordance with the established mechanism to ensure that the facilities can meet the needs of their daily operation. At present, there are no other covered PTIs in need of major renovation. TD will continue to monitor closely the latest conditions of the PTIs and, when necessary, join hands with the relevant departments for implementing the works as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

TLB226

(Question Serial No. 0753)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Transport Department's work on implementing and maintaining intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems and traffic detectors on strategic routes and major roads, and speed enforcement camera (SEC) system, etc. for enhancing traffic management and road safety enforcement, will the Government inform this Committee of the following:

1. Is the SEC system installed capable of differentiating the types of vehicles detected, such as heavy vehicles (medium and heavy goods vehicles as well as buses), determining whether such vehicles have exceeded the speed limit at the road section concerned, thereby facilitating targeted enforcement actions? If yes, what are the details? If no, is there any plan to upgrade or enhance the system with a view to achieving more effective enforcement?
2. What is the estimated expenditure relating to the aforesaid system in 2024-25?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 33)

Reply:

1. The SEC system currently in use in Hong Kong is capable of determining whether a vehicle is a heavy vehicle, and by comparing the applicable speed limit for heavy vehicles at the road section concerned, it can indicate speeding of vehicles and facilitate traffic enforcement by the Hong Kong Police Force (HKPF).
2. The HKPF appoints the Electrical and Mechanical Services Department to maintain the above SEC system with an estimated expenditure of about \$8.85 million in 2024-25.

- End -

CONTROLLING OFFICER'S REPLY

TLB227

(Question Serial No. 0754)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

As regards the ongoing implementation improvement measures for cycle tracks and cycling facilities by the Transport Department (TD) in nine new towns in the New Territories in phases, will the TD inform this Committee of:

1. the current progress of improvement works, which have been implemented for more than five years; the date the remaining works are expected to be completed; and the estimated expenditure for 2024-25?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 34)

Reply:

The Transport Department (TD) has been implementing improvement measures for cycle tracks and cycling facilities in nine new towns in the New Territories in phases. The first batch of improvement works, covering about 100 locations, was completed in 2018 while the second batch, covering about 450 locations, was completed in 2021. As for the 160 locations covered in the third batch, which involve more extensive and complicated engineering works, 21 locations had their works completed as at end 2023. TD is liaising with the Highways Department to refine the design schemes of the remaining improvement works, which are expected to commence in 2025 and complete in about two years. The relevant estimated expenditure for 2024-25 is \$1.75 million.

- End -

CONTROLLING OFFICER'S REPLY

TLB228

(Question Serial No. 2208)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On combatting 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 Police Region;
2. the numbers of on-street, Government and privately operated parking spaces with a breakdown by District Council district and vehicle type in each of the past three years;
3. the numbers of newly registered vehicles in each of the past three years with a breakdown by vehicle class and fuel type; and
4. whether the Government will examine increasing the amount of fixed penalty for traffic offences, and actively carry out territory-wide enforcement actions against illegal parking to combat the problem of illegal parking; if yes, the details; if no, the reasons.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 13)

Reply:

1. The figures on FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF by Police Region in the past three years are tabulated below:

| Police Region | Number of FPNs issued against illegal parking | | |
|-----------------------|---|-----------|---------|
| | 2021 | 2022 | 2023 |
| Hong Kong Island | 688 592 | 624 000 | 523 167 |
| Kowloon East | 570 466 | 555 417 | 443 038 |
| Kowloon West | 862 992 | 1 011 084 | 960 276 |
| New Territories South | 584 706 | 570 895 | 471 527 |

| Police Region | Number of FPNs issued against illegal parking | | |
|-----------------------|---|-----------|-----------|
| | 2021 | 2022 | 2023 |
| New Territories North | 595 404 | 602 075 | 615 011 |
| Total | 3 302 160 | 3 363 471 | 3 013 019 |

2. The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks in each of the 18 districts by vehicle type in the past three years are tabulated at **Annex 1**, **Annex 2** and **Annex 3** respectively.
3. The numbers of first registered vehicles from 2021 to 2023 with breakdown by vehicle class and fuel type are at **Annex 4**.
4. The Government reviews from time to time whether there is room for adjustment of the level of fixed penalty for traffic offences (such as illegal parking, speeding), in order to safeguard road safety and tackle congestion. Factors taken into account include whether the penalties, which have not been adjusted for years, still have sufficient deterrent effect; the past inflation rates; and the situation and trend of contravention, etc. The Government will put forward proposals to the Legislative Council in due course.

On the enforcement front, the HKPF has spared no effort in formulating an overall traffic policing strategy with a results-oriented approach, aiming to reduce the number of persons killed or seriously injured in traffic accidents and change the irresponsible behavior of road users causing obstructions on roads. Despite carrying out traffic enforcement according to established guidelines, the HKPF will deploy resources flexibly and take appropriate control and enforcement actions in light of the circumstances of each case, thereby enhancing road safety.

Numbers of on-street parking spaces in 18 districts by vehicle type in the past three years

| District | Situation as at February | Private Car* | Goods Vehicle | Coach/Bus | Motorcycle | Total# |
|-------------------|---------------------------------|---------------------|----------------------|------------------|-------------------|---------------|
| Central & Western | 2024 | 509 | 193 | 11 | 651 | 1 364 |
| | 2023 | 522 | 193 | 11 | 628 | 1 354 |
| | 2022 | 520 | 191 | 14 | 609 | 1 334 |
| Wan Chai | 2024 | 1 020 | 24 | 48 | 761 | 1 853 |
| | 2023 | 1 008 | 24 | 22 | 729 | 1 783 |
| | 2022 | 991 | 25 | 17 | 684 | 1 717 |
| Eastern | 2024 | 538 | 101 | 65 | 801 | 1 505 |
| | 2023 | 525 | 91 | 62 | 777 | 1 455 |
| | 2022 | 514 | 91 | 62 | 779 | 1 446 |
| Southern | 2024 | 648 | 53 | 85 | 447 | 1 233 |
| | 2023 | 647 | 53 | 85 | 447 | 1 232 |
| | 2022 | 625 | 53 | 135 | 442 | 1 255 |
| Yau Tsim Mong | 2024 | 1 613 | 371 | 141 | 1 309 | 3 434 |
| | 2023 | 1 608 | 374 | 141 | 1 299 | 3 422 |
| | 2022 | 1 491 | 368 | 137 | 1 311 | 3 307 |
| Sham Shui Po | 2024 | 1 245 | 228 | 9 | 876 | 2 358 |
| | 2023 | 1 219 | 227 | 9 | 876 | 2 331 |
| | 2022 | 1 213 | 223 | 15 | 801 | 2 252 |
| Kowloon City | 2024 | 2 336 | 141 | 135 | 991 | 3 603 |
| | 2023 | 2 325 | 144 | 134 | 967 | 3 570 |
| | 2022 | 2 274 | 135 | 143 | 931 | 3 483 |
| Wong Tai Sin | 2024 | 306 | 131 | 0 | 519 | 956 |
| | 2023 | 304 | 131 | 0 | 475 | 910 |
| | 2022 | 301 | 144 | 0 | 463 | 908 |
| Kwun Tong | 2024 | 543 | 117 | 40 | 839 | 1 539 |
| | 2023 | 501 | 120 | 40 | 794 | 1 455 |
| | 2022 | 446 | 117 | 37 | 769 | 1 369 |
| Tsuen Wan | 2024 | 833 | 68 | 31 | 657 | 1 589 |
| | 2023 | 832 | 68 | 31 | 618 | 1 549 |
| | 2022 | 814 | 52 | 31 | 600 | 1 497 |
| Tuen Mun | 2024 | 1 291 | 331 | 113 | 886 | 2 621 |
| | 2023 | 1 287 | 331 | 112 | 886 | 2 616 |
| | 2022 | 1 302 | 332 | 44 | 869 | 2 547 |
| Yuen Long | 2024 | 1 266 | 426 | 115 | 626 | 2 433 |
| | 2023 | 1 275 | 426 | 114 | 617 | 2 432 |
| | 2022 | 1 216 | 431 | 87 | 681 | 2 415 |
| North | 2024 | 1 277 | 359 | 27 | 424 | 2 087 |
| | 2023 | 1 226 | 357 | 27 | 424 | 2 034 |
| | 2022 | 1 258 | 380 | 21 | 426 | 2 085 |

| District | Situation as at February | Private Car* | Goods Vehicle | Coach/Bus | Motorcycle | Total# |
|---------------|--------------------------|---------------|---------------|--------------|---------------|---------------|
| Tai Po | 2024 | 1 549 | 358 | 84 | 270 | 2 261 |
| | 2023 | 1 558 | 354 | 83 | 259 | 2 254 |
| | 2022 | 1 539 | 336 | 84 | 218 | 2 177 |
| Sai Kung | 2024 | 1 914 | 307 | 155 | 491 | 2 867 |
| | 2023 | 1 962 | 320 | 160 | 479 | 2 921 |
| | 2022 | 1 993 | 385 | 165 | 439 | 2 982 |
| Sha Tin | 2024 | 1 594 | 337 | 69 | 550 | 2 550 |
| | 2023 | 1 579 | 337 | 69 | 506 | 2 491 |
| | 2022 | 1 548 | 310 | 66 | 511 | 2 435 |
| Kwai Tsing | 2024 | 430 | 360 | 39 | 751 | 1 580 |
| | 2023 | 416 | 364 | 21 | 721 | 1 522 |
| | 2022 | 393 | 368 | 21 | 694 | 1 476 |
| Islands | 2024 | 517 | 55 | 78 | 205 | 855 |
| | 2023 | 510 | 56 | 78 | 152 | 796 |
| | 2022 | 496 | 44 | 65 | 175 | 780 |
| Total# | 2024 | 19 429 | 3 960 | 1 245 | 12 054 | 36 688 |
| | 2023 | 19 304 | 3 970 | 1 199 | 11 654 | 36 127 |
| | 2022 | 18 934 | 3 985 | 1 144 | 11 402 | 35 465 |

* The figures refer to on-street parking spaces for vehicles such as private cars, taxis, light buses, tricycles and light goods vehicles with similar vehicle dimensions.

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 three years[^]

| District | Situation as at February | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|-------------------|---------------------------------|--------------------|----------------------|------------------|-------------------|--------------|
| Central & Western | 2024 | 3 901 | 426 | 13 | 345 | 4 685 |
| | 2023 | 3 921 | 427 | 13 | 351 | 4 712 |
| | 2022 | 3 926 | 428 | 14 | 335 | 4 703 |
| Wan Chai | 2024 | 2 578 | 230 | 11 | 263 | 3 082 |
| | 2023 | 2 581 | 227 | 11 | 262 | 3 081 |
| | 2022 | 2 754 | 227 | 11 | 280 | 3 272 |
| Eastern | 2024 | 3 165 | 346 | 33 | 382 | 3 926 |
| | 2023 | 3 143 | 351 | 33 | 374 | 3 901 |
| | 2022 | 3 150 | 351 | 33 | 373 | 3 907 |
| Southern | 2024 | 2 681 | 182 | 10 | 488 | 3 361 |
| | 2023 | 2 670 | 182 | 11 | 483 | 3 346 |
| | 2022 | 2 670 | 182 | 11 | 483 | 3 346 |
| Yau Tsim Mong | 2024 | 976 | 253 | 20 | 34 | 1 283 |
| | 2023 | 1 066 | 254 | 20 | 39 | 1 379 |
| | 2022 | 1 064 | 254 | 20 | 39 | 1 377 |
| Sham Shui Po | 2024 | 4 060 | 1 175 | 33 | 504 | 5 772 |
| | 2023 | 4 073 | 1 178 | 33 | 498 | 5 782 |
| | 2022 | 3 844 | 1 183 | 33 | 481 | 5 541 |
| Kowloon City | 2024 | 3 178 | 134 | 7 | 247 | 3 566 |
| | 2023 | 3 183 | 134 | 7 | 247 | 3 571 |
| | 2022 | 3 198 | 134 | 5 | 237 | 3 574 |
| Wong Tai Sin | 2024 | 4 194 | 285 | 44 | 561 | 5 084 |
| | 2023 | 4 209 | 282 | 29 | 552 | 5 072 |
| | 2022 | 4 245 | 296 | 25 | 563 | 5 129 |
| Kwun Tong | 2024 | 7 698 | 511 | 34 | 1 482 | 9 725 |
| | 2023 | 7 696 | 469 | 36 | 1 449 | 9 650 |
| | 2022 | 7 744 | 468 | 37 | 1 425 | 9 674 |
| Tsuen Wan | 2024 | 1 874 | 121 | 4 | 244 | 2 243 |
| | 2023 | 1 914 | 124 | 4 | 242 | 2 284 |
| | 2022 | 1 906 | 122 | 4 | 232 | 2 264 |
| Tuen Mun | 2024 | 3 769 | 179 | 46 | 232 | 4 226 |
| | 2023 | 3 501 | 142 | 46 | 166 | 3 855 |
| | 2022 | 3 494 | 142 | 46 | 166 | 3 848 |
| Yuen Long | 2024 | 3 301 | 112 | 46 | 238 | 3 697 |
| | 2023 | 3 315 | 107 | 49 | 238 | 3 709 |
| | 2022 | 3 353 | 104 | 39 | 236 | 3 732 |
| North | 2024 | 3 820 | 411 | 55 | 254 | 4 540 |
| | 2023 | 3 475 | 374 | 42 | 126 | 4 017 |
| | 2022 | 2 687 | 374 | 27 | 113 | 3 201 |

| District | Situation as at February | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|--------------|--------------------------|---------------|---------------|------------|--------------|---------------|
| Tai Po | 2024 | 1 110 | 208 | 15 | 96 | 1 429 |
| | 2023 | 897 | 213 | 8 | 80 | 1 198 |
| | 2022 | 787 | 210 | 8 | 73 | 1 078 |
| Sai Kung | 2024 | 1 941 | 73 | 66 | 206 | 2 286 |
| | 2023 | 1 938 | 73 | 61 | 206 | 2 278 |
| | 2022 | 1 841 | 70 | 62 | 167 | 2 140 |
| Sha Tin | 2024 | 4 479 | 179 | 31 | 482 | 5 171 |
| | 2023 | 4 420 | 183 | 33 | 481 | 5 117 |
| | 2022 | 4 378 | 170 | 33 | 441 | 5 022 |
| Kwai Tsing | 2024 | 4 915 | 564 | 12 | 855 | 6 346 |
| | 2023 | 4 836 | 563 | 12 | 845 | 6 256 |
| | 2022 | 4 836 | 563 | 10 | 840 | 6 249 |
| Islands | 2024 | 2 204 | 247 | 17 | 131 | 2 599 |
| | 2023 | 1 601 | 115 | 17 | 109 | 1 842 |
| | 2022 | 1 717 | 181 | 17 | 102 | 2 017 |
| Total | 2024 | 59 844 | 5 636 | 497 | 7 044 | 73 021 |
| | 2023 | 58 439 | 5 398 | 465 | 6 748 | 71 050 |
| | 2022 | 57 594 | 5 459 | 435 | 6 586 | 70 074 |

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

Numbers of parking spaces provided at the privately-operated car parks in 18 districts by vehicle type in the past three years[^]

| District | Situation as at February | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|-------------------|---------------------------------|--------------------|----------------------|------------------|-------------------|--------------|
| Central & Western | 2024 | 34 058 | 385 | 58 | 483 | 34 984 |
| | 2023 | 34 065 | 457 | 58 | 483 | 35 063 |
| | 2022 | 34 065 | 464 | 57 | 480 | 35 066 |
| Wan Chai | 2024 | 35 123 | 83 | 97 | 321 | 35 624 |
| | 2023 | 35 209 | 83 | 98 | 323 | 35 713 |
| | 2022 | 35 483 | 85 | 97 | 352 | 36 017 |
| Eastern | 2024 | 43 136 | 1 389 | 227 | 1 455 | 46 207 |
| | 2023 | 43 112 | 1 379 | 238 | 1 440 | 46 169 |
| | 2022 | 42 750 | 1 388 | 238 | 1 451 | 45 827 |
| Southern | 2024 | 36 751 | 892 | 177 | 1 053 | 38 873 |
| | 2023 | 37 144 | 861 | 188 | 1 021 | 39 214 |
| | 2022 | 36 610 | 877 | 189 | 1 008 | 38 684 |
| Yau Tsim Mong | 2024 | 33 421 | 774 | 101 | 797 | 35 093 |
| | 2023 | 33 259 | 770 | 94 | 796 | 34 919 |
| | 2022 | 33 351 | 869 | 107 | 747 | 35 074 |
| Sham Shui Po | 2024 | 25 696 | 1 914 | 387 | 868 | 28 865 |
| | 2023 | 24 973 | 1 890 | 387 | 838 | 28 088 |
| | 2022 | 25 133 | 1 900 | 362 | 794 | 28 189 |
| Kowloon City | 2024 | 46 565 | 1 060 | 113 | 1 045 | 48 783 |
| | 2023 | 45 989 | 977 | 91 | 930 | 47 987 |
| | 2022 | 44 296 | 962 | 112 | 848 | 46 218 |
| Wong Tai Sin | 2024 | 16 472 | 865 | 45 | 1 328 | 18 710 |
| | 2023 | 16 403 | 877 | 73 | 1 311 | 18 664 |
| | 2022 | 16 192 | 880 | 63 | 1 285 | 18 420 |
| Kwun Tong | 2024 | 40 906 | 2 884 | 45 | 2 447 | 46 282 |
| | 2023 | 41 058 | 2 765 | 45 | 2 368 | 46 236 |
| | 2022 | 40 159 | 2 766 | 45 | 2 323 | 45 293 |
| Tsuen Wan | 2024 | 35 826 | 1 960 | 362 | 886 | 39 034 |
| | 2023 | 35 777 | 1 866 | 362 | 807 | 38 812 |
| | 2022 | 35 108 | 1 817 | 387 | 773 | 38 085 |
| Tuen Mun | 2024 | 38 656 | 2 036 | 93 | 958 | 41 743 |
| | 2023 | 38 143 | 2 012 | 93 | 872 | 41 120 |
| | 2022 | 37 595 | 2 007 | 93 | 808 | 40 503 |
| Yuen Long | 2024 | 39 192 | 1 676 | 287 | 1 110 | 42 265 |
| | 2023 | 39 322 | 1 513 | 284 | 1 119 | 42 238 |
| | 2022 | 38 001 | 1 516 | 236 | 989 | 40 742 |
| North | 2024 | 17 768 | 966 | 32 | 380 | 19 146 |
| | 2023 | 17 804 | 884 | 32 | 377 | 19 097 |
| | 2022 | 17 610 | 825 | 30 | 343 | 18 808 |

| District | Situation as at February | Private Car | Goods Vehicle | Coach/Bus | Motorcycle | Total |
|--------------|--------------------------|----------------|---------------|--------------|---------------|----------------|
| Tai Po | 2024 | 29 763 | 641 | 54 | 850 | 31 308 |
| | 2023 | 29 432 | 638 | 54 | 845 | 30 969 |
| | 2022 | 28 674 | 619 | 54 | 827 | 30 174 |
| Sai Kung | 2024 | 40 436 | 1 076 | 148 | 2 759 | 44 419 |
| | 2023 | 40 472 | 1 103 | 139 | 2 673 | 44 387 |
| | 2022 | 40 273 | 1 129 | 132 | 2 553 | 44 087 |
| Sha Tin | 2024 | 71 024 | 2 310 | 101 | 2 376 | 75 811 |
| | 2023 | 70 191 | 2 234 | 101 | 2 210 | 74 736 |
| | 2022 | 68 768 | 2 224 | 144 | 2 139 | 73 275 |
| Kwai Tsing | 2024 | 30 841 | 8 464 | 396 | 1 378 | 41 079 |
| | 2023 | 30 887 | 9 883 | 399 | 1 362 | 42 531 |
| | 2022 | 30 808 | 9 876 | 399 | 1 350 | 42 433 |
| Islands | 2024 | 17 579 | 708 | 176 | 371 | 18 834 |
| | 2023 | 13 835 | 700 | 190 | 386 | 15 111 |
| | 2022 | 13 732 | 697 | 190 | 370 | 14 989 |
| Total | 2024 | 633 213 | 30 083 | 2 899 | 20 865 | 687 060 |
| | 2023 | 627 075 | 30 892 | 2 926 | 20 161 | 681 054 |
| | 2022 | 618 608 | 30 901 | 2 935 | 19 440 | 671 884 |

^ The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the 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.

Numbers of first registered vehicles in the past three years by vehicle class and fuel type

2021

| Vehicle class | Number of first registered vehicles | | | | |
|---------------------------|-------------------------------------|--------|----------|-------------------------|--------|
| | Petrol | Diesel | Electric | Liquefied Petroleum Gas | Total |
| 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 first 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 |

2023

| Vehicle class | Number of first registered vehicles | | | | | |
|------------------------------|--|---------------|-----------------|--|-----------------|--------------|
| | Petrol | Diesel | Electric | Liquefied Petroleum Gas | Hydrogen | Total |
| Motorcycle | 4 632 | 0 | 211 | 0 | 0 | 4 843 |
| Private car | 15 628 | 0 | 28 541 | 0 | 0 | 44 169 |
| Taxi | 2 | 0 | 17 | 933 | 0 | 952 |
| Franchised bus | 0 | 108 | 24 | 0 | 1 | 133 |
| Non-franchised public bus | 0 | 401 | 15 | 0 | 0 | 416 |
| Private bus | 0 | 90 | 0 | 0 | 0 | 90 |
| Public light bus | 0 | 93 | 1 | 21 | 0 | 115 |
| Private light bus | 0 | 81 | 1 | 0 | 0 | 82 |
| Goods vehicle | 0 | 4 701 | 308 | 0 | 0 | 5 009 |
| Special purpose vehicle | 0 | 81 | 7 | 5 | 0 | 93 |

Note 1: Hybrid vehicles are included under their respective fuel types. Only pure electric vehicles are counted in the category of electric vehicles.

Note 2: Government vehicles are not included as they are not required for registration.

- End -

CONTROLLING OFFICER'S REPLY

TLB229

(Question Serial No. 2209)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding efforts on combating the persistent unlawful occupation and abuse of parking spaces, will the Government inform this Committee of the following:

1. Number of Fixed Penalty Notice (FPN) cases relating to on-street parking spaces occupied by vehicles but without payment of parking fees in each of the past three years.
2. Number of complaints against unlawful occupation of on-street parking spaces received by the Transport Department (TD) in each of the past three years.
3. Are there any statistics maintained on locations of persistent occupation of on-street parking spaces by shops for commercial purposes? If yes, what are the locations of the parking spaces involved? If no, what are the reasons?
4. Since the introduction of the new generation of parking meters, what are the annual numbers of cases of such meters identifying the locations of parking spaces occupied by vehicles but without payment of parking fees and cases of frontline staff deployed by the Police for on-site enforcement actions?
5. Are there any measures in place to ensure that on-street parking spaces are used for short-duration parking? If yes, what are the details? If no, what are the reasons?
6. Does the Government know about the geomagnetic induction parking fee charging system and whether such system has been adopted in local car parks? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 14)

Reply:

1. In the past three years, the numbers of FPN cases relating to on-street parking spaces occupied by vehicles but without payment of parking fees are about 226 100, 260 000 and 259 500 in 2021, 2022 and 2023 respectively.

2., 3. and 4.

At present, the parking meter contractor engaged by TD regularly inspects on-street parking meters. If unlawful occupation of metered parking spaces is found, the contractor will inform the relevant government departments (e.g. the Hong Kong Police Force (HKPF), Lands Department and Food and Environmental Hygiene Department) of the situation for follow-up actions. TD does not have details on the number of complaints against unlawful occupation of on-street parking spaces or whether metered parking spaces have been occupied by shops for commercial purposes.

In addition, parking meters are equipped with space sensors to detect whether the relevant on-street parking spaces are occupied. The backend computer system can consolidate the occupancy and payment status of the metered parking spaces to identify parking spaces which are occupied without payment. TD has already shared the real-time information with the HKPF to facilitate its enforcement.

5. At present, TD will install parking meters at on-street parking spaces with higher utilisation rates to increase their turnover. Depending on the locations, the “longest parking period for each transaction” of parking meters will be set differently (i.e. 30 minutes, 1 hour or 2 hours). Moreover, “HKeMeter” restricts motorists to purchase up to a total of two sessions of “longest parking period for each transaction” of parking meters with the aim of managing the on-street parking spaces for short-term parking.
6. For public multi-storey car parks managed by TD, geomagnetic sensor and other overhead type sensor technologies have been adopted and electronic display panels have been installed on each floor to show the number of available parking spaces to facilitate motorists to locate vacant parking spaces. Moreover, vehicle licence plate recognition function provided at car park entrances/exits will also facilitate payment of parking fees. TD will continue to keep in view the development of relevant technologies with a view to enhancing the service level in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB230

(Question Serial No. 2210)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the HKeToll free-flow tolling service, will the Government inform this Committee of the following:

1. the number of vehicle tags issued by the Government at present and the number of vehicles which have opened HKeToll accounts;
2. the number of complaints received each month since the launch of HKeToll with a breakdown by type; and
3. whether it will enhance HKeToll to avoid the problem of charging toll incorrectly or failure of toll collection; if yes, the details; if not, the reasons for that?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 15)

Reply:

1. As at 7 March 2024, the Transport Department (TD) has issued 810 223 toll tags to registered vehicle owners. Among these, about 90% (737 501) have opened HKeToll accounts. Relevant statistics with a breakdown by vehicle class are set out below:

| Vehicle class | Number of toll tags applied and issued (as at 7 March 2024) | Number of vehicles with HKeToll accounts opened (as at 7 March 2024) |
|--|--|---|
| Motor cycles and motor tricycles | 73 556 | 56 544 |
| Private cars | 584 309 | 539 359 |
| Taxis | 18 283 | 17 924 |
| Public light buses and private light buses | 5 856 | 5 129 |
| Light goods vehicles | 73 708 | 67 652 |
| Medium goods vehicles | 33 269 | 30 744 |
| Heavy goods vehicles | 7 544 | 7 114 |

| Vehicle class | Number of toll tags applied and issued (as at 7 March 2024) | Number of vehicles with HKeToll accounts opened (as at 7 March 2024) |
|--|--|---|
| Public buses (single-decked) and private buses (single-decked) | 7 461 | 7 020 |
| Public buses (double-decked) and private buses (double-decked) | 6 237 | 6 015 |

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 vehicles in the related vehicle class. Over 98% of toll tags in the table above are vehicle tags. The above data does not include that of deregistered vehicle or its “vehicle tag”.

2. Numbers of complaints received by TD and the toll service provider (TSP) since the implementation of HKeToll up to February 2024, with a breakdown by month and by type are set out below:

| | Number of complaint cases | |
|----------------|--|--|
| | Related to toll and surcharge payment | Not related to toll and surcharge payment |
| May 2023 | 528 | 2 438 |
| June 2023 | 1 622 | 1 200 |
| July 2023 | 2 751 | 2 380 |
| August 2023 | 2 807 | 1 268 |
| September 2023 | 2 267 | 761 |
| October 2023 | 2 260 | 922 |
| November 2023 | 2 698 | 670 |
| December 2023 | 2 825 | 565 |
| January 2024 | 2 334 | 604 |
| February 2024 | 1 794 | 501 |
| Total | 21 886 | 11 309 |

3. Since the implementation of HKeToll up to 7 March 2024, there were about 68 toll related enquiries/complaints on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. After investigation, it was found that the cases did not involve a system problem. The main causes are as follows:

- (a) some cases involved private cars that did not have vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks to be accurately identified by the automatic licence plate recognition system. In this case, manual image review would be carried out by the TSP, and human errors occasionally occur during the process; and
- (b) some cases involved private cars using class tags or taxis using driver cards with failure to install the class tags/driver cards correctly as instructed in the guidelines,

thereby affecting the accurate detection of relevant class tags/driver cards by the HKeToll system.

In light of the above, the TSP has taken the following corresponding measures:

- (a) developing dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepping up training for frontline staff; and
- (b) providing detailed guideline and instructional video on the installation of class tag/driver card on the HKeToll website and to the taxi trade for reference; and providing users with checking service for the installation of class tag/driver card at four service outlets.

- End -

CONTROLLING OFFICER'S REPLY**TLB231****(Question Serial No. 2213)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the railway development of the MTR Corporation Limited (MTRCL), will the Government inform this Committee of the following in each of the past three years:

1. the monthly average patronage and total patronage, the carrying capacities and loading during the busiest one hour in the morning per direction for critical links, and the critical links of various railway lines; and
2. the number of incidents caused by factors under the MTRCL's control which led to service disruption of eight minutes or above with a breakdown by type of service disruption?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 18)Reply:

1. The monthly average patronage, total patronage, the carrying capacities and loading during the busiest one hour in the morning per direction for critical links, and the critical links of various heavy rail lines and Light Rail routes in the past three years are set out at **Annexes 1 and 2** respectively.
2. The numbers of incidents which caused service disruption of eight minutes or larger due to factors within the MTR Corporation Limited (MTRCL)'s control in the past three years are set out below:

| Year | Cause | Number of incidents |
|-------------|-------------------------------------|----------------------------|
| 2021 | equipment failure ^(Note) | 137 |
| | human factors | 6 |
| 2022 | equipment failure ^(Note) | 103 |
| | human factors | 9 |
| 2023 | equipment failure ^(Note) | 94 |
| | human factors | 7 |

Note: Including station equipment failure, infrastructure, rolling stock failure, etc.

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

| | | 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 1) | Airport Express ^(Notes 1 & 2) |
| 2021 ^(Note 3) | | | | | | | | | | | |
| 1. | Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (ppsm)) (a) | N/A ^(Note 6) | 70 000 | 67 600 | 80 000 | 27 000 | 71 400 | 75 000 | 9 600 | 45 000 | 4 800 |
| 2. | Carrying capacity (6 ppsm) (b) | 73 300 | 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) | N/A | 11 200 | 0 | 0 | 10 200 | 0 | 0 | 5 300 | 2 500 | 1 600 |
| 4. | Patronage (c) | 30 100 | 36 100 ^(Note 7) | 43 300 | 47 800 | 9 200 | 40 000 | 52 200 | 1 700 | 23 600 | 800 |

| | | 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 1) | Airport Express ^(Notes 1 & 2) |
| 5. | Loading (6 ppsm) [(c)/(b)] { } critical link | 41% {Shatin to Tai Wai} | 61% {Tsuen Wan West to Mei Foo} | 64% {Yau Tong to Quarry Bay} | 60% {Tin Hau to Causeway Bay} | 55% {Admiralty to Ocean Park} | 56% {Shek Kip Mei to Prince Edward} | 70% {Yau Ma Tei to Jordan} | 39% {Sunny Bay to Disneyland Resort} | 55% {Kowloon to Hong Kong} | 25% {Tsing Yi to Airport} |
| 6. | Current loading (4 ppsm) ^(Note 5) | 58% | 86% | 90% | 84% | 77% | 79% | 98% | 55% | 78% | N/A |
| 7. | Monthly average patronage (million) | 16.1 | 14.1 ^(Note 7) | 9.4 | 22.9 | 1.9 | 17.2 | 25.3 | 0.3 | 5.6 | 0.2 |
| 8. | Total patronage (million) | 193.7 | 169.0 ^(Note 7) | 113.3 | 275.2 | 22.9 | 206.1 | 303.2 | 3.3 | 67.3 | 2.2 |
| 2022 ^(Note 3) | | | | | | | | | | | |
| 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. | 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 |

| | | 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 1) | Airport Express (Notes 1 & 2) |
| 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. | Patronage (c) | 37 700 | 34 500 | 40 200 | 44 800 | 9 100 | 34 200 | 37 200 | 2 200 | 20 100 | 1 100 |
| 5. | Loading (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} |
| 6. | Loading (4 ppsm) (Note 5) | 83% | 82% | 84% | 79% | 76% | 67% | 70% | 72% | 66% | N/A |
| 7. | Monthly average patronage (million) | 15.3 | 19.9 | 8.8 | 20.9 | 1.8 | 16.0 | 23.1 | 0.3 | 5.2 | 0.3 |
| 8. | Total patronage (million) | 183.5 | 238.8 | 105.1 | 250.5 | 21.6 | 192.0 | 277.4 | 3.4 | 62.7 | 3.1 |
| 2023 | | | | | | | | | | | |
| 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 |

| | | 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 1) | Airport Express ^(Notes 1 & 2) |
| 2. | Carrying capacity (6 ppsm) (b) | 62 500 | 58 800 | 67 600 | 80 000 | 16 800 | 71 400 | 75 000 | 8 300 | 42 500 | 4 200 |
| 3. | Difference between (a) and (b) ^(Note 4) | 20 000 | 11 200 | 0 | 0 | 10 200 | 0 | 0 | 1 300 | 2 500 | 600 |
| 4. | Patronage (c) | 42 400 | 35 700 | 40 400 | 46 300 | 9 800 | 34 500 | 38 800 | 3 200 | 21 200 | 1 700 |
| 5. | Loading (6 ppsm) [(c)/(b)] { } critical link | 68% {Tai Wai to Kowloon Tong} | 61% {Tsuen Wan West to Mei Foo} | 60% {Yau Tong to Quarry Bay} | 58% {Tin Hau to Causeway Bay} | 58% {Admiralty to Ocean Park} | 48% {Choi Hung to Kowloon Bay} | 52% {Sham Shui Po to Prince Edward} | 39% {Sunny Bay to Disneyland Resort} | 50% {Olympic to Kowloon} | 40% {Tsing Yi to Airport} |
| 6. | Loading (4 ppsm) ^(Note 5) | 94% | 85% | 84% | 81% | 82% | 68% | 73% | 54% | 70% | N/A |
| 7. | Monthly average patronage (million) | 23.7 | 23.9 | 9.8 | 25.7 | 2.2 | 18.2 | 27.7 | 0.5 | 6.5 | 0.9 |
| 8. | Total patronage (million) | 283.6 | 280.3 | 114.8 | 311.0 | 25.8 | 215.1 | 344.6 | 5.8 | 77.1 | 10.8 |

- Note 1: 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 2: The design of Airport Express is based on seat provision where the passenger density level in terms of number of standees does not apply. The figures are calculated based on existing carrying capacity.
- Note 3: In view of the pandemic, the figures tabulated are based on data obtained in those months when the pandemic has relatively eased.
- 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.
- Note 6: Since East Rail Line was operated with a mixed fleet of existing 12-car trains and new 9-car trains during the above period, the design carrying capacity and maximum carrying capacity are not applicable.
- Note 7: West Rail Line and Tuen Ma Line Phase 1 were integrated as Tuen Ma Line on 27 June 2021. The patronage in 2021 refer to those for Tuen Ma Line Phase 1 and Tuen Ma Line (commissioned on 27 June 2021). The monthly average patronage and total patronage of West Rail Line in the first six months of 2021 are 11.4 million and 68.3 million respectively.

Statistics for the Light Rail System
(the busiest one hour in the morning per direction for critical links)

| Light Rail route | Maximum carrying capacity | | | Passenger loading ^(Note 1) | | |
|--------------------------|---------------------------|-------|-------|---------------------------------------|-------------------------|-------------------------|
| | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| 505 | 2 993 | 2 993 | 2 993 | 81% | 68% | 66% |
| 506P ^(Note 2) | N/A | N/A | 424 | N/A | N/A | 70% |
| 507 | 2 544 | 2 827 | 2 827 | 81% | 74% | 83% |
| 507P ^(Note 2) | N/A | 212 | 212 | N/A | 80% | 90% |
| 610 | 1 995 | 2 056 | 2 056 | 98% | 80% | 93% |
| 614 | 873 | 1 372 | 1 122 | 84% ^(Note 3) | 70% ^(Note 3) | 77% ^(Note 3) |
| 614P | 1 388 | 1 156 | 1 363 | | | |
| 615 | 998 | 748 | 960 | 83% ^(Note 3) | 85% ^(Note 3) | 74% ^(Note 3) |
| 615P | 1 388 | 1 388 | 1 600 | | | |
| 705 | 4 240 | 4 240 | 4 240 | 78% | 76% | 63% |
| 706 | 5 088 | 5 088 | 5 088 | 72% | 85% | 63% |
| 751 | 2 650 | 2 857 | 2 993 | 79% | 82% | 64% |
| 751P | 205 | 398 | 398 | 40% | 75% | 60% |
| 761P | 4 625 | 4 240 | 4 240 | 70% | 67% | 64% |

Patronage (million)

| | 2021 | 2022 | 2023 |
|---------------------------|-------|-------|-------|
| Monthly average patronage | 11.8 | 11.0 | 12.5 |
| Total patronage | 141.6 | 131.7 | 150.0 |

Note 1 : Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. Hence, the exact loading or patronage of individual Light Rail routes could not be worked out by projecting the route chosen by passengers based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. MTRCL currently assesses the loading of Light Rail Vehicles by on-site observations and surveys. The passenger density standard of four or six ppsm adopted in the calculation of heavy rail loading is not applicable.

Note 2 : MTRCL introduced Routes 507P and 506P in September 2022 and September 2023 respectively to run in the morning peak hours.

Note 3 : 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 serving 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.

- End -

CONTROLLING OFFICER'S REPLY

TLB232

(Question Serial No. 1261)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the work of overseeing the launch of the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (e-taxis)” to encourage the taxi trade to switch to e-taxis, please advise this Committee of the latest progress since the launch of the Scheme, including the number of applications and approvals, the number of taxis involved and relevant expenditure.

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

Reply:

On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications, involving five taxis. Among them, four applications have been approved, involving four taxis and a total loan amount of about \$1.32 million. The remaining one application is being processed.

The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited and overseen by the Transport Department (TD). The overseeing work of the implementation of the Loan Scheme is 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

TLB233

(Question Serial No. 1262)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme), which aims at alleviating manpower shortage in the transport sectors, please advise this Committee of the situation of applications from the eligible public transport operators since the launch of the Scheme, providing information on the number of applications received, number of cases approved, number of imported drivers involved and number of those who have commenced the service. What are the expenditures involved in the relevant work? Will the Government consider taking streamlining measures to expedite the processing of approvals for applications? 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:

The Chief Executive in Council endorsed in June 2023 the introduction of the Labour Importation Scheme for Transport Sector - Public Light Bus (PLB)/Coach Trade (the Scheme). On the prerequisite of safeguarding the priority for employment of local labour, the Scheme suitably allows the PLB/coach trade to apply for importation of labour to fill vacancies for drivers with a quota ceiling of 1 700, with a view to alleviating the long standing driver shortage problem faced by the transport sectors and enhancing the stability of the driver workforce, thus maintaining the reliability of public transport services. The application period for the first round of applications under the Scheme was from 17 July to 7 August 2023. A total of 118 applications were received, involving 1 601 labour importation quotas covering PLB drivers and coach drivers. After consideration by the inter-departmental liaison group comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD), the Commissioner for Transport approved 98 applications and allocated a total of 969 driver quotas. Details of the first round of applications are set out at the **Annex**.

The imported drivers are required to pass the driving test for the relevant vehicle class and obtain the certificate upon completion of the pre-service course, before being granted a full

driving licence of the relevant vehicle class. The operators will arrange adequate training for the imported drivers for route familiarisation before service commencement. As at 7 March 2024, a total of 109 imported drivers have taken up various driving jobs to serve the local community.

The Government has, as far as possible, streamlined the application procedures so as to shorten the processing time. For the first round of applications, assessment was completed within seven weeks or so after the deadline. As for the arrangement of driving tests, depending on the situation of individual drivers, they can go through the steps of arriving in Hong Kong for training, completing the training course for the driving test and obtaining a full driving licence for the relevant vehicle class within one month or one month and a half at the soonest. Under the Scheme, TD has set up a stakeholder consultative group involving representatives of both employees and employers for maintaining liaison with the transport sectors and will review the Scheme as and when necessary.

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

Annex

Numbers of applications and quotas allocated in the first round under the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade with a breakdown by job type

| Driver job type | Number of applications received | Number of driver quotas involved | Number of applications approved | Number of driver quotas allocated |
|-----------------------------|--|---|--|--|
| Public Light Bus Driver | 68 | 547 | 59 | 461 |
| Local coach Driver | 32 | 689 | 23 | 262 |
| Cross-boundary Coach Driver | 18 | 365 | 16 | 246 |
| Total | 118 | 1 601 | 98 | 969 |

- End -

CONTROLLING OFFICER'S REPLY

TLB234

(Question Serial No. 1263)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please inform this Committee of the work to review the operating conditions of public light buses in 2023-2024, the measures involved to facilitate the sustainable development of red minibuses, the expenditure involved and the relevant work plan in 2024-2025.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 4)

Reply:

Public light buses (PLBs) play an important supplementary role by serving areas with relatively lower passenger demand or where the use of high carrying capacity transport modes is not suitable. The Transport Department (TD) has always been concerned of the operating conditions of red minibuses (RMBs). It has been the Government's established policy to encourage the conversion of RMBs to green minibuses (GMBs) for wider service coverage and more stable operating environment, with a view to improving their operating conditions and facilitating more effective monitoring by TD so as to ensure their service quality. To align with such policy, TD plans and develops new GMB route packages and makes public invitation for application from interested parties (including RMB operators) to run these routes through the annual Green Minibus Operators Selection Exercise. At present, when planning public transport services for major housing development projects, TD will adopt a holistic approach to consider whether a public transport network comprising various public transport modes including franchised bus and GMB services should be provided to appropriately meet the different transport needs of the residents and at the same time expedite the conversion of RMBs to GMBs. As at end 2023, the numbers of registered GMBs and RMBs were 3 393 and 950 respectively.

During the epidemic in the past three years, the Hong Kong Monetary Authority and the banking industry launched the Pre-approved Principal Payment Holiday Scheme to offer credit relief to eligible corporate customers (including the PLB trade). In addition, under the Anti-epidemic Fund, the Government provided various subsidies for the RMB trade, including fuel subsidies and non-accountable subsidies. While the relevant temporary measures have ended in an orderly manner as the society returns to normalcy, the application

period of the Special 100% Loan Guarantee under the SME Financing Guarantee Scheme has been extended to the end of March this year. The Government provides 100% guarantee for the special loans, aiming at alleviating the cash flow difficulties of eligible small and medium enterprises (SMEs) including RMB operators.

On another front, the Government understands that the PLB trade, including the RMBs, has been facing a persistent and acute problem of driver shortage. To address the issue, the Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade was launched in July 2023 to, on the prerequisite of safeguarding the priority for employment of local labour, suitably allow the eligible PLB operators to apply for importation of drivers.

As regards daily operation, TD will, consider the requests of the trade, and provide appropriate and practicable assistance, such as relaxing or rescinding some passenger pick-up/drop-off restricted zones and prohibited zones for RMBs as appropriate, having regard to actual road conditions at individual locations. Also, provided that road safety is not affected and road users not obstructed, some RMBs are permitted to park at designated PLB stands during night time so as to meet their operational needs.

The Government will continue to closely monitor the operating conditions of PLBs and maintain close communication with the stakeholders to explore more feasible measures to enhance the business environment of the trade and maintain the reliability of public transport services.

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

- End -

CONTROLLING OFFICER'S REPLY

TLB235

(Question Serial No. 1264)

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

Question:

It is mentioned in Matters Requiring Special Attention in 2024-25 that the Transport Department (TD) will introduce legislative amendments to update the construction and maintenance of vehicle requirements. What are the work details and expenditure involved? Given the increasing number of vehicles being brought in from the Mainland, apart from keeping pace with international standards, will the Government consider introducing Guobiao? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

TD has been closely monitoring the international development and application of relevant automotive technology. To enhance road safety and to embrace updated automotive technology, the Government is implementing seven legislative amendments to update the construction of vehicle requirements as follows:

- (1) requiring the installation of acoustic vehicle alerting system for electric/hybrid electric vehicles;
- (2) requiring the installation of over-height warning system for vehicles with extendable aerial structures;
- (3) revising the statutory requirement of reflecting mirrors and introducing requirements of camera-monitor system;
- (4) revising the statutory requirements of visual display unit;
- (5) revising the driving rules to enable the use of remote control parking function by driver;
- (6) updating miscellaneous requirements on vehicle construction to tally with international vehicle standards and technological development (i.e. relaxing the maximum allowable overall height of single-decked bus, allowing the use of light emitting diodes ("LED") for lamps of vehicles, and upgrading the technical requirements of lighting and reflector to ensure alignment with international standards; and
- (7) extending the classes of electric vehicles that can run on expressways without the need to obtain an expressway permit, provided that the electric vehicles conform to specification.

With regard to the above legislative amendments, TD has consulted the stakeholders, including registered vehicle manufacturers, vehicle body builders, spare part providers, vehicle maintenance services providers, etc. Moreover, the Transport and Logistics Bureau (TLB) and TD have consulted the Road Safety and Research Committee, Road Safety Council and the Legislative Council (LegCo) Panel on Transport and the Transport Advisory Committee. Members are generally supportive of the legislative proposals. The law drafting exercise is in progress. Upon its completion, TLB aims to submit the legislative amendment proposals to LegCo within this year.

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

TD approves vehicle construction in accordance with the requirements of the Road Traffic Ordinance (Cap. 374) and its subsidiary legislation, and has all along accepted the submission of Guobiao (GB) by the trade as proof of compliance of vehicles or components with the relevant technical requirements. Apart from GB, TD also accepts other international standards, including, among others, the standards of the United Nations Economic Commission for Europe (UNECE).

- End -

CONTROLLING OFFICER'S REPLY

TLB236

(Question Serial No. 1265)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On combating illegal carriage of passengers by motor vehicles for hire or reward, will the Government inform this Committee of the following:

1. What are the number and expenditure of enforcement actions taken to combat the illegal carriage of passengers by motor vehicles for hire or reward in 2023?
2. Further to the above, what is the number of vehicles impounded with the relevant licences suspended upon conviction by the court?
3. In 2023-24, the Government publicised through different channels against the use of private cars without a valid hire car permit (HCP) for carriage of passengers for hire or reward. What is the expenditure involved for various publicity channels?
4. It has been alleged that cross-boundary coaches could not return in time to pick up passengers on New Year's Eve last year as they were obstructed by vehicles engaging in illegal carriage of passengers for hire or reward, which has affected Hong Kong's image. In this connection, are there any measures to combat cross-boundary illegal carriage of passengers? Will the Government take enforcement actions jointly with the Mainland authorities? If yes, what are the details? If no, what are the reasons?
5. In 2024-25, will the Government step up its efforts to combat the illegal carriage of passengers for hire or reward? If yes, what are the details, including the planned targets and the additional expenditures? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)

Reply:

1. In 2023, the number of enforcement actions taken by the Hong Kong Police Force (HKPF) concerning illegal carriage of passengers for hire or reward was 33. The relevant tasks set out above have been undertaken by the existing staff of the HKPF

as part of its established duties. There is no separate breakdown of resources involved.

2. In 2023, 27 vehicles were detained by the Transport Department (TD) with the relevant vehicle licences suspended upon conviction by the court for illegal carriage of passengers for hire or reward.
3. TD has been implementing a number of education and publicity measures including various channels such as online promotional video, broadcasting announcements on radio, displaying samples of HCPs on the TD's website, and putting up posters in public places. These efforts serve to further enhance public awareness of legal hire car service and promote the identification of a valid hire car by checking if it has a valid HCP. The public are encouraged to enquire with the service operator or make use of TD's Online Checking System to ascertain whether a HCP has been issued in respect of the private car concerned before the journey starts. TD will continue with the publicity efforts and work with the HKPF on information exchange to combat illegal carriage of passengers by motor vehicles for hire or reward. 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.
4. & 5. Regarding the illegal carriage of passengers for hire or reward by motor vehicles, the HKPF will continue to take actions against such offences through targeted operations, including collecting intelligence, conducting covert operations, investigating and following up on referral cases and complaint cases, etc. The HKPF will also continue to allocate appropriate resources to step up enforcement actions against illegal carriage of passengers for reward; and welcomes the public to cooperate with the HKPF, including provision of information to report illegal carriage of passengers for reward. The HKPF will follow up and investigate in a serious manner, and will take enforcement actions against such activities if there is sufficient evidence.

Since the full resumption of normal travel, cross-boundary traffic has been increasing. In January 2024, there were three arrested cases involving cross-boundary private cars engaged in illegal carriage of passengers for hire or reward. Upon conclusion of the cases and conviction by the court, the HKPF will notify TD of the details of the vehicles involved and TD will suspend the vehicle licences and direct the vehicle owners to deliver the vehicles into the custody of the Commissioner for Transport in accordance with the legislation. The Government will continue to combat the activities of illegal carriage of passengers for hire or reward, including cases involving cross-boundary private cars, through enforcement and publicity.

In addition, the Government is reviewing the existing legislation in order to deal with illegal carriage of passengers for hire or reward more effectively. The Government is also exploring the regulation of online hire car hailing platforms, so that only taxis and vehicles with HCPs can provide services through the platform, with a view to combating illegal activities. The Government plans to communicate with and listen to the views from LegCo Members, the trade and

other relevant stakeholders in the middle of this year on policy and legal perspectives involved in the relevant regulation, as well as the key considerations derived from study on overseas experiences. The relevant tasks set out above are undertaken by the existing staff of Transport and Logistics Bureau, TD and HKPF as part of their established duties. There is no separate breakdown of resources involved.

- End -

CONTROLLING OFFICER'S REPLY

TLB237

(Question Serial No. 1266)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (3) District Traffic and Transport Services
Controlling Officer: Commissioner for Transport (Ms Angela LEE)
Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the planning and introduction of new Green Minibus (GMB) services, please advise this Committee of the following:

1. The Transport Department (TD) originally planned to introduce six new GMB routes in 2023 but finally only introduced three. What are the reasons?
2. the details of the eight new GMB routes planned to be introduced in 2024, including the routings involved, the numbers of vehicles required, the time of tender exercise and the service commencement dates; and
3. whether the TD has any plan to introduce measures to expedite the conversion of red minibuses (RMBs) into GMBs; if yes, the details; if no, the reasons.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 8)

Reply:

1. After completing the GMB Operators Selection Exercise (GMBOSE) for 2022, TD originally planned to introduce the following six new GMB routes in the New Territories (N.T.) in 2023:
 - (a) Route No. 116 (Pak Shing Kok — Tseung Kwan O Station (Circular));
 - (b) Route No. 506 (Chi Fuk Circuit — Luen Wo Hui (Circular));
 - (c) Route No. 507 (Ma Sik Road — Fanling Station (Circular));
 - (d) Route No. 24 (Tai Po (Fu Tip Estate) — Tai Po (Kwong Fuk Road) (Circular));
 - (e) Route No. 117A (Anderson Road Quarry Development Area — Sheung Tak Public Transport Terminus); and
 - (f) Route No. 117B (Anderson Road Quarry Development Area — Yau Tong (Circular)).

New GMB routes are introduced mainly to tie in with the population intakes of new housing development projects to provide transport services for residents. Among the

above six new GMB routes, route nos. 116, 506 and 507 commenced service in 2023 as scheduled, followed by route no. 24 in March 2024. As for route nos. 117A and 117B, which will serve the Anderson Road Quarry Development Area, they are expected to commence service within 2024 the earliest upon completion of the relevant housing development projects.

2. Details of the eight GMB routes planned for 2024 are set out in the table below.

| | Route | Minimum fleet size requirement | Date for publication of Gazette notice to invite applications | Service commencement date (Note) |
|---|--|--------------------------------|---|--|
| 1 | N.T. Route No. 24 (Tai Po (Fu Tip Estate) — Tai Po (Kwong Fuk Road) (Circular)) | 3 | 5 August 2022 | Commenced in March 2024 |
| 2 | N.T. Route No. 117A (Anderson Road Quarry Development Area — Sheung Tak Public Transport Terminus) | 3 | | Fourth quarter of 2024 (estimated) |
| 3 | N.T. Route No. 117B (Anderson Road Quarry Development Area — Yau Tong (Circular)) | 5 | | |
| 4 | Tuen Mun (Tseng Choi Street) — Lung Yat Estate (Circular) | 4 | 30 June 2023 | Second/Third quarter of 2024 (estimated) |
| 5 | Sheung Shui Station — Tong Kung Leng (equivalent to the existing N.T. Route No. 57K) | 4 | | |
| 6 | Sheung Shui Station — Tsiu Keng (equivalent to the supplementary service route of the existing N.T. Route No. 57K) | 3 | | |
| 7 | Sheung Shui Station — Ping Kong (equivalent to the existing N.T. Route No. 58K) | 2 | | |
| 8 | Sheung Shui Station — Kwu Tung North Multi-welfare Services Complex | 1 | | |

Note: Service commencement dates of new GMB routes are subject to the progress of the respective housing development projects.

3. It has been the Government's established policy to encourage the conversion of RMBs to GMBs for wider service coverage and more stable operating environment, with a view

to improving their operating conditions and facilitating more effective monitoring by TD so as to ensure their service quality. To align with such policy, TD plans and develops new GMB route packages and makes public invitation for application from interested parties (including RMB operators) to run these routes through the annual Green Minibus Operators Selection Exercise. At present, when planning public transport services for major housing development projects, TD will adopt a holistic approach to consider whether a network comprising various public transport modes including franchised buses and GMBs should be provided to appropriately meet the different transport needs of the residents and at the same time expedite the conversion of RMBs to GMBs.

- End -

CONTROLLING OFFICER'S REPLY

TLB238

(Question Serial No. 1267)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the support for implementing “Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade” for cross-boundary coaches and cross-boundary hire cars to resume services as soon as possible, please advise this Committee of the following:

- 1) the number of application received and approved since the launch of the Scheme;
- 2) the current resumption level of cross-boundary passenger transport services;
- 3) as the Scheme will expire at the end of April, whether extension will be considered; if yes, the details; if not, the reasons for that; and
- 4) the expenditure involved in the support work concerned.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

- 1) The Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade (the Scheme) was launched in April 2023 to allow eligible operators/registered vehicle owners/ferry owners of the cross-boundary passenger transport trade to apply for loans for the purpose of vehicle/ferry repair and maintenance, taking out insurance, etc., with a view to resuming services as soon as possible. As at 1 March 2024, the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) received a total of 15 loan applications from owners of cross-boundary coaches and cross-boundary hire cars. Among them, 12 applications have been approved while the remaining 3 are either overdue or have been withdrawn by the applicants.
- 2) Since the full resumption of normal travel between the Mainland and Hong Kong early last year, cross-boundary passenger flow has bounced back quickly. Operators of cross-boundary coaches and cross-boundary hire cars have gradually enhanced their services to meet passenger demand. As at 29 February 2024, there were 1 199 cross-boundary

coaches and 608 cross-boundary hire cars with valid licences, which could provide cross-boundary passenger service.

- 3) The executive agency of the Scheme (i.e. HKMCI) is required to regularly submit progress reports and final reports for the Government to closely monitor the Scheme's progress and review its effectiveness. The Government will keep in view of the operation of the Scheme and will review relevant arrangements timely, including whether to extend the application period of the Scheme.
- 4) The revised estimated expenditure for the Scheme in 2023-24 is \$3.896 million, mainly incurred for payment of originating fees and loan servicing fees to the participating lending institutions, the administrative fee to HKMCI, and the necessary out-of-pocket expenses.

- End -

CONTROLLING OFFICER'S REPLY

TLB239

(Question Serial No. 1280)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding public car parks managed by the Government, please inform this Committee of the following:

1. The respective utilisation rates of the parking spaces for various vehicle types from 10:00 am to 6:00 pm and from 6:00 pm to 10:00 am the next day in the past three years (2021, 2022 and 2023), with a breakdown by District Council (DC) district.
2. For those parking spaces with relatively low utilisation rates, will the Government consider offering parking fee discounts to commercial vehicles? If yes, what are the details? If no, what are the reasons?
3. What are the expenditures involved in managing the public car parks?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 22)

Reply:

1. The average utilisation rates of the public car parks managed by the Transport Department (TD) during the two time periods mentioned in the question from 2021 to 2023 are at **Annex 1**. The average utilisation rates of public car parks managed by the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD) from 2021 to 2023 are set out at **Annex 2** and **Annex 3** respectively.
2. At present, the rates for van-type light goods vehicles and private cars are the same at all public car parks managed by TD (except Wong Tai Sin Car Park). The Wong Tai Sin Car Park provides 25 parking spaces for coaches/goods vehicles (over 5.5 tonnes), and its parking fees are comparable to other car parks in the adjacent areas. Given that the parking fees of the public car parks managed by TD are generally lower when compared with the nearby car parks and the average utilisation rates of most of the car parks are 80% or above, TD has no plan to provide further parking concessions for commercial vehicles at these car parks at this stage.

3. Regarding the 11 public car parks managed by TD, TD has engaged two car park operators through open tender to provide day-to-day management, operation and maintenance services. In 2023, the expenditure paid for these car park operators is about \$50 million.

Average utilisation rates of public car parks managed by TD from 2021 to 2023

| Car park | District | Average utilisation rate (%) of parking spaces for private cars/van-type light goods vehicles | | | | | |
|---------------------|---------------------|---|------|------|--------------------------|------|------|
| | | From 10:00 am to 6:00 pm | | | From 6:00 pm to 10:00 am | | |
| | | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| Star Ferry | Central and Western | 80 | 81 | 82 | 25 | 27 | 31 |
| City Hall | | 62 | 57 | 65 | 19 | 19 | 25 |
| Rumsey Street | | 64 | 63 | 57 | 31 | 34 | 27 |
| Kennedy Town | | 88 | 85 | 86 | 80 | 80 | 80 |
| Tin Hau | Wan Chai | 81 | 81 | 79 | 67 | 66 | 64 |
| Shau Kei Wan | Eastern | 83 | 83 | 80 | 80 | 80 | 78 |
| Aberdeen | Southern | 68 | 69 | 64 | 82 | 83 | 79 |
| Sheung Fung Street | Wong Tai Sin | 73 | 74 | 77 | 83 | 84 | 83 |
| Wong Tai Sin (Note) | | 69 | 63 | 45 | 34 | 38 | 32 |
| Kwai Fong | Kwai Tsing | 79 | 80 | 83 | 75 | 76 | 76 |
| Tsuen Wan | Tsuen Wan | 84 | 84 | 86 | 80 | 80 | 82 |

Note: The figures cover coaches and goods vehicles (over 5.5 tonnes). The Wong Tai Sin Car Park originally provided 25 coach parking spaces. From 1 September 2020, the car park was temporarily open for parking of private cars, van-type light goods vehicles and goods vehicles (over 5.5 tonnes). This temporary arrangement was cancelled on 16 April 2023 following the end of the epidemic. Starting from 18 November 2023, the car park is open for parking of coaches as well as goods vehicles (over 5.5 tonnes).

| Car park | District | Average utilisation rate (%) of motorcycle parking spaces | | | | | |
|---------------|---------------------|---|------|------|--------------------------|------|------|
| | | From 10:00 am to 6:00 pm | | | From 6:00 pm to 10:00 am | | |
| | | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| Star Ferry | Central and Western | 95 | 76 | 72 | 70 | 58 | 54 |
| City Hall | | 86 | 74 | 77 | 66 | 60 | 68 |
| Rumsey Street | | 90 | 82 | 93 | 79 | 75 | 87 |
| Kennedy Town | | 71 | 69 | 74 | 80 | 78 | 82 |
| Tin Hau | Wan Chai | 85 | 79 | 77 | 86 | 82 | 78 |

| Car park | District | Average utilisation rate (%) of motorcycle parking spaces | | | | | |
|--------------------|--------------|---|------|------|--------------------------|------|------|
| | | From 10:00 am to 6:00 pm | | | From 6:00 pm to 10:00 am | | |
| | | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| Shau Kei Wan | Eastern | 82 | 80 | 76 | 87 | 85 | 81 |
| Aberdeen | Southern | 66 | 71 | 67 | 77 | 78 | 72 |
| Sheung Fung Street | Wong Tai Sin | 72 | 70 | 67 | 82 | 79 | 75 |
| Kwai Fong | Kwai Tsing | 81 | 79 | 82 | 83 | 80 | 80 |
| Tsuen Wan | Tsuen Wan | 73 | 73 | 64 | 75 | 72 | 63 |

Numbers of parking spaces and their utilisation rates in fee-paying public car parks leased out by GPA from 2021 to 2023

| Car Park | District | Number of parking spaces | | Average utilisation rate of parking spaces* (%) | | |
|---|-------------------|--------------------------|-------------|---|--------------------------|--------------------------|
| | | Private car (PC) | Motor-cycle | 2021 | 2022 ^(Note 1) | 2023 ^(Note 2) |
| Queensway Government Offices | Central & Western | 155 | 21 | N/A (See Note 1) | 13% | 14% |
| Wanchai Tower, Immigration Tower and Revenue Tower | Wan Chai | 157 | 10 | | 25% | 13% |
| North Point Government Offices | Eastern | 95 | 0 | | 41% | 40% |
| Chai Wan Municipal Services Building ^(Note 3) | | 39 | 6 | | 91% | 78% |
| Cheung Sha Wan Government Offices ^(Note 4) | Sham Shui Po | 250 | 13 | | 52% | 49% |
| Tokwawan Market and Government Offices | Kowloon City | 29 | 4 | | 37% | 36% |
| Trade and Industry Tower | | 24 | 0 | | 47% | 38% (Note 5) |
| West Kowloon Government Offices | Yau Tsim Mong | 50 | 0 | | 38% | 39% |
| Shun Lee Disciplined Services Quarters ^(Note 3) | Kwun Tong | 89 | 16 | | 55% | 94% |
| Sai Kung Government Offices | Sai Kung | 70 | 0 | | 18% | 12% |
| Sha Tin Government Offices | Sha Tin | 122 | 22 | | 42% | 49% |
| New Territories (Shatin) Forensic Medicine Centre ^(Note 3) | | 50 | 0 | | - | 13% (Note 6) |
| Tai Po Government Offices | Tai Po | 69 | 4 | | 59% | 63% |
| Tuen Mun Government Offices | Tuen Mun | 42 | 0 | | 23% | 23% |
| Yuen Long District Office Building | Yuen Long | 43 | 0 | | 47% | 46% |
| North District Government Offices | North | 96 | 0 | | 26% | 36% |
| Heung Yuen Wai Boundary Control Point ^(Note 3) | | 415 | 36 | | - | 45% (Note 7) |
| Hong Kong – Zhuhai – Macao Bridge Hong Kong Port ^(Note 3) | Islands | 673 | 25 | 1% | 26% | |

Notes:

- * GPA does not have information on the utilisation rates of the parking spaces during the two time periods from 10:00 am to 6:00 pm and from 6:00 pm to 10:00 am.
- (1) These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from April to December 2022 provided by the contractors. GPA does not have the statistics on the utilisation rates of the car parks before April 2022.
- (2) These are the average utilisation rates of PC parking spaces of the car parks during the operating hours for the period from January to December 2023 provided by the contractors.
- (3) The car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, New Territories (Shatin) Forensic Medicine Centre, Heung Yuen Wai Boundary Control Point and Hong Kong – Zhuhai – Macao Bridge Hong Kong Port are full-time fee-paying public car parks. The remaining properties in the table above are government joint-user general office buildings (JUBs) and their car parks are open for public use during non-office hours only.
- (4) A portion of the fee-paying public car park in the building provides 24-hour parking spaces. The remaining parking spaces are for user departments of the JUBs and are open for public use during non-office hours only.
- (5) As the fee-paying public car park at Trade and Industry Tower has ceased operation from 10 October 2023 till now, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from April 2022 to September 2023 are provided.
- (6) As the car park at New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.
- (7) As the car park at Heung Yuen Wai Boundary Control Point commenced operation on 17 February 2023, only the average utilisation rates of PC parking spaces of the car park during the operating hours for the period from February to December 2023 are provided.

Utilisation rates of public car parks managed by LCSD from 2021 to 2023*

| District | Average utilisation rate (%) | | |
|---------------------|-------------------------------------|-------------|-------------|
| | 2021 | 2022 | 2023 |
| Central and Western | 54% | 37% | 54% |
| Wan Chai | 53% | 52% | 58% |
| Eastern | 73% | 73% | 69% |
| Southern | 17% | 16% | 17% |
| Yau Tsim Mong | 36% | 40% | 38% |
| Sham Shui Po | 18% | 15% | 22% |
| Kowloon City | 65% | 60% | 57% |
| Wong Tai Sin | 20% | 17% | 19% |
| Kwun Tong | 49% | 53% | 53% |
| Tsuen Wan | 27% | 28% | 33% |
| Tuen Mun | 59% | 55% | 59% |
| Yuen Long | 56% | 55% | 63% |
| North | 56% | 57% | 64% |
| Tai Po | 28% | 27% | 26% |
| Sai Kung | 49% | 44% | 50% |
| Sha Tin | 62% | 60% | 70% |
| Kwai Tsing | 34% | 30% | 36% |
| Islands | 30% | 27% | 23% |

* LCSD does not have information on the utilisation rates of the parking spaces during the two time periods from 10:00 am to 6:00 pm and from 6:00 pm to 10:00 am.

- End -

CONTROLLING OFFICER'S REPLY

TLB240

(Question Serial No. 1965)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under “Building the Hong Kong Brand on All Fronts” in the Budget Speech that the Government will build Hong Kong as a premier destination for business and tourism. To this end, our tourism supporting services also require further strengthening. In this connection, will the Government inform this Committee of the following:

1. What are the numbers of registered non-franchised buses in each of the past three years?
2. What are the numbers of applications received, approved, rejected and being processed for different service endorsements in each of the past three years (to be set out in tabular form with a breakdown by service sub-type)?
3. Having regard to the current number of licence applications, has the Government considered increasing the quotas for application to meet future tourism needs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 31)

Reply:

1. The numbers of registered non-franchised public buses in each of the past three years are tabulated as follows :

| Year (as at the end of the year) | Number of registered non-franchised public buses in each year |
|---|--|
| 2021 | 6 995 |
| 2022 | 6 905 |
| 2023 | 6 921 |

2. The numbers of applications for different service endorsements for non-franchised public buses in each of the past three years are tabulated as follows:

| Year | No. of applications | Type of service endorsements | | | | | | |
|------|---------------------|------------------------------|-------------------------|---------------------------|------------------------------|---|------------------------------|------------------------------------|
| | | A01 Tour Service | A02 Hotel Service | A03 Student Service | A04 Employees' Service | A05 Internat- ional Passenger Service | A06 Residents' Service | A08 Contract Hire Service |
| 2021 | Received | 171 | 24 | 110 | 308 | 1 | 19 | 224 |
| | Approved | 150 | 25 | 127 | 302 | 1 | 6 | 202 |
| | Rejected | 0 | 1 | 0 | 0 | 0 | 16 | 9 |
| | Being processed | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | Received | 134 | 26 | 62 | 255 | 0 | 26 | 171 |
| | Approved | 139 | 17 | 74 | 251 | 0 | 3 | 165 |
| | Rejected | 0 | 1 | 0 | 0 | 0 | 16 | 13 |
| | Being processed | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | Received | 149 | 41 | 60 | 270 | 0 | 10 | 240 |
| | Approved | 137 | 37 | 56 | 278 | 0 | 4 | 209 |
| | Rejected | 0 | 1 | 0 | 6 | 0 | 10 | 18 |
| | Being processed | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

Note 1: As the processing of applications received in a year may not be completed in the same year, the total number of applications approved, rejected and being processed in each year may not correspond with the number of applications received during the same year.

Note 2: The numbers of applications tabulated above are the numbers of new applications received for service endorsements for non-franchised public buses in each year, excluding renewal applications.

3. Non-franchised bus operators will apply for the relevant service endorsements for provision of services subject to market demand. The Government has not set a quota for the number of tour service endorsements. After receiving an application from an operator, the Government will take into account the market demand in considering whether to approve the relevant service endorsement.

- End -

CONTROLLING OFFICER'S REPLY**TLB241****(Question Serial No. 1966)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

It is mentioned in the Budget speech that the Government will enhance local group-tour activities and improve transport ancillary facilities and arrangements to enable the public and visitors to travel at ease. In this connection, will the Government inform this Committee of the following:

1. What are the numbers of parking spaces and picking-up/setting-down facilities for coaches in Yau Ma Tei, Tsim Sha Tsui, Mong Kok, Kowloon City, Kai Tak and North Point in the past three years (set out by location)?
2. With the recovery of the tourism industry, there is an acute shortage of parking spaces for coaches near various new attractions such as the Hong Kong Palace Museum and K11 Musea, causing heavy congestion around the area. In this connection, what measures does the Government have to speed up the provision of additional parking spaces for various types of commercial vehicles?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 32)

Reply:

1. The numbers of parking spaces and picking-up/setting-down facilities for coaches in Yau Tsim Mong district (including Yau Ma Tei, Tsim Sha Tsui and Mong Kok), Kowloon City district (including Kowloon City and Kai Tak) and Eastern District (including North Point) in the past three years are set out in the table below:

| District | As at | Number of parking spaces for coaches | |
|---------------|---------------|--------------------------------------|---|
| | | Parking spaces | Picking-up/ setting-down facilities |
| Yau Tsim Mong | February 2024 | 268 | 92 |
| | February 2023 | 255 | 67 |
| | February 2022 | 264 | 67 |
| Kowloon City | February 2024 | 255 | 6 |
| | February 2023 | 232 | 8 |

| District | As at | Number of parking spaces for coaches | |
|------------------|---------------|--------------------------------------|---|
| | | Parking spaces | Picking-up/ setting-down facilities |
| | February 2022 | 260 | 8 |
| Eastern District | February 2024 | 325 | 130 |
| | February 2023 | 333 | 130 |
| | February 2022 | 333 | 130 |

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 but not limited to the following measures:
- (a) designating suitable on-street locations as night-time parking spaces and providing on-street parking spaces and picking-up/setting-down facilities;
 - (b) 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 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.

Following a discussion between the Transport Department (TD) and the West Kowloon Cultural District (WKCD) Authority, there has been an increase in the provision of parking spaces and picking-up/setting-down facilities for coaches within and in the vicinity of WKCD, with the number of picking-up/setting-down facilities for coaches in WKCD increased from five to eight, and six coach parking spaces added. It has also provided 15 additional picking-up/setting-down facilities for coaches along the section of Austin Road West connecting WKCD and Museum Drive.

For the area around K11 MUSEA and Tsim Sha Tsui waterfront, TD has been keeping in view the traffic in the area and communicating with local stakeholders to increase the provision of parking spaces and picking-up/setting-down facilities for coaches at suitable locations. Currently, there are 16 on-street parking spaces and 20 on-street picking-up/setting-down facilities for coaches at Salisbury Road, Chatham Road South, Cameron Road and Science Museum Square in the area. To increase the vehicle turnover rate at picking-up/setting-down facilities for coaches in the vicinity of tourist attractions and prevent the picking-up/setting-down activities from obstructing the traffic on Salisbury Road, TD has reached a consensus with the tourism industry to follow the arrangement of segregating picking-up and setting-down activities, i.e. setting down passengers at Chatham Road South, and picking up passengers at Salisbury Road

when all passengers have arrived. TD has also reached a consensus with the Leisure and Cultural Services Department and the Avenue of Stars Management Ltd. to clearly designate coach pick-up and queuing areas at Salisbury Road to enhance crowd management.

- End -

CONTROLLING OFFICER'S REPLY

TLB242

(Question Serial No. 1967)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under the heading "Better Use of the Harbourfront Resources" in the Budget speech that our magnificent Victoria Harbour, with its stunning harbourfront, is a natural beauty. The tourism sector has developed a variety of tourism products with characteristics such as night tours at Victoria Harbour and blue marine tours to offer more diversified experiences. In this connection, will the Government inform this Committee of the following:

1. the monthly usage of Runway Park Pier Landing No. 1, Landing No. 2, King Wan Street Landing, Tsim Sha Tsui Landing No. 5, Tsim Sha Tsui Landing No. 2, Tsim Sha Tsui Landing No. 1, Kwei Chow Street Landing No. 1 and Kwei Chow Street Landing No. 2 in the past three years, and the numbers of coach parking spaces nearby (with a breakdown by location);
2. details of refurbishment of ancillary facilities at the above landing steps in the past three years, including roof cover of the pier and the number of toilets (with a breakdown by location); and
3. Given that the usage of Tsim Sha Tsui Landing No. 1 has already exceeded its handling capacity, will the Government take measures to speed up the provision of temporary piers for the berthing of ferries? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 33)

Reply:

In consultation with the relevant departments (including the Civil Engineering and Development Department (CEDD) and Leisure and Cultural Services Department (LCSD)), the Transport Department (TD) provides a consolidated reply as follows:

1. TD conducted a utilisation survey on the landing facilities under its management (including public piers and landing steps) from 2021 to 2022. However, this survey was conducted during the COVID-19 pandemic, which affected the normal usage of the landing steps and hence the vessel utilisation was on the low side. Therefore, the table below also provides the findings of the previous survey conducted from 2019 to 2020 (before the pandemic) for reference. The numbers of coach parking spaces near the landing steps are also shown in the following table:

| Landing facility | Daily utilisation of the facility ^(Note 1) (No. of vessels) | | | | Current numbers of coach parking spaces nearby |
|--|---|----------------------------|-----------------------|----------------------------|--|
| | 2019 to 2020 Survey | | 2021 to 2022 Survey | | |
| | Weekdays or Saturdays | Sundays or public holidays | Weekdays or Saturdays | Sundays or public holidays | |
| Runway Park Pier Landing No. 1 | 7 | 5 | 0 | 0 | 20 in total |
| Runway Park Pier Landing No. 2 | 1 | 4 | 0 | 0 | |
| King Wan Street Landing | 11 | 18 | 5 | 3 | 28 in total |
| Kwei Chow Street Landing No. 1 ^(Note 2) | N/A | N/A | 108 | 27 | |
| Kwei Chow Street Landing No. 2 ^(Note 2) | | | 36 | 18 | |
| Tsim Sha Tsui Landing No. 1 ^(Note 3) | -- | -- | -- | -- | 12 in total |
| Tsim Sha Tsui Landing No. 2 | 1 | 2 | 0 | 1 | |
| Tsim Sha Tsui Landing No. 5 | 11 | 5 | 0 | 0 | |

Note 1: The surveys were conducted between 7 a.m. and 8 p.m. on a normal weather day.

Note 2: Kwei Chow Street Landings No. 1 and No. 2 were formerly known as Ma Tau Kok Public Pier, which was demolished in 2020 to facilitate the works of the Central Kowloon Route Project and reprovisioned as Kwei Chow Street Landings No. 1 and No. 2 at the nearby locations pending completion of the project.

Note 3: Tsim Sha Tsui Landing No. 1 is currently managed by LCSD and it does not have the information on its utilisation.

2. Landing steps are public landing facilities which are provided for use by all local vessels mainly for the purposes of passenger embarkation and disembarkation but not mooring. The above public landing steps are managed by TD except the Tsim Sha Tsui Landing

No. 1 which is managed by LCSD. The refurbishment and maintenance works of the facilities are undertaken by CEDD. Although the landing steps are not equipped with roof covers or toilets as their ancillary facilities, public toilets are available in the vicinity of most of the landing steps and there are also toilets in nearby shopping malls.

3. From time to time, the Government reviews the condition of public landing facilities and gauges views from stakeholders to improve the design and usage arrangement of landing facilities. At present, there are one public pier (i.e. Kowloon Public Pier near the Star Ferry Pier) and three public landing steps (Tsim Sha Tsui Landings No. 1, No. 2 and No. 5 on the East Tsim Sha Tsui harbourfront) for vessels to pick up and set down passengers in the Tsim Sha Tsui harbourfront area. According to the findings of TD's utilisation surveys on the facilities (see the table above), the utilisation of Tsim Sha Tsui Landings No. 2 and No. 5 is not high. Vessel operators and the public using Tsim Sha Tsui Landing No. 1 may also use Landings No. 2 and No. 5 nearby for passenger embarkation and disembarkation.

- End -

CONTROLLING OFFICER'S REPLY

TLB243

(Question Serial No. 1968)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that to facilitate the visit by members of the public and tourists to Greater Bay Area (GBA) cities to watch the upcoming 15th National Games and to further enhance the connectivity of GBA, "Northbound Travel for Hong Kong Vehicles" (the Scheme) was launched on 1 July 2023. In this connection, will the Government inform this Committee of the following:

1. Monthly traffic flow of private cars, goods vehicles and coaches on the Hong Kong-Zhuhai-Macao Bridge (HZMB) from 1 July 2023 to March 2024 (to be set out in tabular form and broken down by vehicle type).
2. Monthly traffic flow of various vehicle types on HZMB in 2019 (to be set out in tabular form and broken down by vehicle type).
3. The HZMB Authority implemented the toll-free policy for small passenger vehicles from 29 September to 6 October 2023 and from 9 to 17 February 2024. Please provide a table comparing the traffic flow during these two periods with that of the corresponding periods of the previous years.
4. The Shenzhen-Zhongshan Link (SZL) will be commissioned within 2024, providing GBA residents with greater convenience in living. As there are views that the relatively high toll of HZMB will stifle its utilisation rate after the commissioning of SZL, will the Government consider lowering the toll of HZMB? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 34)

Reply:

- 1-2. Figures on the monthly traffic flow of private cars, goods vehicles and buses on the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2019 and from July 2023 to March 2024 are tabulated as follows:

| | Private car ^(Note 1) | Goods vehicle ^(Note 2) | Bus ^(Note 3) |
|---|--|--|--------------------------------|
| 2019 | | | |
| January 2019 | 44 863 | 7 020 | 53 784 |
| February 2019 | 55 117 | 3 429 | 56 198 |
| March 2019 | 60 954 | 8 407 | 59 472 |
| April 2019 | 68 921 | 7 831 | 65 541 |
| May 2019 | 79 217 | 7 412 | 61 917 |
| June 2019 | 72 448 | 7 362 | 56 003 |
| July 2019 | 75 220 | 8 271 | 57 639 |
| August 2019 | 72 701 | 8 081 | 51 453 |
| September 2019 | 65 838 | 7 918 | 38 163 |
| October 2019 | 78 290 | 7 740 | 37 281 |
| November 2019 | 71 447 | 7 648 | 32 586 |
| December 2019 | 77 530 | 8 060 | 39 352 |
| July 2023 to March 2024 | | | |
| July 2023 | 129 427 | 25 538 | 42 640 |
| August 2023 | 153 973 | 28 606 | 47 344 |
| September 2023 | 147 290 | 27 454 | 36 662 |
| October 2023 | 198 555 | 27 004 | 45 843 |
| November 2023 | 200 308 | 29 007 | 43 344 |
| December 2023 | 255 688 | 26 216 | 54 661 |
| January 2024 ^(Note 4) | 231 538 | 26 401 | 47 412 |
| February 2024 ^(Note 4) | 271 397 | 18 863 | 53 151 |
| March 2024 ^(Note 4) (as at 7 March) | 36 195 | 5 911 | 10 691 |

Source: HZMB Authority

Notes:

- (1) Including cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars under the “Northbound Travel for Hong Kong Vehicles” and “HZMB Macao Port Park-and-Ride Scheme”
- (2) Including container trucks
- (3) Including cross-boundary buses serving between Hong Kong and the Mainland/Macao and cross-boundary shuttle buses serving between the Hong Kong Port and Zhuhai Port/Macao Port of HZMB
- (4) Figures for the period from January to March 2024 are provisional

3. Under the Implementation Plan for the Toll-free Policy on Small Passenger Vehicles during Major Festivals and Holidays of the State Council currently in force, the toll for private cars using the HZMB was waived during the National Day Golden Week from 29 September to 6 October 2023 and the Lunar New Year Golden Week from 9 to 17 February 2024. Figures of vehicular flow during the periods of National Day Golden Week and Lunar New Year Golden Week in 2022-23 and 2023-24 are tabulated as follows:

| | Private car ^(Note 5) |
|-----------------------------------|--|
| National Day Golden Week | |
| 1 to 7 October 2022 | 31 |
| 29 September to 6 October 2023 | 69 392 |
| Lunar New Year Golden Week | |
| 21 to 27 January 2023 | 9 514 |
| 9 to 17 February 2024 | 122 502 |

Source: HZMB Authority

Note:

(5) Including cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars under the “Northbound Travel for Hong Kong Vehicles” and “HZMB Macao Port Park-and-Ride Scheme”. Volume of vehicular flow in 2022 was impacted by the anti-epidemic measures implemented in the Mainland, Hong Kong and Macao at that time.

4. The HZMB Authority was established pursuant to the Mainland laws as a non-profit-making public institution legal person to be responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB, and collection of tolls (as well as determining the toll level) from vehicles using the HZMB. The Government will continue to liaise closely with the HZMB Authority, with a view to providing greater convenience for motorists.

- End -

CONTROLLING OFFICER'S REPLY

TLB244

(Question Serial No. 2874)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please advise this Committee in the table form below of the following details before the takeover of the Western Harbour Crossing (WHC), during “633” fixed tolling and during time-varying tolling:

- the traffic flows of the three road harbour crossings (RHCs) at each peak hour on weekdays;

| Average cross-harbour tunnel traffic flow (two-way) on weekdays in vehicles | Before the takeover of WHC | | | During “633” fixed tolling | | | During time-varying tolling | | | | | |
|---|----------------------------|--|--|----------------------------|-----|-----|-----------------------------|-----|-----|-----|-----|-----|
| | | | | WHC | CHT | EHC | WHC | CHT | EHC | WHC | CHT | EHC |
| 07:30 - 08:30 | | | | | | | | | | | | |
| 08:30 - 09:30 | | | | | | | | | | | | |
| 09:30 - 10:15 | | | | | | | | | | | | |
| 16:30 - 17:30 | | | | | | | | | | | | |
| 17:30 - 18:30 | | | | | | | | | | | | |
| 18:30 - 19:00 | | | | | | | | | | | | |
| whole day | | | | | | | | | | | | |

**Average Cross-Harbour Traffic Flows (Two-way) at Peak Hours on Weekdays (in Vehicles)¹
Before the Government's Takeover of the Western Harbour Crossing**

| Average cross-harbour traffic flow (two-way) on weekdays (in vehicles) | Before the takeover of WHC ³ | | | |
|--|---|---------|--------|---------|
| | WHC | CHT | EHC | Total |
| 07:00 – 08:00 ² | 2 300 | 5 300 | 3 300 | 10 900 |
| 08:00 – 09:00 ² | 5 400 | 5 700 | 5 500 | 16 600 |
| 09:00 – 10:00 ² | 5 800 | 5 900 | 5 300 | 17 000 |
| 17:00 – 18:00 ² | 4 700 | 5 800 | 5 000 | 15 500 |
| 18:00 – 19:00 ² | 5 600 | 5 900 | 5 500 | 17 000 |
| 19:00 – 20:00 ² | 3 800 | 5 700 | 4 600 | 14 100 |
| Whole day traffic flow | 66 900 | 110 700 | 76 300 | 253 900 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. HKeToll had not yet been fully implemented at the three RHCs before the takeover of the WHC (i.e. before 2 August 2023). Hence the tunnel operators can only provide hourly data of cross-harbour traffic at full hour.
3. The cross-harbour traffic flow on weekdays in July 2023
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-Way) at Peak Hours on Weekdays (in Vehicles)¹
after Implementation of the “633” Fixed Toll Plan and the Time-varying Toll Plan**

| Average cross-harbour traffic flow (two-way) on weekdays (in vehicles) | “633” fixed tolling ² | | | | Time-varying tolling ³ | | | |
|--|----------------------------------|---------|--------|---------|-----------------------------------|--------|--------|---------|
| | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| 07:30 – 08:30 | 5 700 | 5 600 | 5 500 | 16 800 | 6 200 | 5 100 | 5 000 | 16 300 |
| 08:30 – 09:30 | 6 700 | 5 500 | 5 500 | 17 700 | 6 900 | 5 200 | 5 100 | 17 200 |
| 09:30 – 10:30 | 6 100 | 5 400 | 5 000 | 16 500 | 6 600 | 5 100 | 4 800 | 16 500 |
| 16:30 – 17:30 | 5 700 | 5 500 | 4 900 | 16 100 | 6 000 | 5 200 | 4 400 | 15 600 |
| 17:30 – 18:30 | 6 900 | 5 500 | 5 500 | 17 900 | 6 700 | 5 400 | 5 200 | 17 300 |
| 18:30 – 19:30 | 6 300 | 5 400 | 5 300 | 17 000 | 6 400 | 5 300 | 4 900 | 16 600 |
| Whole day traffic flow | 87 300 | 104 900 | 79 200 | 271 500 | 100 900 | 94 800 | 74 300 | 270 000 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. The period from 4 to 8 December 2023
3. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-way) of Private Cars at Peak Hours on Weekdays (in Vehicles)¹
Before the Government’s Takeover of the Western Harbour Crossing**

| Average cross-harbour traffic flow (two-way) of private cars on weekdays (in vehicles) | Before the takeover of WHC ³ | | | |
|--|---|--------|--------|---------|
| | WHC | CHT | EHC | Total |
| 07:00 – 08:00 ² | 900 | 2 600 | 1 700 | 5 200 |
| 08:00 – 09:00 ² | 2 400 | 2 800 | 3 000 | 8 200 |
| 09:00 – 10:00 ² | 2 500 | 2 500 | 2 600 | 7 600 |
| 17:00 – 18:00 ² | 2 300 | 3 100 | 2 800 | 8 200 |
| 18:00 – 19:00 ² | 3 000 | 3 500 | 3 200 | 9 700 |
| 19:00 – 20:00 ² | 1 900 | 3 500 | 2 600 | 8 000 |
| Whole day traffic flow | 29 500 | 50 900 | 37 400 | 117 800 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. HKeToll had not yet been fully implemented at the three RHCs before the takeover of WHC (i.e. before 2 August 2023). Hence the tunnel operators can only provide hourly cross-harbour traffic data at full hour.
3. The cross-harbour traffic flow on weekdays in July 2023
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-way) of Private Cars at Peak Hours on Weekdays (in Vehicles)¹
after Implementation of the “633” Fixed Toll Plan and the Time-varying Toll Plan**

| Average cross-harbour traffic flow (two-way) of private cars on weekdays (in vehicles) | “633” fixed tolling ² | | | | Time-varying tolling ³ | | | |
|--|----------------------------------|--------|--------|---------|-----------------------------------|--------|--------|---------|
| | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| 07:30 – 08:30 | 3 100 | 3 300 | 3 600 | 10 000 | 3 100 | 3 300 | 3 100 | 9 500 |
| 08:30 – 09:30 | 3 400 | 2 600 | 3 300 | 9 300 | 3 000 | 3 000 | 2 900 | 8 900 |
| 09:30 – 10:30 | 2 800 | 2 300 | 2 700 | 7 800 | 2 600 | 2 600 | 2 400 | 7 600 |
| 16:30 – 17:30 | 3 200 | 2 900 | 3 000 | 9 100 | 3 100 | 3 300 | 2 600 | 9 000 |
| 17:30 – 18:30 | 4 200 | 3 200 | 3 800 | 11 200 | 3 800 | 3 700 | 3 500 | 11 000 |
| 18:30 – 19:30 | 3 900 | 3 400 | 3 700 | 11 000 | 3 800 | 3 700 | 3 400 | 10 900 |
| Whole day traffic flow | 43 200 | 51 800 | 46 100 | 141 100 | 50 200 | 53 300 | 42 300 | 145 700 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. The period from 4 to 8 December 2023
3. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-way) of Taxis at Peak Hours on Weekdays (in Vehicles)¹
Before the Government’s Takeover of the Western Harbour Crossing**

| Average cross-harbour traffic flow (two-way) of taxis on weekdays (in vehicles) | Before the takeover of WHC ³ | | | |
|---|---|--------|--------|--------|
| | WHC | CHT | EHC | Total |
| 07:00 – 08:00 ² | 500 | 600 | 500 | 1 600 |
| 08:00 – 09:00 ² | 1 000 | 400 | 800 | 2 200 |
| 09:00 – 10:00 ² | 1 100 | 400 | 800 | 2 300 |
| 17:00 – 18:00 ² | 800 | 400 | 600 | 1 800 |
| 18:00 – 19:00 ² | 900 | 500 | 600 | 2 000 |
| 19:00 – 20:00 ² | 800 | 700 | 700 | 2 200 |
| Whole day traffic flow | 14 700 | 19 200 | 14 100 | 48 000 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. HKeToll had not yet been fully implemented at the three RHCs before the takeover of WHC (i.e. before 2 August 2023). Hence the tunnel operators can only provide hourly cross-harbour traffic data at full hour.
3. The cross-harbour traffic flow on weekdays in July 2023
4. Breakdowns may not add up to total due to rounding.

**Average Cross-Harbour Traffic Flows (Two-way) of Taxis at Peak Hours on Weekdays (in Vehicles)¹
after Implementation of the “633” Fixed Toll Plan and the Time-varying Toll Plan**

| Average cross-harbour traffic flow (two-way) of taxis on weekdays (in vehicles) | “633” fixed tolling ² | | | | Time-varying tolling ³ | | | |
|---|----------------------------------|--------|--------|--------|-----------------------------------|--------|--------|--------|
| | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| 07:30 – 08:30 | 1 300 | 200 | 600 | 2 100 | 1 200 | 500 | 600 | 2 300 |
| 08:30 – 09:30 | 1 700 | 200 | 700 | 2 600 | 1 600 | 500 | 800 | 2 900 |
| 09:30 – 10:30 | 1 700 | 300 | 800 | 2 800 | 1 600 | 600 | 900 | 3 100 |
| 16:30 – 17:30 | 1 300 | 300 | 600 | 2 200 | 1 100 | 500 | 600 | 2 200 |
| 17:30 – 18:30 | 1 400 | 300 | 600 | 2 300 | 1 300 | 500 | 600 | 2 400 |
| 18:30 – 19:30 | 1 500 | 300 | 700 | 2 500 | 1 300 | 600 | 700 | 2 600 |
| Whole day traffic flow | 26 400 | 13 500 | 14 000 | 53 900 | 23 300 | 17 000 | 13 700 | 54 000 |

Notes:

1. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows.
2. The period from 4 to 8 December 2023
3. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)
4. Breakdowns may not add up to total due to rounding.

CONTROLLING OFFICER'S REPLY

TLB245

(Question Serial No. 2877)Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), it is mentioned that the Transport Department will assist the Transport and Logistics Bureau in taking forward the incorporation of suitable e-payment platforms into the Scheme during 2024-25. Please advise this Committee of the following:

1. Respective percentages of transport fare revenue received by various public transport service operators through cash, Octopus, other electronic payment means (including QR code payment, contactless credit card payment and mobile payment) last year, with a tabulated breakdown by mode of public transport.
2. Whether there are specific implementation plans and timetable for the incorporation of other e-payment systems into the Scheme. If suitable e-payment systems have been identified, please provide details.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 7)Reply:

1. The respective percentages of fare revenue received by the major public transport service operators through different payment means in 2023 are as follows:

| Payment means | Respective percentages of fare revenue received through different payment means |
|------------------------------|---|
| | 2023 |
| Railway | |
| Cash | 6.5% |
| Octopus | 88.5% |
| Other electronic payment (e- | 5.0% |

| Payment means | Respective percentages of fare revenue received through different payment means |
|---|---|
| | 2023 |
| payment) means ^{Note 1} | |
| Franchised Bus | |
| Cash | 2.9% |
| Octopus | 95.5% |
| Other e-payment means ^{Note 1} | 1.6% |
| Ferry | |
| Cash | 7.4% |
| Octopus | 91.6% |
| Other e-payment means ^{Note 2} | 1.0% |
| Tram | |
| Cash | 13.3% |
| Octopus | 77.3% |
| Other e-payment means ^{Note 1} | 9.4% |

Note 1: Including QR code payment, contactless credit card payment and mobile payment.

Note 2: Including QR code payment.

Due to the large number of public light bus operators, the Government does not have information on the respective percentages of fare revenue received by these operators through different payment means.

2. We note the increasing popularity of various e-payment platforms. The Government is now actively discussing with individual e-payment system operators and making preparations for the incorporation of new e-payment systems into the Public Transport Fare Subsidy Scheme (the Scheme). When incorporating suitable e-payment systems into the Scheme, we need to consider whether the relevant e-payment platform has been generally adopted by various public transport service operators for the collection of transport fares. Besides, as the Scheme involves processing a large volume of transaction data every day, e-payment platforms to be incorporated will need to meet certain operational requirements, including those concerning the uploading and verification of transaction records of the payment systems, subsidy calculation and disbursement, monitoring mechanism, etc. so as to ensure the smooth operation of the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

TLB246

(Question Serial No. 2884)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the operation of the “Franchised Bus Toll Exemption Fund”, please provide in the following table the amount of tolls for government tunnels and control areas exempted for each franchised bus operator in the past year:

| Tunnel/Road | KMB | LW | CTB | NLB | Total |
|--|-----|----|-----|-----|-------|
| 1.Cross-Harbour Tunnel | | | | | |
| 2.Eastern Harbour Crossing | | | | | |
| 3.Western Harbour Crossing | | | | | |
| 4.Lion Rock Tunnel | | | | | |
| 5.Tate's Cairn Tunnel | | | | | |
| 6.Shing Mun Tunnel | | | | | |
| 7.Aberdeen Tunnel | | | | | |
| 8.Tsing Sha Control Area | | | | | |
| Total government toll [% of operating costs] [% of fare revenue] | | | | | |

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 14)

Reply:

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 franchised bus operators. 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 amount of tolls for government tunnels and control areas exempted under the Fund in 2023 by franchise is set out below:

| Franchise ^{Note 1} Tunnel/Road | KMB (\$'000) | LW (\$'000) | CTB (Urban and New Territories) <small>Note 2</small> (\$'000) | CTB (F2) (\$'000) | Total <small>Note 3</small> (\$'000) |
|--|-------------------------------|------------------------------|--|--|--|
| 1. Cross Harbour Tunnel | 18,149 | - | 14,919 | 264 | 33,332 |
| 2. Eastern Harbour Crossing | 30,536 | - | 29,617 | 125 | 60,278 |
| 3. Western Harbour Crossing | 31,014 | - | 43,557 | 7,862 | 82,433 |
| 4. Lion Rock Tunnel | 8,199 | - | 498 | 13 | 8,710 |
| 5. Tate's Cairn Tunnel | 52,783 | - | 10,702 | 1 | 63,486 |
| 6. Shing Mun Tunnel | 4,348 | 743 | 7 | 8 | 5,106 |
| 7. Aberdeen Tunnel | 485 | - | 4,260 | 25 | 4,770 |
| 8. Tsing Sha Control Area | 3,130 | 333 | 751 | 21 | 4,235 |
| Total ^{Note 4} (\$'000) | 148,644 | 1,076 | 104,311 | 8,319 | 262,350 |

Note 1:

- KMB: The Kowloon Motor Bus Company (1933) Limited
- CTB (F2): Citybus Limited (Franchise for Airport and North Lantau bus network)
- CTB (Urban and New Territories): Citybus Limited (Franchise for the Urban and New Territories bus network)
- LW: Long Win Bus Company Limited

Note 2:

As decided by the Chief Executive in Council, the franchises of Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour bus network) and New World First Bus Services Limited were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing at 4 a.m. on 1 July 2023. The amounts of tolls for government

tunnels and control areas exempted for the two franchises before the merger in the year are reflected in the account of CTB (Urban and New Territories) as shown in the table above.

Note 3:

New Lantao Bus Company (1973) Limited operates no route via government tolled tunnels, and thus has not benefited from the toll exemption.

Note 4:

Since franchised bus operators have not published their annual accounts for 2023, the percentages of their operating costs and fare revenue in the total government tolls are not available at the moment.

- End -

CONTROLLING OFFICER'S REPLY

TLB247

(Question Serial No. 2885)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the past two years, the average vehicle speeds in the urban area and the New Territories during the morning peak hours were 23km/hour and 40km/hour respectively. It is expected that the average vehicle speeds in these areas will remain unchanged in 2024. Please inform this Committee of the following:

1. Which are the representative routes of road networks in various districts that have been chosen for measuring average vehicle speeds? Please provide a breakdown of the average vehicle speeds of various routes.
2. Has the Government evaluated with the data obtained the impact of the time-varying tolls at road harbour crossings (RHCs) on the average vehicle speeds? Has there been any change in the average vehicle speeds at the following stages: before the Government's takeover of the Western Harbour Crossing (WHC); when implementing the "633" toll plan; and at the stage of implementing time-varying tolls?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 15)

Reply:

1. The Transport Department (TD) conducts a comprehensive car journey time survey on an annual basis to gather the journey time of strategic roads in Hong Kong during peak hours on weekdays. This survey collects the journey time of different road sections from more than 1 700 checkpoints, and conducts data analysis by taking into holistic account traffic-related factors of various road sections during the survey period, thereby calculating the average speeds of all vehicles in various districts during peak hours.

The average vehicle speeds in various districts are not directly equivalent to the mean of vehicular speeds on individual road sections in the district, but derived from professional analysis and weighting with consideration to various factors, such as the traffic flow on different road sections, the time and road condition during the survey period. Since the computation involves numerous parameters, the analysis has to be

done by computer programme. Hence the vehicular speeds of individual road sections cannot be set out summarily.

2. To rationalise cross-harbour traffic and better utilise the tunnel capacity, the Government adjusted in phases in 2023 the toll levels of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), allowing motorists to progressively adapt to the toll adjustments. The Transport Department (TD) has been closely monitoring the traffic condition following the implementation of the new tolls (in particular the traffic conditions of the connecting roads tailing back from the tunnel entrances). With adjustments to commuting patterns made by motorists in response to the adjusted toll, the new tolls have been shown to be effective and the overall traffic queue and congestion at the portals of the RHCs have been alleviated. Regarding the roads connecting to the entrances of the three RHCs, the average vehicle speeds there on weekdays (i.e. Mondays to Fridays, except public holidays) after the implementation of the “633” fixed toll plan and the time-varying tolls are set out at **Annexes 1 and 2** respectively.

**Average Vehicle Speeds of Southbound Traffic During Weekday Morning Peak Hours
Before and After the Implementation of “633” Fixed Toll Plan^{1,5}**

| Average vehicle speed (km/hour) during the morning peak hours ² | WHC | CHT | EHC |
|--|------------|------------|------------|
| Before the implementation of “633” fixed toll plan ³ | 69 | 18 | 34 |
| After the implementation of “633” fixed toll plan ⁴ | 59 | 19 | 42 |

Notes:

1. The average vehicle speeds from the end of the longest traffic queues to the tunnel entrances before or after the implementation of the new tolls
2. “Morning peak hours” refer to 0730 to 1030 hours on weekdays (three hours in total).
3. The period from 24 to 28 July 2023, i.e. before the takeover of the WHC by the Government
4. The period from 7 to 11 August 2023
5. The average vehicle speeds are calculated based on data collected by traffic detectors on relevant road sections.

**Average Vehicle Speeds of Southbound Traffic During Weekday Morning Peak Hours
Before and After the Implementation of Time-varying Tolls ^{1,5}**

| Average vehicle speed (km/hour) during morning peak hours ² | WHC | CHT | EHC |
|--|------------|------------|------------|
| Before the implementation of time-varying tolls ³ | 56 | 14 | 33 |
| After the implementation of time-varying tolls ⁴ | 53 | 24 | 40 |

Notes:

1. The average vehicle speeds from the end of the longest traffic queues to the tunnel entrances before or after the implementation of the new tolls
2. “Morning peak hours” refer to 0730 to 1030 hours on weekdays (three hours in total)
3. The period from 4 to 8 December 2023
4. Mondays to Fridays in February 2024, excluding public holidays and days affected (for example: the Lunar New Year’s Eve, the fifth day to the seventh day of the Lunar New Year)
5. The average vehicle speed is calculated based on data collected by traffic detectors on relevant road sections.

- End -

CONTROLLING OFFICER'S REPLY

TLB248

(Question Serial No. 2886)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Estimates that the Government will tighten the requirement of using child restraining devices (CRDs) in private cars in 2024-25. Please inform this Committee of the following:

1. How does the Government plan to tighten the requirement of using CRDs in private cars? What are the tentative policy directions?
2. Will the Government consider making it mandatory for children below a certain age to also use an approved CRD while sitting in the rear seat of a private car?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 16)

Reply:

To further enhance the safety of child passengers, the Government is considering amending the legislation to tighten the requirement for using child restraining devices (CRDs) on child passengers in private cars.

We consulted the Legislative Council Panel on Transport, the Transport Advisory Committee, the Road Safety Council and the Road Safety Research Committee between July and August 2022. We proposed that child passengers aged 7 or less, irrespective of sitting in the front or rear seats, must use CRDs in private cars, unless they reach a body height of 1.35m. Members generally supported the proposed legislative amendments and put forward a number of other views. The Transport Department is actively following up on the views collected and examining their feasibility in details. Meanwhile, we are working on the drafting of the legislative amendments, aiming to submit the proposed legislative amendments to the Legislative Council for scrutiny within 2024.

- End -

CONTROLLING OFFICER'S REPLY

TLB249

(Question Serial No. 2888)

Head: (186) Transport Department

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

Programme: (1) Planning and Development
(3) District Traffic and Transport Services
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

For Subhead 700 of Operating Account, it is shown that the approved estimate of general non-recurrent expenses for 2023-24 is \$1.071 billion while the revised estimate has been significantly reduced to \$740 million. What are the reasons? Please set out the details of expenses of Items 845, 855, 862, 890, 892, 89P, 89Q, 8A6 and 8A7 under Subhead 700.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 18)

Reply:

The revised estimate of general non-recurrent expenses for 2023-24 is \$740 million, which is about \$330 million lower than the approved estimate. This is mainly due to decrease in cash flow requirement for the following two general non-recurrent items:

- (a) Item 89P - Set up a Smart Traffic Fund (the Fund)
The approved estimate for 2023-24 is \$230 million. The Secretariat for the Fund subsequently took into account the actual number of processed applications in 2022-23 and adjusted the estimate for the number of projects to be approved in 2023-24 by lowering the revised estimate for 2023-24 to about \$130 million; and
- (b) Item 89Q - Vessel Subsidy Scheme for outlying island ferry routes
The difference between the approved estimate and the revised estimate is about \$230 million, which is mainly due to the adjustment in the construction schedule of some new vessels and the corresponding deferral of the relevant payment period.

A breakdown of the expenses of various items under Subhead 700 is set out below:

| Subhead 700 | Revised estimate for 2023-24 (\$m) | Details of expenses |
|--|------------------------------------|--|
| 845 - Setting up of a centralised settlement platform and related system enhancement for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | 49.836 | Costs of enhancing the centralised settlement platform and other related systems for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and issuing JoyYou Cards to persons aged 65 or above |
| 855 - Consultancy study on enhancing the walkability in Hong Kong | 0.940 | Fees for the consultancy study and event services rendered |
| 862 - Strategic Study on Major Roads beyond 2030 | 5.133 | Fees for the consultancy study |
| 890 - Upgrading public transport ancillary facilities to benefit passengers through provision of one-off subsidy to franchised bus operators for installing seats and display panels for provision of real-time bus arrival information at bus stops/termini | 1.122 | Subsidy for franchised bus operators to install seats at bus stops/termini and real-time bus arrival information display panels at covered bus stops/termini |
| 892 - Provision of subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses | 65.565 | Subsidy for franchised bus companies to install seat belts on the seats on the upper deck of double-deck buses; and to retrofit electronic stability control (ESC) and speed limiting retarder on the existing buses |
| 89P - Set up a Smart Traffic Fund | 132.127 | Funding for approved projects under the Smart Traffic Fund and the administrative expenditure of the Secretariat for the Fund |
| 89Q - Vessel Subsidy Scheme for outlying island ferry routes | 474.238 | Payment of new vessel construction costs, legal consultancy fees, |

| Subhead 700 | Revised estimate for 2023-24 (\$m) | Details of expenses |
|---|--|---|
| | | consultancy services for supervision of new vessel construction and payment to the operators for site supervision staff expenses |
| 8A6 - Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade | 3.896 | Originating fees and loan servicing fees for participating lending institutions (PLIs), administrative fees for the HKMC Insurance Limited (HKMCI) and necessary out-of-pocket expenses |
| 8A7 - Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis | 7.567 | Originating fees and loan servicing fees for PLIs, administrative fees for HKMCI and necessary out-of-pocket expenses |

- End -

CONTROLLING OFFICER'S REPLY

TLB250

(Question Serial No. 2889)

Head: (186) Transport Department
Subhead (No. & title): (603) Plant, vehicles and equipment
Programme: (4) Management of Transport Services
Controlling Officer: Commissioner for Transport (Ms Angela LEE)
Director of Bureau: Secretary for Transport and Logistics

Question:

Under Capital Account 603, Item 89A “Replacement of tunnel ventilation system at the Aberdeen Tunnel” and Item 89G “Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel” have exceeded the approved commitment by \$42.44 million (59.9%) and \$30.40 million (66.1%) respectively. Please inform this Committee of the following:

1. What are the reasons for cost overruns of Items 89A and 89G? Please provide a breakdown of their accumulated expenditures as at 31 March 2023, and a breakdown of the expenditures of the increased commitments to be sought.
2. When did the estimated expenditures of Items 89A and 89G obtain the Legislative Council’s approval? What are the documentary records?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 19)

Reply:

1. The scope of Item 89A “Replacement of tunnel ventilation system at the Aberdeen Tunnel” originally covered replacement of the fresh air supply system including silencers and all associated wiring and accessories of the ventilation system at the Aberdeen Tunnel. Upon carrying out detailed investigation and preliminary design, the Electrical and Mechanical Services Department (EMSD) considered it necessary to address the following conditions together to enhance the reliability of the tunnel ventilation system:
 - (a) the ageing control system of the ventilation system needs to be replaced;
 - (b) the ageing power supply system of the ventilation system needs to be replaced; and
 - (c) removal of air grilles containing asbestos materials is required.

The additional commitment required for the above three tasks is \$42.44 million.

As at 31 March 2023, the accumulated expenditure of Item 89A is \$6.31 million, which is within the approved commitment. The expenditure is for site investigation, project

design, preparation of tender documents and risk assessments for handling asbestos materials.

For Item 89G “Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel”, the project scope originally covered replacement of the jet fans and the associated control panels of the ventilation system at the Tseung Kwan O Tunnel. Upon carrying out detailed investigation and preliminary design, EMSD considered it necessary to address the following conditions together to enhance the reliability of the tunnel ventilation system:

- (a) the ageing control system of the ventilation system needs to be replaced;
- (b) the ageing power supply system of the ventilation system needs to be replaced; and
- (c) the ageing ventilation device in the service ducts of the ventilation system needs to be replaced.

The additional commitment required for the above three tasks is \$30.4 million.

As at 31 March 2023, the accumulated expenditure of Item 89G is \$2.38 million, which is within the approved commitment. The expenditure is for site investigation, project design and preparation of tender documents.

2. The applications for funding required for Items 89A and 89G were submitted to the Legislative Council for approval in the Appropriation Bill 2019 and the Appropriation Bill 2020 respectively. The application for increasing the commitments is now submitted to the Legislative Council for approval in the Appropriation Bill 2024.

- End -

CONTROLLING OFFICER'S REPLY

TLB251

(Question Serial No. 2891)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To encourage the taxi trade to switch to electric taxis (e-taxis), the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” in September last year. Please inform this Committee of the following:

1. the number of battery e-taxis in Hong Kong and, among them, the number of cases switching to e-taxis through the Scheme; as well as the number of applications being processed and the number of applications rejected under the Scheme; and
2. the number of applications expected to be received in 2024, and whether there is any measure to encourage more taxi owners to participate in the Scheme.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 21)

Reply:

1. On 4 September 2023, the Government launched the “Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis” (the Loan Scheme) to encourage the taxi trade to switch to battery e-taxis. Since the launch of the Loan Scheme up to 11 March this year, the participating lending institutions (PLIs) have received a total of five applications. Among them, four applications have been approved, involving four taxis. The taxis involved represent about 11% of the total number of licensed e-taxis.
Note. The remaining one application is being processed.
2. The Government’s target is to introduce 3 000 e-taxis by the end of 2027. The Government has been adopting a multi-pronged approach to promote the use of e-taxis, which includes launching the Loan Scheme. The loan application period lasts for five years from the launch of the Loan Scheme, so as to allow taxi owners to switch to battery e-taxis according to their operational needs in an orderly manner. The Government will review and extend the application period if necessary. We have not set a specific target for the number of applications to be received each year under the Loan Scheme.

Since the launch of the Loan Scheme, the Transport Department (TD) has been disseminating information about the Loan Scheme through various channels, including the TD's website, the regularly published "Taxi Newsletter", publicity leaflets, as well as regular and special meetings with the taxi trade. TD, the Hong Kong Mortgage Corporation Insurance Limited (being the administrator of the Loan Scheme) and PLIs have also communicated with the taxi trade, including organising briefing session for the trade so that they may have better understanding of the details of the Loan Scheme and prepare the necessary documents in advance.

Note: As at 29 February 2024, the number of licensed e-taxis is 36.

- End -

CONTROLLING OFFICER'S REPLY**TLB252****(Question Serial No. 2892)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the full commissioning of the Heung Yuen Wai Boundary Control Point (HYW BCP) in February 2023, could the Government inform this Committee of:

1. the handling capacity of HYW BCP and its current daily number of travellers (per hour) in tabular form;
2. the average daily patronage of the transport modes connecting to HYW BCP and their respective percentages in relation to the total patronage; and
3. its plan for future enhancement of the public transport connection with HYW BCP.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 32)

Reply:

1. From its full commissioning on 6 February 2023 to the end of February 2024, the average daily number of travellers using HYW BCP was 40 834. The Immigration Department does not have other breakdown of statistics mentioned in the question.
2. HYW BCP is the first BCP in Hong Kong with “direct access by passengers and vehicles”. The public may reach the BCP by various modes of public transport (including franchised buses, green minibuses, taxis, local non-franchised buses, cross-boundary coaches and cross-boundary hire cars), private cars, or through the pedestrian subway connecting the BCP. The average patronage of public transport modes as at December 2023 kept by the Transport Department (TD) are as follows:

| | Average daily two-bound patronage | Percentage in the number of travellers at the HYW BCP |
|----------------|-----------------------------------|---|
| Franchised bus | 27 218 | 47.8% |
| Green minibus | 12 036 | 21.1% |

3. At present, there are three franchised bus routes plying between HYW BCP and Tuen Mun, Yuen Long, Shatin, Tai Po, Sheung Shui and Fanling, and one green minibus route plying between the BCP and Sheung Shui. TD has been closely monitoring the passenger flow and actual situation at HYW BCP, and would liaise with the public transport operators to adjust services as necessary to meet passenger demand. At TD's request, relevant operators have also arranged spare buses/green minibuses during peak hours so as to enhance services when needed. With reference to the figures in December 2023, the average occupancy rate of franchised buses serving HYW BCP during peak hours was between 80% and 90%, while the average headway of GMBs during peak hours was about 3 minutes. Overall, the current public transport services are able to meet passenger demand.

TD and the public transport operators concerned will continue to monitor the number of travellers using HYW BCP and their travelling pattern, and will strengthen relevant public transport services to meet passenger demand, when needed.

- End -

CONTROLLING OFFICER'S REPLY**TLB253****(Question Serial No. 2897)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Please provide in the table below the information regarding the East Rail Line (EAL) during the busiest one hour in the morning in the past year:

| Southbound per hour (one way) | 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.: 33)

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.

In 2023, the critical link of EAL was Tai Wai to Kowloon Tong. Its patronage during the busiest one hour in the morning was 42 400 (at four persons per square metre).

CONTROLLING OFFICER'S REPLY

TLB265

(Question Serial No. 3531)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding matters relating to bicycles in Hong Kong, will the Government inform this Committee of the following for the past three years:

1. the numbers of complaints about illegal cycling and illegally parked bicycles received by government departments and among them, the numbers of complaints about "bicycle-sharing";
2. the numbers of clearance operations against illegally parked bicycles and bicycles confiscated;
3. the numbers of accidents involving bicycles;
4. the numbers of bicycle parking spaces currently provided in various districts;
5. the progress of the work in improving existing cycle tracks and associated facilities in nine new towns in the New Territories;
6. the progress of regulating the wearing of bicycle helmets by cyclists; and
7. whether statistics have been compiled on the number of electric mobility devices (EMDs) in Hong Kong.

Asked by: Hon CHAN Hak-kan (Lego internal reference no.: 52)

Reply:

1. The numbers of complaints about illegal cycling and illegally parked bicycles received through the 1823 Call Centre in the past three years are set out below:

| Year | Numbers of complaints about illegal cycling (Figures of shared bicycle) | Numbers of complaints about illegally parked bicycles (Figures of shared bicycle) |
|-------------|--|--|
| 2023 | 104 (1) | 1 227 (17) |
| 2022 | 138 (0) | 808 (10) |
| 2021 | 131 (0) | 764 (10) |

2. The number of joint clearance operations against illegally parked bicycles conducted and the numbers of bicycles removed in the past three years are set out below:

| Year | Numbers of joint clearance operations against illegally parked bicycles | Numbers of bicycles removed |
|-------------|--|------------------------------------|
| 2023 | 313 | 16 600 |
| 2022 | 269 | 14 300 |
| 2021 | 220 | 14 000 |

3. The numbers of traffic accidents involving bicycles in 2021, 2022 and 2023 are 2 944, 2 224 and 1 976 respectively.
4. The numbers of public bicycle parking spaces by district as at December 2023 are tabulated at **Annex**.
5. The Transport Department (TD) has been implementing improvement measures for cycle tracks and cycling facilities in nine new towns in the New Territories in phases. The first batch of improvement works, covering about 100 locations, was completed in 2018 while the second batch, covering about 450 locations, was completed in 2021. Among the third batch, which covers about 160 locations and involves more extensive and complicated works, 21 locations had their works completed before or in 2023. TD is liaising with the Highways Department to refine the design schemes of the remaining improvement works, which are expected to commence in 2025 and complete in about two years.
6. To further enhance cyclists' safety, the Government is taking forward proposals of legislative amendments to mandate cyclists to wear helmets. We consulted the Legislative Council Panel on Transport, Transport Advisory Committee, Road Safety Council and Road Safety Research Committee in 2022. The proposed amendments were generally supported by the members. TD is actively following up on the views collected and examining their feasibility in details. Meanwhile, we are proceeding with the law drafting work, and will timely introduce the proposed amendments to the Legislative Council.
7. TD does not keep the figures concerning electric mobility devices (EMDs) as requested in the question.

**Numbers of bicycle parking spaces by districts
(as at December 2023)**

| District | Bicycle parking spaces |
|---------------------|-------------------------------|
| Central and Western | 40 |
| Wan Chai | 8 |
| Eastern | 44 |
| Southern | 2 |
| Kowloon City | 75 |
| Sham Shui Po | 60 |
| Kwun Tong | 0 |
| Kwai Tsing | 20 |
| Yau Tsim Mong | 159 |
| Wong Tai Sin | 0 |
| Islands | 6 962 |
| North | 8 032 |
| Sai Kung | 6 246 |
| Sha Tin | 12 656 |
| Tai Po | 6 301 |
| Tsuen Wan | 445 |
| Tuen Mun | 7 780 |
| Yuen Long | 16 020 |
| Total | 64 850 |

- End -

CONTROLLING OFFICER'S REPLY

TLB266

(Question Serial No. 3543)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the trial scheme on auxiliary devices for pedestrian crossing launched by the Government some years ago, will the Government inform this Committee of the following:

1. the current locations of installation and the expenditure involved;
2. details of the effectiveness of the scheme;
3. whether the Government will consider the view of changing the current design to on-ground light strip as an alert; and
4. whether the Government will continue to install auxiliary devices; if it will, the details; if not, the reasons for that?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 64)

Reply:

1. As at end February 2024, the Transport Department (TD) has installed new auxiliary devices for pedestrian crossing with red light beam projections (the auxiliary devices) at 21 locations of pedestrian crossing (including the four trial locations for installation in July 2022). Please refer to the following table for the locations. As regards the expenditure, the material and installation costs of each auxiliary device are around \$16,000. The costs involved for individual crossing location will be subject to the number of the auxiliary devices to be installed there.

| District | Crossing location | |
|---------------------|-------------------|------------------------|
| | Street name 1 | Street name 2/Position |
| Wan Chai | Percival Street | Foo Ming Street |
| Central and Western | Belcher's Street | Smithfield |
| Kowloon City | Waterloo Road | Hereford Road |
| Kowloon City | Bulkeley Street | Taku Street |

| District | Crossing location | |
|---------------|--------------------------|--|
| | Street name 1 | Street name 2/Position |
| Kwun Tong | Shung Shun Street | Sze Shan Street |
| Kwun Tong | Tak Tin Street | Lin Tak Road |
| Kwun Tong | Ngau Tau Kok Road | Kwun Tong Road |
| Kwun Tong | Lei Yue Mun Road | Ko Chiu Road |
| Sham Shui Po | Po On Road | Fat Tseung Street |
| Sham Shui Po | Shun Ning Road | Hing Wah Street |
| Sham Shui Po | Un Chau Street | Pei Ho Street |
| Sham Shui Po | Woh Chai Street | Shek Kip Mei Street |
| Sha Tin | Sha Tin Centre Street | Near Sha Tin Central Bus Terminus |
| Sha Tin | Tin Sam Street | Near Light Pole No. N7257A (Che Kung Miu Road Bound) |
| Tsuen Wan | Tsuen Wan Market Street | Near Yan Chai Hospital |
| Tsuen Wan | Wing Shun Street | Yi Hong Street |
| Yau Tsim Mong | Fa Yuen Street, Mong Kok | Soy Street |
| Yau Tsim Mong | Nathan Road | Mong Kok Road |
| Yau Tsim Mong | Shanghai Street | Man Ming Lane |
| Yau Tsim Mong | Shanghai Street | Saigon Street |
| Yau Tsim Mong | Waterloo Road | Pitt Street |

2. According to the assessment completed by the University of Hong Kong in early 2023, the overall proportion of red-light running by pedestrians at crossings had been reduced by about a quarter after the installation of the auxiliary devices, indicating a positive effect.
3. TD has considered using on-ground light strip or auxiliary devices with similar functions. However, as the footpaths in Hong Kong are generally rather narrow with high utilisation, the light strips installed on the ground will be more prone to worn-out. Therefore, the auxiliary device projecting harmless red light from the above was preferred for being more suitable for the road environment in Hong Kong.
4. Following the installation of the auxiliary device at four pedestrian crossings for trial in 2022 with positive effect, TD has chosen at this stage 100 signal-controlled crossings with a relatively high occurrence of vehicle-to-pedestrian collisions in order to enhance pedestrian safety. The installation works are now in progress and are expected to be completed by end-2024.

- End -

CONTROLLING OFFICER'S REPLY

TLB267

(Question Serial No. 3769)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under the Programme that the Transport Department (TD) is committed to improving the environment and facilities for pedestrians. And the Government aims to build Hong Kong as a “walkable city” and give higher priority to pedestrians. In January this year, the first diagonal crossings were set up at Sha Kok Street in Sha Tin. The Government also plans to set up diagonal crossings at the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui in the middle of the year. In this connection, please inform this Committee of the following:

1. the expenditure and staff establishment involved in setting up the two diagonal crossings, and the usage of the diagonal crossings by pedestrians at Sha Kok Street in Sha Tin;
2. The Government said that it would spend a few months to monitor and evaluate the performance of the facilities. Will the Government consider other sites at this stage? If yes, what are the details?
3. Sham Shui Po residents have been discussing the setting up of diagonal crossings at the junction of Cheung Sha Wan Road and Yen Chow Street for more than 10 years. Will the Government consider this location as the next site for setting up the facility? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 69)

Reply:

1. The total works expenditure involved in setting up the two diagonal crossings is about \$900,000. The relevant work has been undertaken by TD's existing staff and hence there is no separate breakdown of the manpower and expenditure involved. The number of pedestrians using the diagonal crossings at Sha Kok Street in Sha Tin during peak hours is about 100 for each time when the green light is on.

2. and 3. TD will monitor the operation at the trial junctions at Sha Tin and Tsim Sha Tsui for about six to nine months and consider pedestrians and motorists' views on the facilities to review the performance before considering the future direction. Currently, TD has no plan to trial diagonal crossings at the junction of Cheung Sha Wan Road and Yen Chow Street.

- End -

CONTROLLING OFFICER'S REPLY

TLB268

(Question Serial No. 3560)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2023-24, the Transport and Logistics Bureau continued to oversee bus service rationalisation. Regarding the bus service rationalisation or adjustment implemented within the purviews of the Sha Tin District Council (STDC) and Tai Po District Council (TPDC) in this financial year, will the Government inform this Committee of the following:

1. numbers of bus service rationalisation or adjustment implemented within the purviews of STDC and TPDC in 2023-24, and the relevant details;
2. number of complaints concerning bus services within the purviews of STDC and TPDC received through the 1823 Call Centre and Transport Complaints Unit hotlines or directly lodged with the Government by members of the public in 2023-24;
3. the five bus routes within the purview of STDC with the most complaints from the public, and the main subjects of complaints;
4. the five bus routes within the purview of TPDC with the most complaints from the public, and the main subjects of complaints;
5. the expenditure involved in the Government's handling of the aforesaid complaints concerning bus services;
6. how the Government handles and resolves the issues of bus routes with a relative large number of complaints.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 45)

Reply:

1. From 1 April 2023 to 29 February 2024, the Transport Department (TD) processed 92 items of bus service adjustments in Sha Tin District and Tai Po District, including introduction of new bus routes and short-working services, adjustment of frequencies or

service hours, amendments to routings or stops, adjustment of number or type of buses deployed and offer of new bus-bus interchange concessions.

2. From 1 April 2023 to 29 February 2024, among the complaints about bus services received by TD (including those referred by the 1823 Call Centre, Transport Complaints Unit hotlines, Legislative Council Members, District Council Members and other government departments, and those directly lodged with TD by members of the public), 3 104 cases related to Sha Tin District and 2 054 cases related to Tai Po District. Of these, 765 cases in Sha Tin District were received from two complainants while 1 167 cases in Tai Po District were received from four complainants.
3. The five bus routes in Sha Tin District with the most complaints and the main subjects of complaints are as follows:

| | Bus route | Number of complaints Note | Main subject of complaint |
|---|---|------------------------------|---------------------------|
| 1 | KMB Route No. 85X (Ma On Shan Town Centre - Hung Hom (Hung Luen Road)) | 739 [99] | Regularity of service |
| 2 | KMB Route No. 85 (Fo Tan Chun Yeung Estate - Kowloon City Ferry Pier) | 503 [72] | Regularity of service |
| 3 | KMB Route No. 85M (Kam Ying Court - Wong Tai Sin (Circular)) | 446 [55] | Regularity of service |
| 4 | KMB Route No. 81C (Yiu On - Tsim Sha Tsui East (Mody Road)) | 415 [67] | Regularity of service |
| 5 | KMB Route No. 80K (Sun Chui - Yu Chui Court) | 120 [37] | Regularity of service |

Note: The complaints were mainly received from two complainants, and each complaint from the two complainants involved more than one bus route. In the above figures, these cases are counted into the total numbers of complaint cases of the respective bus routes. The numbers of complaints concerning KMB Routes No. 85X, 85, 85M, 81C and 80K excluding these cases are 99, 72, 55, 67 and 37 respectively.

4. The five bus routes in Tai Po district with the most complaints and the main subjects of complaints are as follows:

| | Bus route | Number of complaints | Main subject of complaint |
|---|---|-------------------------------|--|
| 1 | KMB Route No. 75X (Tai Po (Fu Shin) - Kowloon City Ferry Pier) | 1 210 ^{Note} [43] | Regularity of service |
| 2 | KMB Route No. 271 (Tai Po (Fu Heng) - Jordan (West Kowloon Station)) | 90 | Regularity of service, driving behaviour and performance of bus captains |
| 3 | KMB Route No. 74X (Tai Po Central - Kwun Tong Ferry Pier) | 87 | Regularity of service, driving behaviour and performance of bus captains |
| 4 | KMB Route No. 64K (Yuen Long (West) - Tai Po Market Station) | 81 | Regularity of service and performance of bus captains |
| 5 | KMB Route No. 73X (Tsuen Wan (Nina Tower) - Tai Po (Fu Shin)) | 65 | Regularity of service and performance of bus captains |

Note: The complaints concerning KMB Route No. 75X were mainly received from four complainants. The number of complaints concerning KMB Route No. 75X excluding these cases is 43.

5. The tasks relating to the handling of complaints about franchised bus services are undertaken by the existing staff of TD as part of their established duties. There is no separate breakdown of resources involved.
6. TD has been handling and replying to all received complaints in accordance with established procedures, and will take appropriate follow-up actions on any substantiated cases. TD also holds regular meetings with franchised bus operators to review their service performance and put forward suggestions for improvement.

Regarding the issue of service regularity, TD will ask the franchised bus operators to improve the situation through better deployment of buses and manpower, etc. and operate their services according to the approved schedules. Regarding lost trips, TD may issue reminding and advisory letters to request the franchised bus operators for rectification. Depending on the persistence and severity of the lost trips situation, TD may go further to issue a warning letter, instructing the franchised bus operator to improve the situation and implement rectification measures within a specified period.

As regards issues concerning the driving behaviour and performance of bus captains, TD will ask the franchised bus operators to strengthen their bus captain training, closely monitor their bus captains' quality of driving and work attitude, and implement relevant improvement measures. TD will also regularly review the franchised bus operators' training for bus captains to ensure that the training provided is maintained at a high level of quality and up to the latest standards.

CONTROLLING OFFICER'S REPLY

TLB269

(Question Serial No. 3565)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To foster a pedestrian-friendly environment, one of the key measures of the “Walk in HK” initiative is to declutter non-essential traffic signs. Regarding revising and redesigning traffic signs, will the Government inform this Committee of the following:

1. the numbers of non-essential traffic signs decluttered and the locations involved in the past three years, with a breakdown by District Council district;
2. the latest progress of the initiative; the number of traffic signs to be redesigned and installed in the next three years, and the relevant works expenditure, implementation schedule and maintenance cost saved, with a breakdown by District Council district;
3. It is proposed that the Government could draw reference from overseas experience and use electrophoretic display as traffic signs, which can provide real-time traffic and weather information and bring about considerable savings on maintenance. Does the Government have any plan to accept the proposal? If yes, what are the details (including a comparison between the costs of such technology and traditional railings)? If no, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 3)

Reply:

1. The Transport Department (TD) has commenced the work to declutter non-essential traffic signs since August 2021. As at the end of 2023, the numbers of non-essential traffic signs decluttered in various districts are as follows:

| District | 2021 (August to December) | 2022 | 2023 |
|---------------------|--|-------------|--------------|
| Central and Western | 2 | 17 | 62 |
| Eastern | 20 | 16 | 24 |
| Southern | 0 | 40 | 30 |
| Wan Chai | 4 | 26 | 27 |
| Kowloon City | 1 | 0 | 48 |
| Yau Tsim Mong | 14 | 17 | 247 |
| Sham Shui Po | 2 | 17 | 94 |
| Wong Tai Sin | 9 | 6 | 91 |
| Kwun Tong | 0 | 32 | 93 |
| Tai Po | 0 | 12 | 54 |
| Yuen Long | 18 | 17 | 26 |
| Tuen Mun | 11 | 41 | 51 |
| North | 3 | 30 | 111 |
| Sai Kung | 0 | 46 | 4 |
| Sha Tin | 2 | 35 | 78 |
| Tsuen Wan | 17 | 27 | 206 |
| Kwai Tsing | 0 | 0 | 85 |
| Islands | 0 | 0 | 1 |
| Total | 103 | 379 | 1 332 |

2. The walkability enhancement measures under the “Walk in HK” initiative target at continuing to declutter non-essential traffic signs. TD has planned to inspect various districts in the territory in the next three years. Depends on road safety and traffic management assessment, it is initially estimated that an average of around 1 000 non-essential traffic signs will be decluttered annually throughout the territory. The actual number may be adjusted depending on the site conditions. As decluttering works will be carried out according to the actual traffic conditions and the works are of a small scale, no breakdown of the estimated expenditure is available. The works will be implemented as necessary with the district recurrent expenditures of the relevant works departments.

3. Due to technical constraints such as display size and readability, electrophoretic display is currently not suitable to be used in large traffic signs on highways. The technology is more suitable to be used in small traffic signs. However, the information provided by most of the small traffic signs is static and the design of the signs, including the content, colour and size of the signs, is governed by the relevant road traffic ordinances. In comparison, traditional fixed signs are able to serve the purpose, with a lower set-up cost and no requirement of changing batteries, thus being more cost-effective and requiring lower maintenance cost.

As for dissemination of dynamic traffic information, large variable message signs are installed on the strategic routes in Hong Kong, providing general road information, including traffic conditions ahead and road safety messages. TD will also disseminate

real-time traffic information through the “HKeMobility” mobile application to facilitate the public plan their trips in a more convenient and personalised manner.

TD will continue to monitor the technological development and application of electronic signage.

- End -

CONTROLLING OFFICER'S REPLY

TLB270

(Question Serial No. 3612)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) launched the HKeToll, a free-flow tolling system, in May 2023. Will the Government inform this Committee of the following:

1. the number of complaints received each month since the implementation of the system;
2. the number of errors in toll collection each month since the implementation of the system;
3. the number of suspected fraudulent use of the licence plate numbers since the implementation of the system;
4. the number of cases of evasion each month since the implementation of the system; among which the number of cases brought before the court for handling and prosecution each month; whether there are cases that failed to be prosecuted;
5. during the early stage of the launch of the system, cases were verified manually and therefore human errors were made. Is information still being verified manually at present and is there any mechanism to minimise errors?
6. HKeToll consultation counters were set up at designated MTR stations throughout the territory from February 2023 to 31 January 2024. What was the total operating cost of the consultation counters? Which department was to bear the cost?
7. TD pointed out that HKeToll would only be implemented at the Tai Lam Tunnel after its reversion to the Government, causing inconvenience and confusion to the users. Has TD discussed with the tunnel operator concerned for early implementation of HKeToll at the Tai Lam Tunnel before the takeover by the Government?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 122)

Reply:

1. & 2.

HKeToll, the free-flow tolling service, was smoothly implemented at the seven government tolled tunnels and the Tsing Sha Control Area (TSCA) (namely, the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel) in 2023. Since the implementation of HKeToll up to February 2024, there were about 68 toll related enquiries/complaints on average per day, accounting for about 0.017% of the overall average daily traffic flow (about 410 000 vehicles) using HKeToll. The numbers of complaints received by TD and the toll service provider (TSP) with a breakdown by month and by type are set out below:

| | Number of complaint cases | |
|----------------|---------------------------------------|---|
| | Related to toll and surcharge payment | Not related to toll and surcharge payment |
| May 2023 | 528 | 2 438 |
| June 2023 | 1 622 | 1 200 |
| July 2023 | 2 751 | 2 380 |
| August 2023 | 2 807 | 1 268 |
| September 2023 | 2 267 | 761 |
| October 2023 | 2 260 | 922 |
| November 2023 | 2 698 | 670 |
| December 2023 | 2 825 | 565 |
| January 2024 | 2 334 | 604 |
| February 2024 | 1 794 | 501 |

- There were a total of 14 enquiries/complaints related to suspected fraudulent use of the licence plate numbers since the implementation of HKeToll up to February 2024. Upon receipt of the enquiry/complaint, the TSP will check the record, confirm the licence plate number in question and reply to the vehicle owner concerned so that the vehicle owner can seek assistance from the Police. The TSP will also provide the relevant information to the Police to assist in the investigation when necessary.
- The Government has been appealing to registered vehicle owners to complete the three steps for HKeToll service as soon as possible: (1) install a vehicle tag, (2) open a HKeToll account and (3) set up an automatic payment means, so as to fully enjoy the convenience of the HKeToll. Registered vehicle owners have to pay the tolls within 14 working days after passing through the tolled areas. Otherwise, a surcharge will be imposed. TD may apply to the magistracy under the law, demanding the vehicle owners concerned to settle the relevant amount.

TD has progressively referred cases of outstanding tolls to the magistracy. As at end February 2024, there were about 34 000 cases of unpaid tolls, accounting for about 0.03% of the overall traffic flow (approximately 125 million vehicles). The magistracy has also progressively conducted hearings on cases of outstanding tolls and surcharges, and issued orders to the registered vehicle owners involved, demanding them to settle all outstanding amounts (including toll, initial surcharge of \$175 and further surcharge of \$350), as well as relevant penalty and costs for each case. The magistracy has also directed TD to refuse the applications of license renewal and vehicle transfer for the

vehicles involved in the case. The magistracy may issue an order directing that the sum adjudged to be paid be levied on any goods and chattels of the vehicle owners concerned by distress and sale thereof.

5. As some vehicles still do not have their vehicle tags installed, and some of them might not have sufficiently legible vehicle registration marks on the vehicle number plates to be accurately identified by the automatic number plate recognition system, manual image review has to be carried out by the TSP. The TSP has developed dedicated programmes to enhance the system's capability to recognise vehicle registration marks and stepped up training for frontline staff on techniques to accurately identify licence plates with a view to further strengthening the accuracy of identifying vehicle registration marks.
6. To assist vehicle owners in applying for vehicle tags, opening HKeToll accounts and setting up payment means, setting up electronic notifications, as well as making toll payment in arrears online, TD has engaged service providers following open tender exercises to set up HKeToll consultation counters at 25 designated MTR stations throughout the territory since 24 February 2023, including Sai Ying Pun, Wan Chai, Shau Kei Wan, Wong Chuk Hang, North Point, Wong Tai Sin, Kai Tak, Ngau Tau Kok, Nam Cheong, Hung Hom, Kowloon, Prince Edward, Kowloon Tong, Ho Man Tin, Long Ping, Sheung Shui, Wu Kai Sha, Tai Wai, Tsuen Wan West, Siu Hong, Tai Po Market, Tung Chung, Tsing Yi, Kwai Fong and Tiu Keng Leng. Subsequently, the consultation counters at Kai Tak, Hung Hom, Kowloon and Tai Wai stations ceased operation from 8 May 2023 due to service adjustments. With the smooth implementation of HKeToll at all government tolled tunnels and TSCA, and more than 90% of the vehicles and owners having been issued with vehicle tags and having opened HKeToll accounts respectively, TD announced in January 2024 that all HKeToll MTR consultation counters terminated their services from 1 February 2024 onwards.

TD's total expenditure on HKeToll MTR consultation counters was about \$20 million, which was borne by TD.

7. Currently, the Tai Lam Tunnel is governed by the Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap. 474) and its subsidiary legislation, and operated by the Route 3 (CPS) Company Limited (the franchisee). The "Build-Operate-Transfer" franchise of Tai Lam Tunnel will expire in May 2025, after which it will be taken over by the Government to become a government tunnel.

The Government and the franchisee have held discussions. Early implementation of the free-flow tolling service of HKeToll at the Tai Lam Tunnel involves many considerations, including commercial consideration on the sharing of the construction and operational costs of HKeToll by the franchisee, amendment of the existing legislation, redundancy of toll collection staff employed by the franchisee, etc. The Transport and Logistics Bureau and TD have established an inter-departmental working group to prepare for the takeover of the tunnel, including early implementation of HKeToll upon takeover of the tunnel.

CONTROLLING OFFICER'S REPLY

TLB271

(Question Serial No. 3613)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To encourage eligible organisations to hold activities on the outlying islands, the Transport Department (TD) launched the “Visiting Scheme to Outlying Islands” (the Scheme) in 2012 to provide subsidy for free ferry rides. The Scheme was suspended from 2020 to 2022 due to the epidemic. Will the Government inform this Committee of the following:

1. the annual numbers of persons subsidised to visit various outlying islands with free ferry rides and the annual amounts of subsidy under the Scheme in the past five years;
2. the current total number of outlying island ferry routes covered by the Scheme;
3. the current staff establishment relating to the implementation of the Scheme;
4. whether the Government plans to extend the scope of the Scheme to cover more outlying islands and include kaito routes serving outlying islands, so that more members of the public in need can visit more local outlying islands under the Scheme;
5. the current annual subsidy funding for the Scheme. If the funding for that year has not been used up, would it be carried forward as additional funding for the following year?
6. at present, an applying organisation is required to submit the application documents to TD at least 30 days before holding the activity. Will the Government consider introducing online application, relaxing the document submission deadline and increasing the annual subsidy funding so as to facilitate more organisations to apply and participate in the Scheme, and in turn promote the local economy of the outlying islands?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 123)

Reply:

1. to 4. The Transport Department (TD) launched the “Visiting Scheme to Outlying Islands” (the Scheme) in 2012, mainly aiming to encourage eligible organisations, such as schools, uniformed groups, non-governmental organisations, community

and local groups to hold activities on the outlying islands, to reduce the travelling expenses of organisations for holding activities, and to boost the patronage of the outlying island ferry services. Successful applicants will be provided with free ferry rides to travel to and from the outlying islands covered in the Scheme to hold activities. When the Scheme was first launched, it covered five ferry routes, including the “Central - Yung Shue Wan”, “Central - Peng Chau”, “Central - Cheung Chau”, “Central - Mui Wo”, and “Central - Sok Kwu Wan”.

To tie in with the social distancing measures in response to the epidemic, the Scheme was suspended from 2020 to 2022. The Government relaunched the Scheme in July 2023 and extended the Scheme to cover ferry services to and from Lantau Island (Tung Chung, Sha Lo Wan and Tai O), Ma Wan and more services serving Lamma Island. Currently, the Scheme covers a total of ten ferry routes serving five outlying islands, including Cheung Chau, Lantau Island (Mui Wo, Tung Chung, Sha Lo Wan and Tai O), Peng Chau, Lamma Island (Yung Shue Wan and Sok Kwu Wan) and Ma Wan.

The annual numbers of persons subsidised under the Scheme and the annual amounts of subsidy in respect of each outlying island ferry routes in the past five years are tabulated below:

| Year | Ferry Route | Number of Persons Subsidised | Amount of Subsidy (\$) |
|--|---|-------------------------------------|-------------------------------|
| 2019 ^{Note 1} | Central - Yung Shue Wan | 3 708 | 63,023 |
| | Central - Peng Chau | 2 568 | 62,237 |
| | Central - Cheung Chau | 5 610 | 61,839 |
| | Central - Mui Wo | 3 359 | 58,025 |
| | Central - Sok Kwu Wan | 1 573 | 37,527 |
| 2020 | Scheme suspended due to the epidemic | | |
| 2021 | | | |
| 2022 | | | |
| 2023 ^{Note 2} (from 17 July onwards) | Central - Yung Shue Wan | 2 867 | 63,999 |
| | Central - Peng Chau | 851 | 23,879 |
| | Central - Cheung Chau | 2 742 | 36,176 |
| | Central - Mui Wo | 1 266 | 30,210 |
| | Central - Sok Kwu Wan | 511 | 13,021 |
| | Tuen Mun - Tung Chung - Sha Lo Wan - Tai O | 203 | 5,481 |

Note 1: The Scheme before 2020 covered the five ferry routes listed in the column to the right.

Note 2: TD did not receive any application for the Scheme in respect of the four ferry routes “Aberdeen - Sok Kwu Wan via Mo Tat”, “Aberdeen - Pak Kok

Tsuen - Yung Shue Wan”, “Ma Wan - Central” and “Ma Wan - Tsuen Wan” in 2023.

TD will continue to monitor the application situation and demand for the Scheme. Processing of the relevant applications is undertaken by the existing staff of TD and there is no separate breakdown of the manpower involved.

5. to 6. Estimated expenditure for the Scheme for 2024-25 is about \$900,000. This being an item of recurrent expenditure, any unused provision cannot be carried forward for use in the following year. With reference to the actual expenditure for the Scheme in the past, the provision will be sufficient to meet the needs of the Scheme.

At present, applying organisations may submit application form for the Scheme by fax, by post or in person to TD. From early April 2024 onwards, TD also accepts applications through email. In view of the time required for processing the applications and that ferry operators also need to make operational arrangements, including reservation of sufficient seats in the specific ferry sailings, TD considers that the existing requirement for the applying organisations to submit application 30 days before holding the activities is appropriate.

- End -

CONTROLLING OFFICER'S REPLY

TLB272

(Question Serial No. 3614)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Legislation requires that for a motor vehicle running on a road, the driver shall ensure that any load is properly secured to or contained inside the vehicle. However, some goods vehicles, garbage recycling trucks and grab-mounted lorries have their loading compartment height augmented by means of a few wooded boards to increase their capacity, and are then driven on the road without any cover. As a result, objects fall off the vehicles to the road surface from time to time, threatening the safety of other road users. In this regard, will the Government inform this Committee of the following:

1. What are the annual numbers of prosecution cases relating to insecure loads on vehicles in the past five years?
2. For goods vehicles with unenclosed compartments running on a road, are the drivers currently required by the law to cover the loosely stacked goods with awnings, etc. to prevent their falling off during the journey. If yes, what are the details? If no, what are the reasons?
3. Given the large number of prosecution cases relating to insecure loads on vehicles every year, there are views that the definition of "properly secured" in the legislation is vague, leading to insufficient awareness of drivers in load security, and thus frequent incidents of objects falling off from vehicles. For ensuring safety in this connection, will the Government review the existing legislation and increase the penalties?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 124)

Reply:

The Government attaches great importance to road safety, including matters relating to the loadings on vehicles. Having consulted the Hong Kong Police Force (HKPF), the Transport Department (TD) provides a consolidated reply to the question as follows:

The loadings on vehicles shall comply with the provisions of the relevant road traffic regulations. In general, the driver shall ensure that any load is properly secured to or carried

inside the vehicle and that its weight and the manner in which it is placed in the vehicle shall not cause danger to any person. To enhance the goods vehicle trade’s awareness of safe loading, TD, in consultation with the trade, has compiled the Code of Practice for the Loading of Vehicles (CoP). The CoP aims to ensure that owners, operators and drivers of goods vehicle are aware of their obligations with regard to safe transport of goods in accordance with the law. It also provides guidance as to the most appropriate means of transporting goods. For example, as regards carrying loose bulk loads (such as sand, ballast, aggregate, waste etc.), the CoP sets out in detail the matters for attention, including the inspection and maintenance of vehicle equipment, height of vehicle body panels, provision of covers and arrangement of loads etc.

The numbers of enforcement actions by HKPF against insecure loads in the past five years are tabulated below:

| Year | Enforcement actions against insecure loads |
|------|--|
| 2019 | 962 |
| 2020 | 962 |
| 2021 | 738 |
| 2022 | 837 |
| 2023 | 695 |

Apart from regulating the carrying of goods on vehicles through legislation and stepping up enforcement actions, TD has been collaborating with the Road Safety Council and HKPF to promote road safety among all road users (including commercial vehicle and goods vehicle drivers) through various publicity and educational activities, for example production and broadcasting of TV and radio announcements of public interest (APIs), publication and distribution of “Road Safety Bulletin” and leaflets, posting of video clips and dissemination of messages via social media platforms etc. TD also brings across safety messages on goods transportation to the public via the variable message signs on highways, alerting road users to the matters for attention regarding road safety (including securing and properly covering the loads, properly closing the tail boards and never exceeding the height and load limits etc.) so as to foster good driving behaviour among the drivers. Furthermore, TD publishes the “Goods Vehicle Trade Newsletter” periodically and holds regular meetings with the goods vehicle trade to disseminate messages of road safety, reminding them of the need to take appropriate measures in goods transportation.

The Government will continue with its multi-pronged efforts through legislation, publicity and education to promote goods transportation safety and will keep reviewing the relevant legislation timely.

- End -

CONTROLLING OFFICER'S REPLY

TLB273

(Question Serial No. 3615)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The government exempted franchised buses from paying tolls when using government tolled tunnels and control areas starting from February 2019. Franchised bus operators are required to keep the toll saved in the dedicated fund accounts they set up, i.e. the Franchised Bus Toll Exemption Fund. Will the Government inform this Committee of the following:

1. the respective annual amount of toll subsidy granted for each franchised bus company since the implementation of the scheme and the total subsidy amount granted each year;
2. the staff establishment of the Fund and the annual administrative cost excluding the amount of toll subsidy since the implementation of the scheme;
3. whether the amount covers the tolls incurred by the franchised buses when not in service;
4. the procedures that the Government uses to provide the subsidy to the bus companies; and
5. whether the Government will consider extending the subsidy scope to cover public light buses and private light buses to help address the difficult operation environment of the trades in recent years.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 125)

Reply:

All franchised buses have been exempted from paying tolls for government tolled 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 franchised bus operators. 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.

In the daily operation of franchised buses, buses would need to use government tolled tunnels and roads when not in service due to vehicle deployment and operational needs. The tolls for such journeys are also exempted and the tolls saved need to be kept in the accounts under the Fund.

Franchised bus operators are required to set up and maintain the Fund for their respective franchises and bear the relevant administrative costs, as well as submit returns to the Transport Department (TD) for review. The work in relation to monitoring the operation of the Fund is conducted by existing staff of TD as part of their overall duties and therefore no separate breakdown of expenditure and manpower could be provided.

Regarding the other transport modes, most green minibus routes currently do not operate via government tolled tunnels and roads. As such, basically no actual effect would be achieved by granting toll exemption to them. For red minibuses and private light buses, since their fares are not subject to regulation by the Government, it is unable to ensure that the effect of mitigating the rate of fare increase or reducing the pressure for fare increase can be achieved through granting them toll exemption.

The amount of tolls for government tunnels and control areas exempted under the Fund since its implementation in 2019 by franchise is set out in the table below:

| Franchise (Note 1) | Amount of tolls for government tunnels and control areas exempted (\$'000) | | | | |
|-----------------------|---|---------|---------|---------|---|
| | 2019 | 2020 | 2021 | 2022 | 2023 |
| KMB | 132,558 | 140,708 | 140,926 | 129,448 | 148,644 |
| CTB (F1) | 32,542 | 36,062 | 35,995 | 31,039 | CTB (Urban and New Territories): 104,311 (Note 2) |
| NWFB | 40,488 | 43,360 | 42,672 | 34,401 | - |
| CTB (F2) | 18,011 | 15,666 | 733 | 602 | 8,319 |
| LW | 25,725 | 23,007 | 897 | 858 | 1,076 |
| NLB (Note 3) | 8.3 | 9.0 | 0.4 | 0.2 | 0 |
| Total | 249,332 | 258,812 | 221,223 | 196,348 | 262,350 |

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)
- CTB (Urban and New Territories): Citybus Limited (Franchise for the Urban and New Territories bus network)
- NWFB: New World First Bus Services Limited
- LW: Long Win Bus Company Limited
- NLB: New Lantao Bus Company (1973) Limited

Note 2:

As decided by the Chief Executive in Council, the franchises of CTB (F1) and NWFB were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing at 4 a.m. on 1 July 2023. The amount of tolls for government tunnels and control areas exempted for CTB (F1) and NWFB before the merger in the year is reflected in the account of CTB (Urban and New Territories) for the year of 2023 as shown in the table above.

Note 3:

NLB operates no route via government tolled tunnels. It has only one recreational route using the Lantau Link. The tolls of the Lantau Link have been waived from 27 December 2020 and so basically NLB has not benefited from the toll exemption since 2021.

- End -

CONTROLLING OFFICER'S REPLY

TLB274

(Question Serial No. 3616)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department launched a trial scheme for about six months to enhance zebra crossing facilities, which aims to make the crossing more conspicuous. In this connection, will the Government inform this Committee of the following:

1. during the implementation of the trial scheme, the number of locations where new Belisha beacons were provided for zebra crossings;
2. after the completion of the trial scheme, whether the new Belisha beacons at the above locations be retained or reverted to traditional design;
3. the power consumption rate and the failure rate of the new Belisha beacons as compared with traditional yellow globe lamps;
4. the total expenditure for the trial programme together with administrative costs; and the cost of each new Belisha beacon; and
5. the effectiveness of the trial programme; and whether it will be extended to other locations?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 126)

Reply:

1. From April to October 2022, the Transport Department (TD) implemented the trial scheme to enhance zebra crossing facilities by replacing traditional Belisha beacons with new beacons in a total of five zebra crossings in Kwai Tsing, Sham Shui Po, Kowloon City and Tai Po districts. The new beacons consist of a halo of flashing yellow light and a post with flashing white bands. They are more visible than the traditional design of a yellow globe lamp atop a black and white post and can better remind motorists of the presence of zebra crossings.

- 2-4. The power consumption of each traditional Belisha beacon and new beacon is about 10 watts and 46.5 watts respectively. During the trial period, maintenance department received around 20 reports of malfunctions of traditional Belisha beacons, accounting for about four per cent of the total number of such beacons. As for the new beacons, four sets of them were reported to flash asynchronously due to product design at the early stage of the trial scheme but the situation had been rectified after replacement of parts. The above trial scheme involved 11 new beacons, with a total expenditure of about \$1.25 million, or an average of about \$114,000 per beacon. The new beacons installed under the scheme will be retained and continue to be used.
5. As the trial has shown a positive effect of the new Belisha beacons at zebra crossings on reminding motorists to stop and give way to pedestrians, TD is planning to replace all traditional Belisha beacons at zebra crossings on public roads in Hong Kong. The relevant project is under tendering, with replacement works expected to commence in end 2024 for completion in 2028.

- End -

CONTROLLING OFFICER'S REPLY

TLB275

(Question Serial No. 3617)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is reported that the Transport Department (TD) once intended to relax prohibition to allow the “red minibuses” of public light buses (PLBs) to access Kwun Tong Bypass throughout the day so as to relieve the traffic burden on roads in the area and at the same time ease the increasingly difficult operating conditions of the PLB trade resulting from railway development and increases in tunnel tolls. In this regard, will the Government inform this Committee of the following:

1. What is the current number of registered PLBs in Hong Kong?
2. Does the Government plan to relax prohibition within this year to allow PLBs to access Kwun Tong Bypass throughout the day? If yes, what are the details? If no, what are the reasons?
3. Has the Government conducted any study in the past five years regarding the operating boundaries and districts to be opened up for access by PLBs? Are the Island Eastern Corridor and Central-Wan Chai Bypass included in the list for consideration?
4. There have all along been comments that as a result of inadequate public transport services, the situation in many new development areas, such as the Anderson Road Quarry Development area in Kwun Tong and the Queen's Hill area in Sheung Shui, has long remained unimproved. Has the Government considered relaxing restrictions to allow PLBs to operate in these areas as feeder services throughout the day under certain conditions and within a limited period?
5. Apart from opening up operating boundaries and districts for access by PLBs, what measures does the Government have for helping to improve the business environment of the PLB trade?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 127)

Reply:

Public light buses (PLBs) play an important supplementary role by serving areas with relatively lower passenger demand or where the use of high carrying capacity transport modes is not suitable. There are two types of PLBs, namely green minibus (GMB) and red minibus (RMB).

The Transport Department (TD) has always been concerned of the operating conditions of RMBs and will, addressing the requests of the trade, provide suitable and practicable assistance. Regarding the questions raised, we reply as follows:

1. As at end 2023, the numbers of registered GMBs and RMBs were 3 393 and 950 respectively.
2. & 3. Under existing policy, the operating boundaries of RMB services are subject to some restrictions, including the prohibition of access to new towns or new housing development areas, as well as expressways such as Kwun Tong Bypass, Island Eastern Corridor, Central-Wan Chai Bypass Tunnel etc. (except those with exemption).

TD has been providing suitable and practicable assistance to the RMB trade, such as by appropriately relaxing or rescinding some RMB prohibited zones, including some restricted sections on expressways, having regard to the trade's requests and the actual circumstances of individual locations. For example, in October 2019, TD relaxed prohibition to allow RMBs to access some sections of Tsing Sha Highway to ply between New Territories East and Kowloon. In July 2021, the prohibition was relaxed to allow RMBs to access a section of Island Eastern Corridor (eastbound) between Tung Hei Road and Wing Tai Road within specified time periods to facilitate their access to the Chai Wan LPG Filling Station. Further, in November 2022, on the premise of not affecting road conditions and other public transport services, TD relaxed prohibition to allow RMBs to access a section of Kwun Tong Bypass between Wang Chiu Road and Tseung Kwan O Road/Lei Yue Mun Road and a section between Kwun Tong Bypass (viaduct section) and Wai Fat Road within specified time periods.

TD will continue to explore and liaise with the trade on the possibility of relaxing or rescinding other passenger pick-up/drop-off restricted zones and prohibited zones in order to facilitate their business operation.

4. TD continues to enhance the public transport network in various districts having regard to local development, demographic changes, completion of transport infrastructures and the operation and level of public transport services therein. When planning on public transport services for major housing development projects, TD will adopt a holistic approach to consider whether a public transport network comprising various public transport modes including franchised bus and GMB services should be provided to appropriately meet the different transport needs of the residents.

Regarding the Anderson Road Quarry Development area in Kwun Tong, there are currently 15 franchised bus routes and three GMB routes serving that area, facilitating residents' travel to and from the MTR station nearby, as well as districts across Hong

Kong Island, Kowloon and the New Territories. Also, through a footbridge system, residents may reach Sau Mau Ping Road in the vicinity for public transport services (including RMBs). In addition, to cater for future development in the district, TD has already planned to introduce four new franchised bus routes and two new GMB routes to serve between the Anderson Road Quarry site and other districts so as to further enhance the public transport network for the area.

As for the Queen's Hill housing development area in Fanling, TD has been closely monitoring the operating conditions and changes in patronage of public transport services in the area and actively coordinating with the franchised bus companies and GMB operators to timely strengthen their services in light of the progress of population intake of the public housing developments concerned. Measures include introduction of new routes, extension of service hours and enhancement in trip frequencies. At present, there are 12 bus routes and two GMB routes serving the Queen's Hill area, with the transport network covering feeder services within North District as well as direct services connecting to other major districts (i.e. New Territories West, Kowloon West, Kowloon East, Island East and Island West). These services can generally meet the daily commuting needs of local residents. Meanwhile, in the 2024-25 North District Bus Route Development Programme, TD has proposed an additional bus route to run between Queen's Hill and New Territories East (to and from Tai Wai Station via Tai Po) so as to further improve the public transport network for the Queen's Hill area.

PLB plays an important role in the planning of public transport services for new housing development areas. The Government will introduce new GMB routes to encourage the conversion of RMBs into GMBs. To support the transport needs of the housing development areas of Anderson Road Quarry in Kwun Tong and Queen's Hill in Fanling, TD has introduced five GMB routes, with another two new routes being planned. As such, currently TD has no plan to relax the prohibition and allow RMBs to access the new development areas of Anderson Road Quarry and Queen's Hill etc.

5. Apart from relaxing or rescinding some RMB prohibited sections on expressways, TD will also consider appropriately relaxing or rescinding some passenger pick-up/drop-off restricted zones for RMBs subject to the actual road conditions at individual locations. Also, provided that road safety is not compromised and road users not obstructed, TD will consider allowing some RMBs to park at designated PLB stands during night time, so as to meet their operational needs.

During the epidemic in the past three years, the Government provided various subsidies for the PLB trade, including fuel subsidies and non-accountable subsidies, under the Anti-epidemic Fund. Meanwhile, the application period of the Special 100% Loan Guarantee under the SME Financing Guarantee Scheme has been extended to the end of March this year. Under the scheme, the Government provides 100% guarantee for the special loans, aiming at alleviating the cash flow difficulties of eligible small and medium enterprises (SMEs) including PLB operators.

The Government understands that the PLB trade, including RMBs, has been facing a persistent and acute problem of driver shortage. To address the issue, the Labour

Importation Scheme for Transport Sector - Public Light Bus/Coach Trade was introduced in July 2023 to, on the prerequisite of safeguarding the priority for employment of local labour, suitably allow the eligible PLB operators to import drivers.

The Government will continue to closely monitor on the operating conditions of PLBs and maintain close communication with the stakeholders to explore more feasible measures to enhance the business environment of the trade and maintain the reliability of public transport services.

- End -

CONTROLLING OFFICER'S REPLY

TLB276

(Question Serial No. 3618)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The “water taxi” ferry service (WTFS) commenced operation in July 2021. Will the Government inform this Committee of the following:

1. How many routes of WTFS have been operated since its launch? Has any route ceased operation and what are the reasons?
2. What is the annual patronage of respective routes of WTFS since its launch?
3. Taxis should provide “point-to-point” services at the request of passengers. However, at present, WTFS operates as kaito ferry services with fixed routeings and sailings. Has the Government considered operating commercial vessels in the Victoria Harbour that allows passengers to select destinations of their choices with a view to improving connectivity of the harbourfront and flexibility of WTFS operation?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 128)

Reply:

1. and 2.

WTFS is mainly of a sightseeing and tourism nature, providing recreational services for the public and tourists travelling across the Victoria Harbour. Since WTFS commenced operation on 1 July 2021, the operator has provided different routes plying across the Victoria Harbour having regard to various factors such as passenger demand, etc. Owing to the COVID-19 pandemic, the services of some routes have been adjusted.

From July 2021, WTFS has operated a route plying between Hung Hom and Central via Tsim Sha Tsui East (TSTE) (Hung Hom - Central route), with one sailing on Saturdays. In light of the fifth wave of the COVID-19 pandemic in early 2022, the route was temporarily suspended from 9 February to 20 May 2022.

To tie in with the opening of the M+ Museum at the West Kowloon Cultural District, the WTFS operator had 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. Subsequently, due to the fifth wave of the COVID-19 pandemic, the route was temporarily suspended from 16 January 2022. In light of the easing of the

epidemic situation and the gradual lifting of social distancing measures, the Central - TSTE route has been adjusted to operate two sailings plying between TSTE and West Kowloon via Wan Chai and Central (TSTE - West Kowloon route) on Saturdays from 14 January 2023.

To attract more tourists to use WTFS, the operator has enhanced its services starting from 6 October 2023 by merging the Hung Hom - Central route and the TSTE - West Kowloon route into a route with seven daily sailings plying between TSTE and Central via Wan Chai. On Saturdays, Sundays and public holidays, the first two sailings will depart from TSTE then return to TSTE via West Kowloon, and resume the original routeing.

The annual patronage of each of the above routes is as follows:

| Route | Operation Date | Patronage | | | |
|---|---|-----------|-------|--------|-----------------------------|
| | | 2021 | 2022 | 2023 | 2024 (As at 29 February) |
| Hung Hom - Central (via TSTE) | From 1 July 2021 to 30 September 2023 | 3 379 | 4 407 | 2 904 | N/A |
| Central - TSTE (via West Kowloon) | From 12 November 2021 to 15 January 2022 | 190 | 18 | N/A | N/A |
| TSTE - West Kowloon (via Wan Chai and Central) | From 14 January 2023 to 30 September 2023 | N/A | N/A | 1 101 | N/A |
| TSTE - Central (via Wan Chai / West Kowloon) | Commenced operation on 6 October 2023 | N/A | N/A | 17 958 | 23 366 |

- WTFS is a licensed ferry service that provides mass-transit services with fixed routeings and sailings plying between various berthing points on both sides of the Victoria Harbour. The existing service operates flexibly to allow passengers to choose the departures and berthing points that suit their own needs, and the operator can also apply to the Transport Department (TD) for increasing berthing points or providing other route services in view of passenger demand. The carrying capacity of each WTFS vessel is between 100 and 170, which allows the operator to flexibly respond to passenger demand and use resources more effectively to achieve higher cost-effectiveness. TD and the operator of WTFS will continue to closely monitor the services provided and the passenger demand, and further improve the services in a timely manner to attract the public and tourists.

- End -

CONTROLLING OFFICER'S REPLY

TLB277

(Question Serial No. 3653)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please inform this Committee of the following:

1. in the past five years and in the future, whether the following plans and resources were/will be put in place to promote a more convenient travelling experience for persons with disabilities (PwD) using the MTR;
2. whether it has considered how to coordinate with other government departments such as the Highways Department (HyD) and the MTRCL in planning the feasible locations of additional lifts connecting the station concourse and the ground level; and
3. how it will work with the MTRCL on the provision of additional street-level lifts and other ancillary facilities outside the stations, including the provision of additional signage, exits, exit connection services, etc., so as to shorten the time spent by wheelchair users and other people in need on travelling on the MTR.

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 36)

Reply:

The MTR Corporation Limited (MTRCL) now provides at least one type of barrier-free access facilities, such as lift, ramp, stair lift or wheelchair aid, at all MTR stations. To facilitate the use of railway services by passengers with different types of disabilities, accessible facilities such as wide gate, tactile guide path, next stop announcement system, braille map, audible device providing audible Octopus reading, induction loop, etc. have been installed at stations. Moreover, to assist passengers in need, MTRCL has added new functions in its "MTR Care" mobile application, such as providing real-time operation status of barrier-free facilities and station lifts and a trial version of portable ramp booking service. MTRCL will continue to proactively communicate with PwD groups on a regular basis with a view to continuously enhancing railway services.

After carrying out numerous improvement works in recent years, including the completion of installation of a stair lift at Tin Hau Station in 2022, Fortress Hill Station is the only station among the 99 MTR stations without a passenger lift connecting the station concourse and ground level. HyD is constructing the Braemar Hill Pedestrian Link, which includes the construction of a subway and passenger lift connecting the Fortress Hill Station and is expected to be completed in 2027. MTRCL will also improve the accessibility of individual stations as necessary. For example, the installation of the second lift connecting ground level and the station concourse at Mei Foo Station is expected to be completed within this year. By then, there will be an additional barrier-free access at the station. When constructing new railways, passenger lifts connecting station platform, concourse and ground level are standard provisions, subject to actual circumstances.

- End -

CONTROLLING OFFICER'S REPLY

TLB278

(Question Serial No. 3760)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. What are the total numbers of taxis in Hong Kong and the numbers of taxis operating in various districts (e.g. Hong Kong Island taxis, Kowloon taxis, New Territories taxis and Lantau taxis) in the past five years (i.e. from 2019 to the present)? What are the changes in the numbers over the past five years?
2. During the same period, what are the total numbers of taxi licences in Hong Kong and the numbers of taxi licences in various districts each year? Is there a significant difference between the number of taxi licences and the number of taxi driving licence holders? What are the reasons for the difference?
3. What are the average market trading prices of taxi licences in each of the past ten years? In which years were the highest and lowest prices recorded and what was the difference? What were the main reasons for the high and low prices?
4. Please provide a breakdown of the annual changes in the numbers of various types of taxis (e.g. barrier-free taxis, seven-passenger seater taxis, electric taxis and traditional five-passenger seater taxis, etc.) in the past five years (i.e. from 2019 to the present), and the changes in their proportions in the total numbers of taxis.
5. What are the numbers of enforcement actions taken by the Transport Department (TD)/the Hong Kong Police Force (HKPF) against unscrupulous taxi drivers each year? Please provide a breakdown of the numbers of cases by different levels of penalties (e.g. point deduction, fines, suspension of driving licences, etc.) and by year.

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 506)

Reply:

1. and 2. At present, there are 18 163 registered taxis in Hong Kong, of which 15 250 are urban taxis, 2 838 are New Territories (NT) taxis and 75 are Lantau taxis. There has been no change to these figures in the past five years. In respect of permitted operating areas, urban taxis can operate in any area in Hong Kong (except Tung

Chung Road and roads in South Lantau), while NT taxis and Lantau taxis can only operate in designated permitted operating areas specified in Schedule 7 to the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E).

All registered taxis must have a taxi licence issued by TD before they can be driven on roads. The numbers of various types of licensed taxis and the numbers of valid taxi full driving licence holders in each of the past five years are set out in the following tables:

| Licensed taxis | | | | |
|---|-------------------|----------------|--------------------|--------------|
| Year (as at the end of the year) | Urban taxi | NT taxi | Lantau taxi | Total |
| 2019 | 15 231 | 2 826 | 75 | 18 132 |
| 2020 | 15 191 | 2 818 | 75 | 18 084 |
| 2021 | 15 192 | 2 794 | 75 | 18 061 |
| 2022 | 15 081 | 2 737 | 74 | 17 892 |
| 2023 | 15 020 | 2 712 | 74 | 17 806 |
| 2024 (as at the end of February) | 15 026 | 2 704 | 74 | 17 804 |

| Valid taxi full driving licence holders | |
|--|----------------------|
| Year (as at the end of the year) | No. of people |
| 2019 | 206 866 |
| 2020 | 203 027 |
| 2021 | 203 880 |
| 2022 | 204 042 |
| 2023 | 206 884 |
| 2024 (as at the end of February) | 207 559 |

As not all valid taxi full driving licence holders would choose to engage in the taxi trade, and some drivers may also hold driving licences for other commercial vehicles and choose to engage in other transport trades, it is not appropriate to directly compare the number of licensed taxis with the number of valid taxi full driving licence holders.

3. The existing 18 163 registered taxis are freely transferable in the market and their prices are market determined. TD does not have information on the market trading prices of all registered taxis in Hong Kong.
4. The numbers of licensed taxis by vehicle type in each of the past five years are tabulated below:

| Year (as at the end of the year) | Wheelchair accessible taxi | | Electric taxi | | Others | |
|--|-------------------------------|-----------------------------------|---------------|-----------------------------------|--------|-----------------------------------|
| | No. | % in the total no. of taxis | No. | % in the total no. of taxis | No. | % in the total no. of taxis |
| 2019 | 892 | 4.9% | 0 | 0% | 17 240 | 95.1% |
| 2020 | 1 613 | 8.9% | 0 | 0% | 16 471 | 91.1% |
| 2021 | 2 673 | 14.8% | 0 | 0% | 15 388 | 85.2% |
| 2022 | 3 721 | 20.8% | 1 | 0% | 14 170 | 79.2% |
| 2023 | 4 606 | 25.9% | 17 | 0.1% | 13 183 | 74.0% |
| 2024 (as at the end of February) | 4 697 | 26.4% | 36 | 0.2% | 13 071 | 73.4% |

Note: The Legislative Council approved amendments to the Third Schedule to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) in December 2023 to increase the maximum passenger seating capacity of taxis from five to six. As at the end of February 2024, licensed taxis were four- or five-passenger seater taxis.

5. According to the information from the HKPF, the numbers of enforcement actions taken against some taxi-driver-related offences in each of the past three years are tabulated below:

| Offence | Number of enforcement actions taken | | |
|---|-------------------------------------|------|------|
| | 2021 | 2022 | 2023 |
| Wilfully refusing or neglecting to accept a hire/refusing or neglecting to drive a taxi to the place indicated by a hirer | 27 | 65 | 85 |
| Driving to a destination other than by the most direct practicable route | 11 | 13 | 13 |
| Overcharging | 11 | 17 | 42 |

Note: For the above enforcement figures, the HKPF does not maintain statistics on the penalties imposed on the relevant cases.

- End -

CONTROLLING OFFICER'S REPLY

TLB279

(Question Serial No. 3885)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (6) Public Transport Fare Subsidy Scheme
Controlling Officer: Commissioner for Transport (Ms Angela LEE)
Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in paragraph 227 of the Budget Speech that the relevant bureaux have been requested to review the mode of operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and the Public Transport Fare Subsidy Scheme, taking into account factors including incurrence of higher expenditure with a rapid expenditure growth rate. In this connection, will the Government inform this Committee of:

1. the annual expenditures of the Public Transport Fare Subsidy Scheme and the year-on-year increases in the past five years?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 51)

Reply:

The Government introduced the Public Transport Fare Subsidy Scheme (the Scheme) in 2019 to relieve the fare burden of commuters who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. The Scheme was subsequently enhanced in 2020. Under the enhanced Scheme, the Government provides a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus.

To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures, including temporarily relaxing the monthly public transport expenses threshold of the Scheme from July 2020 to December 2021 and from May 2022 to October 2023, and temporarily increasing the monthly subsidy cap from April to December 2021 and from May 2022 to October 2023.

The total subsidy amount and the year-on-year percentage change in the past five financial years are tabulated as follows:

| Financial year | Total subsidy amount (\$ million) | Year-on-year change (%)^{Note} |
|----------------------------|--|---|
| 2019-20 | 1,689 | N/A |
| 2020-21 | 2,137 | +26.5% |
| 2021-22 | 3,322 | +55.5% |
| 2022-23 | 3,125 | -5.9% |
| 2023-24 (Revised Estimate) | 3,531 | +13.0% |

Note: Apart from the temporary special measures, the patronage of public transport services, which saw a significant drop during the COVID-19 pandemic, also impacted on the changes in the total subsidy amount.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)235

(Question Serial No. 3004)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

The revised estimate of the Programme for 2023-24 is about 40% lower than the original estimate. Please state the reasons for the substantial reduction in the revised estimate as compared with the original estimate and advise on the 3 posts to be deleted and the total amount of savings to be achieved.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 7)

Reply:

The revised estimate of Programme (5), Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, for 2023-24 is about \$2.78 billion or 39.4% lower than the original approved estimate. This is mainly due to lower-than-expected number of passenger trips under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) and fares of various public transport operators during the post-epidemic recovery phase, as well as lower-than-expected numbers of red minibus routes, kaito services and residents' services joining the \$2 Scheme in the year.

The net decrease of 3 posts of the Transport Officer rank under Programme (5) in 2024-25 can achieve savings of about \$2 million in expenditure.

CONTROLLING OFFICER'S REPLY

LWB(W)236

(Question Serial No. 2490)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational expenses

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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 inform this Committee of the following:

1. What is the average monthly transport expense per elderly person? (calculated on the basis of full fare without concession)
2. What is the number of abuse cases of the \$2 Scheme? What is the number of prosecution cases?
3. What is the number of elderly persons who have yet to switch to the JoyYou Card? What measures are there to encourage them to switch to the JoyYou Card as soon as possible?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 32)

Reply:

1. The Transport Department (TD) does not maintain the statistics required.
2. TD has all along been requesting public transport operators (PTOs) to strengthen ticket inspection and passenger identity verification work and to strictly enforce the relevant legislation and penalty under the relevant by-laws to prevent abuses. TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by TD and PTOs in the past 3 years on MTR, buses, ferries, kaitos, minibuses, trams and residents' service, a total of 1 214 suspected abuse cases were found.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and two suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined appropriately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

3. From 27 February 2022, the Government has lowered the eligible age of the \$2 Scheme from 65 to 60, and required Hong Kong residents aged 60 to 64 to use a JoyYou Card to enjoy the concessionary fare. JoyYou Card applications from Hong Kong residents aged 65 or above (i.e. born in 1956 or before) were accepted in batches from 1 June 2022.

The Government has stepped up publicity to remind eligible persons to apply for a JoyYou Card as soon as possible, and made good use of district and service networks to provide facilitation and assistance to eligible persons with disabilities and elderly persons to make an application. 106 community support service units for persons with disabilities subvented by the Social Welfare Department (SWD) will distribute JoyYou Card promotional leaflets and application forms, process related enquiries and assist members/persons with disabilities to apply. The SWD will also invite the self-help organisations of persons with disabilities/patients under financial support scheme subsidised by SWD to reach out to their members aged 60 or above through different channels, with a view to encouraging and assisting them to apply for a JoyYou Card. In addition, over 210 District Elderly Community Centres, Neighbourhood Elderly Centres and Social Centres for the Elderly subvented by the SWD will continue to distribute JoyYou Card paper application forms, while the 99 Day Care Centres/Units for the Elderly, 92 Home Care Services Teams and all residential care homes for the elderly will also assist service users in need to make an application.

As at the end of February 2024, about 1.26 million of eligible persons aged 65 or above have applied for a JoyYou Card, representing about 90% of the population concerned.

The Government announced on 28 December 2023 that, from 25 August 2024, all Hong Kong residents aged 60 or above must use a JoyYou Card to enjoy the \$2 Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)237

(Question Serial No. 0987)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the \$2 Scheme, please advise on the following:

1. the statistics of additional government subsidy received by public transport in the past 3 years;
2. the statistics of JoyYou Card users taking bus trips at a fare exceeding \$20, and their monthly changes in the past 3 years; and
3. in terms of expenditure, whether the Government will oblige bus companies to provide section fares so as to reduce cases of taking long-haul routes for short journeys.

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

Reply:

1. The amounts of Government's reimbursement of the revenue forgone to the participating public transport operators under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) for 2021-22 and 2022-23 were about \$1.4 billion and \$3.08 billion respectively. For 2023-24, the relevant revised estimated expenditure is about \$4 billion.
2. The Transport Department (TD) does not have the statistics requested.
3. TD has all along been encouraging franchised bus operators (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. In respect of section fares, one-way or two-

way section fares, they are currently available on about 80 per cent of franchised bus routes. The remaining 20 per cent are mostly short-haul routes. According to FBOs, as the fares of these routes are already relatively low due to short journey distance, it is difficult to further offer section fares.

Regarding whether to request the bus companies to provide section fares, TD needs to give due consideration to the overall transport service provision and planning, including how to address and balance different travel needs of short-haul and long-haul passengers; and the feasibility and specific arrangements on individual routes are subject to actual situation of the routes. Full implementation of section fares may result in more short-haul passengers travelling on long-haul routes, taking up the capacity of long-haul routes and affecting long-haul passengers. If FBOs resultantly have to increase the trip frequencies of their long-haul routes, it would aggravate the burden on road traffic. Moreover, when short-haul passengers alight midway, the occupancy rates of long-haul routes may become too low to make effective use of public transport resources. Introducing more section fares may also lead to duplication of resources with existing short-haul routes or other public transport services, upsetting the delicate balance among various public transport services. Therefore, TD will carefully assess whether it is suitable to apply section fares to individual routes.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)238

(Question Serial No. 0311)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned in paragraph 227 of the Budget Speech that the review of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (i.e. "the \$2 Scheme") will be completed within this year. In this connection, will the Government inform this Committee of:

1. the estimated expenditure and staff establishment involved in the review of the \$2 Scheme; and
2. the amounts of subsidies for various modes of public transport under the Scheme in the past 3 years (set out in table form); and
3. the respective numbers of prosecutions and convictions instituted by law enforcement departments in the past 3 years with regard to abuses of the \$2 Scheme; and
4. whether there is any preliminary estimate on when the results of the review will be announced?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 18)

Reply:

1. and 4.

The Labour and Welfare Bureau and the Transport Department (TD) will deploy existing resources to conduct the review of the \$2 Scheme, which is expected to be completed within this year. Since the participating staff have to take up other work as well, there is no separate breakdown of the manpower and expenditure involved.

2. The Government's reimbursement of the revenue forgone to the participating public transport operators (PTOs) in the past 3 financial years is tabulated below:

| PTO | 2021-22^(Note1) Actual (\$'000) | 2022-23^(Note2) Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|---------------------------------|---|--|--|
| MTR Corporation Limited (MTRCL) | 368,927 | 1,165,741 | 1,525,018 |
| Franchised bus operators | 576,020 | 1,187,781 | 1,536,225 |
| Ferry operators | 38,362 | 78,745 | 89,958 |
| Green minibus operators | 407,401 | 564,345 | 706,606 |
| Red minibus operators | 3,742 | 61,424 | 103,879 |
| Kaito operators | 683 | 7,941 | 6,675 |
| Hong Kong Tramways Limited | 188 | 2,259 | 2,745 |
| Residents' service operators | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 10,587 | 28,606 |
| Total | 1,395,323 | 3,078,823 | 3,999,712 |

(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams.

(Note 2) From 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

- TD has all along been requesting PTOs 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 abuses. TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by TD and PTOs in the past 3 years on MTR, buses, ferries, kaito, minibuses, trams and residents' service, a total of 1 214 suspected abuse cases were found.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and two suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined about \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. TD will continue to conduct joint inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, MTRCL, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

CONTROLLING OFFICER'S REPLY

LWB(W)239

(Question Serial No. 2400)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) incurred an expenditure of about \$4 billion in 2023-24, which is more than double the \$1.3 billion in 2019-20. Programme (5) shows that the estimate for 2024-25 will increase substantially by 48.5% from \$4,275.9 million to \$6,343.5 million. In this connection, will the Government inform this Committee:

1. of the basis of estimation involved and the reasons for the large difference of about \$3.7 billion between the approved estimate for 2023-24 being about \$6.7 billion and the revised estimate for 2023-24 being about \$4 billion according to Subhead 166;
2. of the basis of estimation for Subhead 166 which indicates an estimate for the \$2 Scheme of about \$6 billion;
3. of the respective amounts of subsidies disbursed by the Government to various public transport operators under the \$2 Scheme, as well as the recurrent and administrative expenditures incurred in the past 5 financial years; and whether it has estimated the respective amounts of subsidies, recurrent and administrative expenditures for the coming 5 financial years;
4. of the respective numbers of the \$2 Scheme beneficiaries in respect of persons aged between 60 and 64 and persons aged 65 or above in the past 2 financial years and the respective amounts of subsidies involved;
5. as it is mentioned in paragraph 227 of the Budget that the Government will review the continued provision of the scheme in a financially sustainable manner and will complete the review within this year, whether the direction of the review will include examining the linking of the subsidy to travelling expenses and exploring the use of the original fare as the basis for calculating the travelling expenses, for example, setting the upper

limit of travelling expenses subsidy at \$500, \$1,000 or \$1,500 so as to ensure proper use of public funds; if not, of the reasons for that; and

6. of the number of cases of abuse of the \$2 Scheme found and the number of prosecutions in the past 5 financial years?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 16)

Reply:

1. The revised estimated expenditure of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) for 2023-24 is about \$2.73 billion lower than the original approved estimated expenditure. This is mainly due to lower-than-expected number of passenger trips under the \$2 Scheme and fares of various public transport operators during the post-epidemic recovery phase, as well as lower-than-expected numbers of red minibus routes, kaito services and residents' services joining the \$2 Scheme in the year.

2. & 3.

In 2024-25, the estimated recurrent expenditure of the \$2 Scheme is about \$6.12 billion, of which the estimated Government's reimbursement of the revenue forgone to the participating public transport operators is about \$6.01 billion. Future expenditure of the \$2 Scheme will depend on a number of factors including changes in the population of eligible persons, fare adjustments, changes in public transport operators participating in the \$2 Scheme and the effectiveness of the anti-abuse measures, etc. The Government will closely monitor the operation of the \$2 Scheme, prepare for the estimates of expenditure and reflect in the estimates of the corresponding years.

The recurrent expenditure of the \$2 Scheme, including the Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme and the operational expenses, in the past 5 financial years is tabulated below:

| | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22 Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised Estimate (\$'000) |
|---|---|-------------------------------|-------------------------------|-------------------------------|--|
| (a) The Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme^(Note 1): | | | | | |
| MTR Corporation Limited (MTRCL) | 341,669 | 266,742 | 368,927 | 1,165,741 | 1,525,018 |
| Franchised bus operators | 541,167 | 408,013 | 576,020 | 1,187,781 | 1,536,225 |
| Ferry operators | 29,601 | 27,004 | 38,362 | 78,745 | 89,958 |
| Green minibus operators | 362,551 | 314,917 | 407,401 | 564,345 | 706,606 |
| Red minibus operators | The \$2 Scheme has not yet been extended to | | 3,742 | 61,424 | 103,879 |
| Kaito operators | | | 683 | 7,941 | 6,675 |

| | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22 Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised Estimate (\$'000) |
|---|--|--------------------------------------|---|--------------------------------------|---|
| Hong Kong Tramways Limited | cover the public transport modes concerned | | 188 | 2,259 | 2,745 |
| Residents' service operators | | | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 10,587 | 28,606 |
| Sub-total | 1,274,988 | 1,016,676 | 1,395,323 | 3,078,823 | 3,999,712 |
| (b) Operational expenses ^(Note 1) | 20,844 | 22,513 | 37,961 | 51,527 | 54,516 |
| Total recurrent expenditure | 1,295,832 | 1,039,189 | 1,433,284 | 3,130,350 | 4,054,228 |

(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams; and from 25 September 2022, the \$2 Scheme has been extended to cover residents' services. The relevant operational expenses have also increased as a result.

4. The numbers of eligible beneficiaries aged between 60 and 64 and aged 65 or above for the \$2 Scheme and the amounts of Government's reimbursement of the revenue forgone to the participating public transport operators for these two groups of persons in the past 2 financial years are as follows:

The numbers of eligible beneficiaries:

| | Persons aged 65 or above | Persons aged between 60 and 64 |
|------|--------------------------|--------------------------------|
| 2022 | 1 528 900 | 589 544 |
| 2023 | 1 641 900 | 607 479 |

The amounts of Government's reimbursement of the revenue forgone to the participating public transport operators:

| | Persons aged 65 or above | Persons aged between 60 and 64 |
|---|--------------------------|--------------------------------|
| 2022-23 Actual amount (\$'000) | 1,130,777 | 1,710,429 |
| 2023-24 Revised estimate amount (\$'000) | 1,511,598 | 2,204,516 |

5. The Government would take into account the effectiveness of different options in containing the growth of expenditure and factors including the practicability of these options in the review.
6. The Transport Department (TD) has all along been requesting PTOs to strengthen ticket inspection and passenger identity verification work, and strictly enforce the penalty as set out in relevant legislation and by-laws to prevent abuses of the \$2 Scheme. The TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by the TD and PTOs in the past 5 years on MTR, buses, ferries, kaitos, minibuses, trams and residents' buses, 1 419 suspected abuse cases were found.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)240

(Question Serial No. 1863)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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 (commonly known as the \$2 Scheme), will the Government advise this Committee of the following:

1. The average daily passenger trips taken by (i) persons aged between 60 and 64, (ii) persons aged 65 or above and (iii) eligible persons with disabilities under the \$2 Scheme in the past 3 years, with a breakdown by mode of public transport.
2. The amounts of subsidy disbursed to various public transport operators under the \$2 Scheme in the past 3 years, with a breakdown by mode of public transport.
3. Since end February 2022, the Transport Department (TD) has implemented enhancement and anti-illegal use measures for the \$2 Scheme. Has the Government assessed the actual effectiveness of the measures in combating illegal use? If yes, what are the details? If no, what are the reasons?
4. As regards TD's territory-wide joint enforcement actions with public transport operators to combat illegal use of the \$2 Scheme since June 2022, what are the (i) number of inspections conducted; (ii) number of such cases found; and (iii) number of prosecutions and convictions relating to the such cases.

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

Reply:

1. The numbers of average daily passenger trips taken by the beneficiaries under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in the past 3 years, with a breakdown by public transport operator (PTO), are set out below:

| PTO | Year | Persons aged 65 or above | Eligible persons with disabilities | Persons aged 60 to 64 ^{Note 1} |
|---|-------------|---|------------------------------------|---|
| MTR Corporation Limited (MTRCL) | 2021 | 459 000 | 60 000 | - |
| | 2022 | 430 000 | 55 000 | 318 000 |
| | 2023 | 585 000 | 69 000 | 369 000 |
| Franchised bus operators | 2021 | 530 000 | 68 000 | - |
| | 2022 | 500 000 | 60 000 | 286 000 |
| | 2023 | 631 000 | 68 000 | 335 000 |
| Ferry operators | 2021 | 8 100 | 1 100 | - |
| | 2022 | 7 500 | 1 000 | 6 000 |
| | 2023 | 10 100 | 1 100 | 6 000 |
| Green minibus operators | 2021 | 250 000 | 30 000 | - |
| | 2022 | 233 000 | 26 000 | 121 000 |
| | 2023 | 279 000 | 28 000 | 136 000 |
| Red minibus operators ^{Note 1} | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | 11 400 | 1 300 | 8 500 |
| | 2023 | 20 900 | 2 100 | 13 200 |
| Kaito operators ^{Note 1} | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | 1 500 | 100 | 1 000 |
| | 2023 | 1 500 | 100 | 900 |
| Hong Kong Tramways Limited ^{Note 1} | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | - | 800 | 6 400 |
| | 2023 | - | 800 | 6 800 |
| Residents' services operators ^{Note 1} | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | 6 000 | 400 | 3 400 |
| | 2023 | 8 100 | 400 | 4 600 |
| Total | 2021 | 1 247 100 | 159 100 | - |
| | 2022 | 1 190 300 | 145 300 | 750 000 |
| | 2023 | 1 536 300 | 169 600 | 871 800 |

^{Note 1} From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams; and from 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

2. The Government's reimbursement of the revenue forgone to the participating PTOs under the \$2 Scheme in the past 3 financial years are tabulated below:

| PTO | 2021-22 ^{Note 2} Actual (\$'000) | 2022-23 ^{Note 3} Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|--------------------------|---|---|---|
| MTRCL | 368,927 | 1,165,741 | 1,525,018 |
| Franchised bus operators | 576,020 | 1,187,781 | 1,536,225 |

| PTO | 2021-22 ^{Note 2} Actual (\$'000) | 2022-23 ^{Note 3} Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|------------------------------|---|--|--|
| Ferry operators | 38,362 | 78,745 | 89,958 |
| Green minibus operators | 407,401 | 564,345 | 706,606 |
| Red minibus operators | 3,742 | 61,424 | 103,879 |
| Kaito operators | 683 | 7,941 | 6,675 |
| Hong Kong Tramways Limited | 188 | 2,259 | 2,745 |
| Residents' service operators | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 10,587 | 28,606 |
| Total | 1,395,323 | 3,078,823 | 3,999,712 |

^{Note 2} From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams.

^{Note 3} From 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

3. & 4.

From 27 February 2022, the Government has lowered the eligible age of the \$2 Scheme from 65 to 60, and required Hong Kong residents aged 60 to 64 to use a JoyYou Card to enjoy the concessionary fare. All Hong Kong residents aged 60 or above are required to use a JoyYou Card to enjoy the concessionary fare from 25 August 2024. Existing Anonymous Elder Octopus and ordinary Personalised Octopus card will cease to be applicable for the \$2 Scheme from that day. A JoyYou Card carries a personal photo and the name of the eligible beneficiary as proof of eligibility for enjoying the \$2 concessionary fare. Each eligible person will be issued with one card only.

The Transport Department (TD) has all along been requesting PTOs 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 abuses. TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by TD and PTOs in the past 5 years on MTR, buses, ferries, kaitos, minibuses, trams and residents' services, 1 419 suspected abuse cases were found.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under

the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)241

(Question Serial No. 2722)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the launch of the \$2 Scheme by the Government in 2012, please advise this Committee of the following:

1. the total amount of subsidy provided by the Bureau each year;
2. the total number of members of the public benefited each year; and
3. the total amount and percentage of subsidies for each mode of transport such as MTR, franchised bus, ferry, green minibus, red minibus, kaito and tram each year.

Asked by: Hon HONG Wen, Wendy (LegCo internal reference no.: 9)

Reply:

The amounts of Government's reimbursement of the revenue forgone to the participating public transport operators under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) and their percentages in the past 5 financial years are tabulated below^{Note:}

| Public transport operator | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22 Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|----------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--|
| MTR Corporation Limited (MTRCL) | 341,669 (26.8%) | 266,742 (26.2%) | 368,927 (26.5%) | 1,165,741 (37.9%) | 1,525,018 (38.1%) |

| Public transport operator | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22 Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|----------------------------------|--|--------------------------------|---|--------------------------------|--|
| Franchised bus operators | 541,167 (42.5%) | 408,013 (40.1%) | 576,020 (41.3%) | 1,187,781 (38.6%) | 1,536,225 (38.4%) |
| Ferry operators | 29,601 (2.3%) | 27,004 (2.7%) | 38,362 (2.7%) | 78,745 (2.5%) | 89,958 (2.2%) |
| Green minibus operators | 362,551 (28.4%) | 314,917 (31.0%) | 407,401 (29.2%) | 564,345 (18.3%) | 706,606 (17.7%) |
| Red minibus operators | The \$2 Scheme has not yet been extended to cover the public transport modes concerned | | 3,742 (0.3%) | 61,424 (2.0%) | 103,879 (2.6%) |
| Kaito operators | | | 683 (0.0%) | 7,941 (0.3%) | 6,675 (0.2%) |
| Hong Kong Tramways Limited | | | 188 (0.0%) | 2,259 (0.1%) | 2,745 (0.1%) |
| Residents' service operators | | | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 10,587 (0.3%) | 28,606 (0.7%) |
| Total | | | 1,274,988 (100%) | 1,016,676 (100%) | 1,395,323 (100%) |

The numbers of average daily passenger trips taken by the beneficiaries under the \$2 Scheme in the past 5 years are tabulated below^{Note:}

| Calendar year | Average daily passenger trips taken by the beneficiaries |
|----------------------|---|
| 2019 | 1 424 200 |
| 2020 | 1 113 500 |
| 2021 | 1 406 200 |
| 2022 | 2 085 600 |
| 2023 | 2 577 700 |

^{Note} From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams. And from 25 September 2022, the \$2 Scheme has been extended to cover residents' service.

CONTROLLING OFFICER'S REPLY

LWB(W)242

(Question Serial No. 1152)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

To combat abuse of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), the Government launched a large-scale two-month operation with the transport trades on 26 June 2023. In this connection, will the Government inform this Committee of the following:

1. the number of inspections conducted during the operation with a breakdown by mode of public transport;
2. the number of suspected cases of illegally use detected by the operation, referred to the Police for investigation and ended in successful prosecution;
3. a detailed breakdown of the respective expenditure and manpower establishment involved in the operation;
4. details of the relevant work plan, the manpower involved and the estimated expenditure for 2024-25; and
5. a detailed breakdown by year since the launch of the \$2 Scheme of the types of public transport covered by the \$2 Scheme with the list of operators, the total amount of and percentage of subsidies for each operator?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 1)

Reply:

1. - 4.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons

inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. The numbers of inspections conducted in various public transport are tabulated as follows:

| Public Transport Operator | Number of Inspection (From June 2023 to 29 February 2024) |
|----------------------------------|--|
| Franchised buses | 209 |
| Green minibuses | 92 |
| Ferries | 17 |
| Red minibuses | 24 |
| Residents' services | 8 |
| Total | 350 |

The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent on target beneficiaries. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

The expenditure and additional workload arising from combating abuses of the \$2 Scheme will mainly be absorbed by TD with existing resources and no separate breakdown of expenditure and manpower establishment can be provided.

5. The amounts and percentages of the Government's reimbursement of the revenue forgone to the participating PTOs in the past 5 financial years are tabulated below ^(Note 1):

| Public transport operator | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22 Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|--|--|--|--|--|--|
| MTR Corporation Limited (MTRCL) | 341,669 (26.8%) | 266,742 (26.2%) | 368,927 (26.5%) | 1,165,741 (37.9%) | 1,525,018 (38.1%) |
| The Kowloon Motor Bus Company (1933) Limited | 382,813 (30.0%) | 289,658 (28.5%) | 409,137 (29.4%) | 828,615 (26.9%) | 1,053,996 (26.4%) |

| Public transport operator | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22 Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|--|--|--|--|--------------------------------|--|
| Citybus Limited | 79,801 (6.3%) | 57,969 (5.7%) | 81,227 (5.8%) | 174,906 (5.7%) | 348,578 (8.7%) |
| New World First Bus Services Limited ^(Note 2) | 57,919 (4.6%) | 45,693 (4.5%) | 67,287 (4.8%) | 138,862 (4.5%) | 69,424 (1.7%) |
| Long Win Bus Company Limited | 12,992 (1.0%) | 9,765 (0.9%) | 11,303 (0.8%) | 29,066 (1.0%) | 39,729 (1.0%) |
| New Lantao Bus Company (1973) Limited | 7,642 (0.6%) | 4,928 (0.5%) | 7,066 (0.5%) | 16,332 (0.5%) | 24,498 (0.6%) |
| Sun Ferry Services Company Limited | 12,156 (1.0%) | 11,152 (1.1%) | 16,587 (1.2%) | 35,062 (1.1%) | 38,902 (1.0%) |
| Fortune Ferry Company Limited | 679 (0.0%) | 968 (0.1%) | 908 (0.1%) | 1,728 (0.1%) | 1,546 (0.0%) |
| The "Star" Ferry Company, Limited | 5 (0.0%) | 6 (0.0%) | 51 (0.0%) | 467 (0.0%) | 2,101 (0.0%) |
| Coral Sea Ferry Service Company Limited | 140 (0.0%) | 151 (0.0%) | 198 (0.0%) | 435 (0.0%) | 441 (0.0%) |
| Hong Kong & Kowloon Ferry Limited | 3,393 (0.3%) | 3,159 (0.3%) | 8,398 (0.6%) | 17,808 (0.6%) | 19,763 (0.5%) |
| Park Island Transport Company Limited | 1,524 (0.1%) | 1,364 (0.2%) | 1,687 (0.1%) | 2,557 (0.1%) | 3,269 (0.1%) |
| Other ferry operators ^(Note 3) | 11,704 (0.9%) | 10,204 (1.0%) | 10,533 (0.7%) | 20,688 (0.6%) | 23,936 (0.6%) |
| Green minibus operators | 362,551 (28.4%) | 314,917 (31.0%) | 407,401 (29.2%) | 564,345 (18.3%) | 706,606 (17.7%) |
| Red minibus operators | The \$2 Scheme has not yet been extended to cover the public transport modes concerned | The \$2 Scheme has not yet been extended to cover the public transport modes concerned | 3,742 (0.3%) | 61,424 (2.0%) | 103,879 (2.6%) |
| Kaito operators | | | 683 (0.0%) | 7,941 (0.3%) | 6,675 (0.2%) |
| Hong Kong Tramways Limited | | | 188 (0.0%) | 2,259 (0.1%) | 2,745 (0.1%) |
| Residents' service operators | | | The \$2 Scheme has not yet been extended to cover the public | 10,587 (0.3%) | 28,606 (0.7%) |

| Public transport operator | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22 Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|----------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--|
| | | | transport mode concerned | | |
| Total | 1,274,988 (100%) | 1,016,676 (100%) | 1,395,323 (100%) | 3,078,823 (100%) | 3,999,712 (100%) |

(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams; and from 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

(Note 2) The franchise of New World First Bus Services Limited merged with Citybus Limited (Franchise 1) on 1 July 2023 to form a new Citybus Limited (Franchise for the Urban and New Territories bus network).

(Note 3) Other ferry operators include Winnertex Limited, Maris Ferry Service Limited, Islands Ferry Company Limited, Discovery Bay Transportation Services Limited, Tsui Wah Ferry Service (H.K.) Limited, Chuen Kee Ferry Limited and Peng Chau Kai To Limited. Maris Ferry Service Limited ceased to operate their ferry services from 1 January 2021, while Winnertex Limited and Islands Ferry Company Limited ceased to operate their ferry services from 1 April 2021.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)243

(Question Serial No. 2245)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), persons aged 60 or above and eligible persons with disabilities can travel on public transport modes covered by the Scheme at a concessionary fare of \$2 per trip. It is mentioned in paragraph 227 of the Budget Speech that the annual expenditure of the Scheme has increased by more than double from \$1.3 billion in 2019-20 to about \$4 billion in 2023-24, with the relevant review expected to be completed within 2024. In this connection, will the Government advise this Committee of the following:

1. the amounts of subsidies disbursed to respective public transport operators under the \$2 Scheme in the past 5 years;
2. the numbers of suspected abuse cases of the \$2 Scheme and the amounts involved in the past 5 years, with a breakdown by public transport mode covered by the Scheme;
3. the respective numbers of persons prosecuted and convicted for abuse of the \$2 Scheme in the past 5 years and, among them, the number of those who committed the offence repeatedly;
4. in the face of abuse of the \$2 Scheme, whether the Government has considered increasing the manpower and estimated expenditure in order to step up efforts to eliminate the problem; if yes, the details; if no, the reasons; and
5. whether the Government will consider raising the eligible age or the fare of the \$2 Scheme in order to alleviate the onerous financial burden on the Government; if yes, the details; if no, the reasons?

Asked by: Hon KOON Ho-ming, Peter Douglas (LegCo internal reference no.: 21)

Reply:

1. The Government's reimbursement of the revenue forgone to the participating public transport operators (PTOs) under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in the past 5 financial years is tabulated below:

| Public transport operator | 2019-20 Actual (\$'000) | 2020-21 Actual (\$'000) | 2021-22^(Note 1) Actual (\$'000) | 2022-23^(Note 2) Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|----------------------------------|--|--------------------------------|---|---|--|
| MTR Corporation Limited (MTRCL) | 341,669 | 266,742 | 368,927 | 1,165,741 | 1,525,018 |
| Franchised bus operators | 541,167 | 408,013 | 576,020 | 1,187,781 | 1,536,225 |
| Ferry operators | 29,601 | 27,004 | 38,362 | 78,745 | 89,958 |
| Green minibus operators | 362,551 | 314,917 | 407,401 | 564,345 | 706,606 |
| Red minibus operators | The \$2 Scheme has not yet been extended to cover the public transport modes concerned | | 3,742 | 61,424 | 103,879 |
| Kaito operators | | | 683 | 7,941 | 6,675 |
| Hong Kong Tramways Limited | | | 188 | 2,259 | 2,745 |
| Residents' service operators | | | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 10,587 | 28,606 |
| Total | 1,274,988 | 1,016,676 | 1,395,323 | 3,078,823 | 3,999,712 |

(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams.

(Note 2) From 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

2. - 4.

The Transport Department (TD) has all along been requesting PTOs to strengthen ticket inspection and passenger identity verification work, and strictly enforce the penalty as set out in relevant legislation and by-laws to prevent abuses. The TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by the TD and PTOs in the past 5 years on the Mass Transit Railway (MTR), buses, ferries, kaitos, minibuses, trams and residents' buses, 1 419 suspected abuse cases were found. The numbers of suspected abuse cases with a breakdown by year and PTO are tabulated below:

| Public transport operator | 2019 | 2020 | 2021 | 2022 | 2023 | Total |
|----------------------------------|--|-------------|-------------|-------------|-------------|--------------|
| MTRCL | - | 156 | 464 | 314 | 295 | 1 229 |
| Franchised bus operators | 4 | 12 | 38 | 11 | - | 65 |
| Ferry operators | 2 | - | 34 | 16 | 1 | 53 |
| Green minibus operators | 5 | 26 | 17 | 14 | 3 | 65 |
| Red minibus operators | The \$2 Scheme has not yet been extended to cover the public transport modes concerned | | | 3 | - | 3 |
| Kaito operators | | | | - | 1 | 1 |
| Hong Kong Tramways Limited | | | | - | - | - |
| Residents' service operators | | | | 3 | - | 3 |
| Total | 11 | 194 | 553 | 361 | 300 | 1 419 |

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

The work against abuse of the \$2 Scheme is mainly conducted by the existing staff, currently there is no plan to increase the manpower and estimated expenditure.

5. The Financial Secretary announced in the 2024-25 Budget that the mode of operation of the \$2 Scheme would be reviewed in order to enable the continued provision of subsidies of the scheme in a financially sustainable manner. The Government has stated clearly that it will maintain the policy intent of the \$2 Scheme to build a caring and inclusive society by encouraging the beneficiaries to participate more in community activities, and has no intention to cancel the Scheme or change the existing beneficiary groups. The Government would take into account the effectiveness of different options in

containing the growth of expenditure and factors including the practicability of these options in the review.

- End -

CONTROLLING OFFICER'S REPLY**LWB(W)244****(Question Serial No. 0307)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Labour and WelfareQuestion:

It is mentioned in Matters Requiring Special Attention in 2024-25 under this Programme that the Government will continue to monitor the operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) and strengthen anti-abuse measures under the Scheme. In this connection, will the Government inform this Committee of the following:

1. Please set out in tabular form, with breakdown by age group, the numbers of applications for JoyYou Cards from persons aged 60 or above since the extension of the \$2 Scheme to cover those aged between 60 to 64, and the corresponding estimated numbers for 2024:

| | 2022 (since 27 February) | 2023 | 2024 (Estimates) |
|------------------|--------------------------|------|------------------|
| Aged 60-64 | | | |
| Aged 65-69 | | | |
| Aged 70-74 | | | |
| Aged 75-79 | | | |
| Aged 80-84 | | | |
| Aged 85 or above | | | |

2. Please set out in tabular form, with breakdown by major mode of transport in Hong Kong, the average numbers of daily passenger trips taken under the \$2 Scheme since its extension to cover those aged between 60 and 64, and the corresponding estimated numbers for 2024:

| | 2022 (since 27 February) | 2023 | 2024 (Estimates) |
|-----------|--------------------------|------|------------------|
| Railway | | | |
| Buses | | | |
| Minibuses | | | |
| Ferries | | | |

3. Starting from 25 August 2024, all Hong Kong residents aged 60 or above must use JoyYou Cards to enjoy the \$2 Scheme. Regarding the Government's publicity and promotion efforts on the switch to the use of JoyYou Cards by eligible elderly persons, please provide information on the relevant (i) staff establishment, (ii) expenditure, (iii) details of activities; and (iv) numbers of participants in the past 3 years;
4. Regarding the Government's efforts in combating abuses of the \$2 Scheme, please provide information on the relevant (i) staff establishment, (ii) expenditure, (iii) law enforcement actions; and (iv) amount of money involved in the abuse cases in the past 3 years; and
5. To combat abuse of the \$2 Scheme, will the Government initiate publicity and enforcement efforts targeting those public transport modes with higher numbers of passenger trips taken under the \$2 Scheme?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 21)

Reply:

1. Starting from 27 February 2022, persons aged 60 to 64 are required to use JoyYou Card to enjoy the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), while eligible persons aged 65 or above are required, with effect from 1 June 2022, to apply for JoyYou Card in 12 batches according to their years of birth in order to continue to enjoy the \$2 fare concession starting from 25 August this year. The numbers of eligible persons who have applied for JoyYou Card by batches are tabulated below:

| | As at 31 December 2022 (Note 2) | As at 31 December 2023 | As at 29 February December 2024 |
|------------------------------------|---|-----------------------------------|--|
| Persons Aged 60-64 (Note 1) | 593 343 | 915 688 | 927 089 |
| Persons born in 1956 | 100 193 | 114 104 | 115 239 |
| Persons born in 1955 | 90 764 | 106 759 | 107 885 |
| Persons born in 1954 | 85 098 | 101 934 | 103 108 |
| Persons born in 1953 | 76 426 | 92 564 | 93 549 |
| Persons born in 1952 | 71 821 | 88 904 | 89 861 |
| Persons born in 1951 | 65 031 | 83 587 | 84 526 |
| Persons born in 1950 | 25 372 | 80 191 | 81 095 |
| Persons born between 1948 and 1949 | N/A | 146 044 | 147 711 |

| | As at 31 December 2022 (Note 2) | As at 31 December 2023 | As at 29 February December 2024 |
|------------------------------------|---|-----------------------------------|--|
| Persons born between 1946 and 1947 | N/A | 110 359 | 111 756 |
| Persons born between 1943 and 1945 | N/A | 101 383 | 103 182 |
| Persons born between 1939 and 1942 | N/A | 91 175 | 93 550 |
| Persons born in 1938 or before | N/A | 118 215 | 124 254 |

(Note 1) The Government accepted applications for JoyYou Card from eligible Hong Kong residents born between 1957 and 1961 in batches from August 2021 to December 2021, and accepted applications from persons reaching the age of 60 in three months since 1 January 2022.

(Note 2) As at 31 December 2022, the Government has commenced the first 7 batches to accept applications for JoyYou Card from eligible Hong Kong residents aged 65 or above and born between 1950 and 1956.

2. The numbers of average daily passenger trips taken by beneficiaries under the \$2 Scheme in 2022-2023, with a breakdown by major public transport operator (PTO), are set out below:

| | 2022 (Note 3) | 2023 |
|------------------|----------------------|-------------|
| Railway | 804 000 | 1 023 000 |
| Franchised bus | 847 000 | 1 038 000 |
| Public light bus | 401 200 | 480 300 |
| Ferry | 14 400 | 17 200 |

(Note 3) From 27 February 2022, the \$2 Scheme has been extended to cover persons aged 60 to 64.

3. From 2021 to 2023, the Government reminded the target beneficiaries to apply for and use JoyYou Card to enjoy the \$2 Scheme through various publicity activities, including TV and radio announcements in the public interest, promotional leaflets and posters, and advertisements on buses, MTR and trams. The Government also organised briefings for frontline staff at the distribution points of application forms and set up temporary service centres to assist those in need in applying for JoyYou Card. The Transport Department (TD) does not have records of the number of participants involved. In the 2021-22 to 2023-24 financial years, the total expenditure incurred by TD on the above publicity programmes is about \$9.8 million. The publicity work is mainly undertaken by the existing staff of TD and there is no separate breakdown of the manpower involved.

4. & 5.

TD has all along been requesting PTOs 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 abuses. TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by TD and PTOs in the past 3 years on MTR, buses, ferries, kaito, minibuses, trams and residents' service, 1 214 suspected abuse cases were found. The passengers involved would normally be required to pay the shortfall on the spot, and thus no Government's reimbursement had been involved. TD does not maintain records of the amount involved in the above suspected cases.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined about \$14,000 and required to repay the underpaid fare (totalling \$2,000). The other case is currently under the Police's investigation. TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

On public education and publicity, the Government has reminded persons aged 60 to 64 that they must use JoyYou Cards to benefit from the \$2 Scheme through a new round of TV and radio announcements in the public interest and posters since March 2023. The Government 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.

As the work of TD against abuses of the \$2 Scheme is mainly conducted by the existing staff, there is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**LWB(W)245****(Question Serial No. 0310)**Head: (186) Transport DepartmentSubhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Labour and WelfareQuestion:

The estimated provision of \$6,006.288 million under this Subhead for 2024-25 is for reimbursement of the revenue forgone to the participating public transport operators 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 inform this Committee of the following:

1. Please provide in tabular form the amounts of Government's reimbursement of the revenue forgone to the local major public transport operators in the past 3 financial years and the coming financial year;

| | 2021-22 | 2022-23 | 2023-24 | 2024-25 (Estimate) |
|-----------|---------|---------|---------|--------------------|
| Railway | | | | |
| Buses | | | | |
| Minibuses | | | | |
| Ferries | | | | |

2. The estimated provision for 2024-25 for the \$2 Scheme is \$2,006.576 million more than the revised estimate for 2023-24, representing an increase of 50.2%. What are the specific justifications and reasons for such an estimate?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 22)Reply:

1. The Government's reimbursement of the revenue forgone to the major participating public transport operators under the \$2 Scheme in the past 3 financial years is tabulated below:

| | 2021-22 ^(Note) Actual (\$'000) | 2022-23 Actual (\$'000) | 2023-24 Revised Estimate (\$'000) |
|--------------------------|--|--|--|
| MTR Corporation Limited | 368,927 | 1,165,741 | 1,525,018 |
| Franchised bus operators | 576,020 | 1,187,781 | 1,536,225 |
| Ferry operators | 38,362 | 78,745 | 89,958 |
| Green minibus operators | 407,401 | 564,345 | 706,606 |

^(Note) From 27 February 2022, the \$2 Scheme has been extended to cover persons aged 60 to 64.

The estimated expenditure of the Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme for 2024-25 is about \$6.01 billion.

- 2023-24 is the first financial year during which the Hong Kong society has returned to normalcy after the epidemic. The revised estimate has reflected the gradual pick up of passenger trips. In drawing up the estimate for 2024-25, apart from reflecting the resumption of average daily passenger trips of the elderly and eligible persons with disabilities to the pre-epidemic normal level, the Government has taken into account changes in the population of eligible beneficiaries, transport fare adjustments, changes in public transport operators participating in the \$2 Scheme, etc..

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)246

(Question Serial No. 1615)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned in paragraph 227 of the Budget Speech that the review of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (i.e. "the \$2 Scheme") will be completed within this year. In this connection, will the Government inform this Committee of the following:

1. the review timetable and detailed plan; and
2. the annual expenditure of the \$2 Scheme since its extension to cover persons aged 60 to 64?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 6)

Reply:

1. The Financial Secretary announced in the 2024-25 Budget that the mode of operation of the \$2 Scheme would be reviewed with the aim of maintaining its financial sustainability. The Government would take into account the effectiveness of different options in containing the growth of expenditure and factors including the practicability of different options in the review, which is expected to be completed within this year.
2. From 27 February 2022, the \$2 Scheme has been extended to cover persons aged 60 to 64. The amounts of Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme for 2021-22 and 2022-23 are about \$1.4 billion and \$3.08 billion respectively. For 2023-24, the relevant revised estimated expenditure is about \$4 billion.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)247

(Question Serial No. 1127)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned in the Budget that the \$2 Scheme will be reviewed. Please list the following for the past five years:

1. the total amounts of government subsidy under the Scheme and the amounts of the subsidy for respective public transport operators respectively each year, including the amounts of subsidy for holders of Elder Octopus, JoyYou Cards and Personalised Octopus with "Persons with Disabilities Status";
2. the respective numbers of passengers benefitted with a breakdown by transport operator each year, including the respective numbers of elderly and eligible persons with disabilities;
3. the numbers of suspected cases of abuse or fraudulent use received so far, including the number of successfully prosecuted cases and the types of public transport modes involved;
4. the details and timetable of the work plan for the review of the \$2 Scheme; and
5. whether the review will take into account the significant benefits brought about by the Scheme to the community, including encouraging the elderly to keep working, alleviating the manpower shortage in Hong Kong, helping the elderly to establish an active lifestyle and reducing the huge expenditure on public healthcare.

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

Reply:

1. The Transport Department (TD) does not maintain the statistics on the different types of cards used by eligible persons to enjoy the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2

Scheme). The Government's reimbursement of the revenue forgone to the participating public transport operators (PTOs) under the \$2 Scheme in the past 5 years by type of beneficiary is tabulated below:

| PTO | Financial year | Elderly persons ^(Note 1) | Eligible persons with disabilities |
|---------------------------------|--------------------------------------|--|---|
| MTR Corporation Limited (MTRCL) | 2019-20 Actual (\$'000) | 287,411 | 54,258 |
| | 2020-21 Actual (\$'000) | 226,136 | 40,606 |
| | 2021-22 Actual (\$'000) | 312,475 | 56,452 |
| | 2022-23 Actual (\$'000) | 1,110,982 | 54,759 |
| | 2023-24 Revised estimate (\$'000) | 1,457,533 | 67,485 |
| Franchised bus operators | 2019-20 Actual (\$'000) | 393,235 | 147,932 |
| | 2020-21 Actual (\$'000) | 293,215 | 114,798 |
| | 2021-22 Actual (\$'000) | 423,991 | 152,029 |
| | 2022-23 Actual (\$'000) | 1,051,027 | 136,754 |
| | 2023-24 Revised estimate (\$'000) | 1,376,273 | 159,952 |
| Ferry operators | 2019-20 Actual (\$'000) | 26,237 | 3,364 |
| | 2020-21 Actual (\$'000) | 23,818 | 3,186 |
| | 2021-22 Actual (\$'000) | 34,271 | 4,091 |
| | 2022-23 Actual (\$'000) | 74,942 | 3,803 |
| | 2023-24 Revised estimate (\$'000) | 85,907 | 4,051 |
| Green minibus operators | 2019-20 Actual (\$'000) | 323,126 | 39,425 |
| | 2020-21 Actual (\$'000) | 281,045 | 33,872 |
| | 2021-22 Actual (\$'000) | 366,146 | 41,255 |
| | 2022-23 Actual (\$'000) | 526,798 | 37,547 |

| PTO | Financial year | Elderly persons ^(Note 1) | Eligible persons with disabilities |
|--|---|---|---|
| | 2023-24 Revised estimate (\$'000) | 662,493 | 44,113 |
| Red minibus operators ^(Note 1) | 2019-20 Actual (\$'000) | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020-21 Actual (\$'000) | | |
| | 2021-22 Actual (\$'000) | 3,478 | 264 |
| | 2022-23 Actual (\$'000) | 57,631 | 3,793 |
| | 2023-24 Revised estimate (\$'000) | 97,595 | 6,284 |
| Kaito operators ^(Note 1) | 2019-20 Actual (\$'000) | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020-21 Actual (\$'000) | | |
| | 2021-22 Actual (\$'000) | 651 | 32 |
| | 2022-23 Actual (\$'000) | 7,648 | 293 |
| | 2023-24 Revised estimate (\$'000) | 6,455 | 220 |
| Hong Kong Tramways Limited ^(Note 1) | 2019-20 Actual (\$'000) | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020-21 Actual (\$'000) | | |
| | 2021-22 Actual (\$'000) | 170 ^(Note 2) | 18 |
| | 2022-23 Actual (\$'000) | 2,017 ^(Note 2) | 242 |
| | 2023-24 Revised estimate (\$'000) | 2,458 ^(Note 2) | 287 |
| Residents' service operators ^(Note 1) | 2019-20 Actual (\$'000) | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020-21 Actual (\$'000) | | |
| | 2021-22 Actual (\$'000) | | |
| | 2022-23 Actual (\$'000) | 10,161 | 426 |

| PTO | Financial year | Elderly persons ^(Note 1) | Eligible persons with disabilities |
|--------------|--|--|---|
| | 2023-24 Revised estimate (\$'000) | 27,400 | 1,206 |
| Total | 2019-20 Actual (\$'000) | 1,030,009 | 244,979 |
| | 2020-21 Actual (\$'000) | 824,214 | 192,462 |
| | 2021-22 Actual (\$'000) | 1,141,182 | 254,141 |
| | 2022-23 Actual (\$'000) | 2,841,206 | 237,617 |
| | 2023-24 Revised estimate (\$'000) | 3,716,114 | 283,598 |

(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams; and from 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

(Note 2) Hong Kong Tramways Limited offers a concessionary fare of \$1.3 for elderly persons aged 65 or above, which is lower than the flat fare of \$2 under the \$2 Scheme. Therefore, the \$2 Scheme is not applicable to elderly persons aged 65 or above travelling on trams.

2. The numbers of average daily passenger trips taken by the beneficiaries under the \$2 Scheme in the past 5 years, with a breakdown by PTO, are set out below:

| PTO | Calendar Year | Elderly persons ^(Note 3) | Eligible persons with disabilities |
|--------------------------|----------------------|--|---|
| MTRCL | 2019 | 454 000 | 64 000 |
| | 2020 | 362 000 | 47 000 |
| | 2021 | 459 000 | 60 000 |
| | 2022 | 748 000 | 55 000 |
| | 2023 | 954 000 | 69 000 |
| Franchised bus operators | 2019 | 537 000 | 72 000 |
| | 2020 | 406 000 | 56 000 |
| | 2021 | 530 000 | 68 000 |
| | 2022 | 786 000 | 60 000 |
| | 2023 | 966 000 | 68 000 |
| Ferry operators | 2019 | 7 200 | 1 000 |
| | 2020 | 6 600 | 900 |
| | 2021 | 8 100 | 1 100 |
| | 2022 | 13 500 | 1 000 |
| | 2023 | 16 100 | 1 100 |

| PTO | Calendar Year | Elderly persons^(Note 3) | Eligible persons with disabilities |
|--|----------------------|---|---|
| Green minibus operators | 2019 | 258 000 | 31 000 |
| | 2020 | 210 000 | 25 000 |
| | 2021 | 250 000 | 30 000 |
| | 2022 | 354 000 | 26 000 |
| | 2023 | 415 000 | 28 000 |
| Red minibus operators ^(Note 3) | 2019 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020 | | |
| | 2021 | | |
| | 2022 | 19 900 | 1 300 |
| | 2023 | 34 100 | 2 100 |
| Kaito operators ^(Note 3) | 2019 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020 | | |
| | 2021 | | |
| | 2022 | 2 500 | 100 |
| | 2023 | 2 400 | 100 |
| Hong Kong Tramways Limited ^(Note 3) | 2019 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020 | | |
| | 2021 | | |
| | 2022 | 6 400 ^(Note 4) | 800 |
| | 2023 | 6 800 ^(Note 4) | 800 |
| Residents' service operators ^(Note 3) | 2019 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2020 | | |
| | 2021 | | |
| | 2022 | 9 400 | 400 |
| | 2023 | 12 700 | 400 |
| Total ^(Note 5) | 2019 | 1 256 200 | 168 000 |
| | 2020 | 984 600 | 128 900 |
| | 2021 | 1 247 100 | 159 100 |
| | 2022 | 1 940 300 | 145 300 |
| | 2023 | 2 408 100 | 169 600 |

(Note 3) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams; and from 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

(Note 4) Hong Kong Tramways Limited offers a concessionary fare of \$1.3 for elderly persons aged 65 or above, which is lower than the flat fare of \$2 under the \$2 Scheme. Therefore, the \$2 Scheme is not applicable to elderly persons aged 65 or above travelling on trams.

(Note 5) Figures may not add up to the total due to rounding.

3. The TD has all along been requesting PTOs to strengthen ticket inspection and passenger identity verification work, and strictly enforce the penalty as set out in relevant

legislation and by-laws to prevent abuses of the \$2 Scheme. The TD also conducts surveys and monitors the situation.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

4. and 5.

The Financial Secretary has announced in the 2024-25 Budget that the mode of operation of the \$2 Scheme would be reviewed in order to enable the continued provision of subsidies of the scheme in a financially sustainable manner. The Government has stated clearly that it will maintain the policy intent of the \$2 Scheme to build a caring and inclusive society by encouraging the beneficiaries to participate more in community activities. The Government will take into account the effectiveness of different options in containing the growth of expenditure and factors including the practicability of these options in the review, which is expected to be completed within this year.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)248

(Question Serial No. 1653)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned in Paragraph 227 of the Budget Speech that the Government will complete the review of the \$2 Scheme within this year to enable the continued provision of subsidies of the Scheme in a financially sustainable manner. In this connection, will the Government inform this Committee of the following:

1. whether the Government will consider setting up a refined mechanism, such as restricting the number of trips taken or the amount of payments per day, to avoid the abuse of the \$2 Scheme; and
2. whether there is a plan to step up inspection and enforcement efforts to curb fraudulent claim for concession, and whether the Government will consider raising the penalties as a deterrent to plug the loophole in the social welfare system?

Asked by: Hon LEE Wai-wang, Robert (LegCo internal reference no.: 23)

Reply:

1. The Financial Secretary announced in the 2024-25 Budget that the mode of operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) would be reviewed in order to enable the continued provision of subsidies of the scheme in a financially sustainable manner. The Government would take into account the effectiveness of different options in containing the growth of expenditure and factors including the practicability of these options in the review.
2. The Transport Department (TD) has all along been requesting public transport operators (PTOs) 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. TD also conducts surveys and monitors the situation.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and two suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)249

(Question Serial No. 3184)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, will the Government inform this Committee of the following:

1. the amounts of the Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme, as well as the total numbers of patronage and the percentages of the beneficiaries of the respective public transports in the past 3 years;
2. the manpower and percentage of the expenditure involved in combating the abuse of the Scheme since last year, and the estimated manpower and expenditure this year;
3. the number of inspections conducted, the kind of public transport involved, the number of people inspected and the number of illegal use cases since last year, and whether the cases were referred to the Police for further investigation;
4. whether the public transport operators are required to employ staff to combat the abuse of the Scheme, and whether the Government has details of the relevant staffing establishment; if yes, the details; if no, the reasons;
5. with reference to the establishment of MTR's Customer Service and Revenue Protection Officers which has clear and openly stipulated working hours, and are required to wear uniforms while enforcing the law, hence affecting effectiveness in combating the abuse of the Scheme, whether the Government has considered allowing relevant officers to perform duties in plain clothes at irregular hours to enhance effectiveness; if yes, the details; if no, the reasons; and

6. whether the Government has analysed transport data with big data to narrow the scope of law enforcement and conduct targeted ambush operation; if yes, the details; if no, the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 93)

Reply:

1. The amounts of Government's reimbursement of the revenue forgone to the participating public transport operators (PTOs) under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) for 2021-22 and 2022-23 are about \$1.4 billion and \$3.08 billion respectively. The relevant revised estimated expenditure for 2023-24 is about \$4 billion.

The numbers of average daily passenger trips taken by the beneficiaries under the \$2 Scheme and their percentages in the past 3 years are tabulated below:

| Calendar year | Elderly persons^(Note) | Eligible persons with disabilities | Total |
|----------------------|---|---|---------------------|
| 2021 | 1 247 100 (88.7%) | 159 100 (11.3%) | 1 406 200 (100%) |
| 2022 | 1 190 300 (57.0%) | 145 300 (7.0%) | 2 085 600 (100%) |
| 2023 | 1 536 300 (59.6%) | 169 600 (6.6%) | 2 577 700 (100%) |

^(Note) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60.

2. As the work against abuse of the \$2 Scheme is mainly conducted by the existing staff of the Transport Department (TD), there is no separate breakdown of the manpower and expenditure involved.
- 3., 4., 5. and 6.

The TD has all along been requesting PTOs to strengthen ticket inspection and passenger identity verification work, and strictly enforce the penalty as set out in relevant legislation and by-laws to prevent abuses of the \$2 Scheme. The TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by the TD and PTOs in the past 5 years on the Mass Transit Railway (MTR), buses, ferries, kaitos, minibuses, trams and residents' buses, 1 419 suspected abuse cases were found.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under

the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)250

(Question Serial No. 2179)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Concerning the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), will the Government inform this Committee of the following:

1. the amounts of funding for subsidising the fares of the beneficiaries and the number of beneficiaries in each of the past 3 years;
2. the amounts of subsidies disbursed to various public transport operators in each of the past 3 years; and
3. the numbers of beneficiaries and the respective amounts involved in respect of fare subsidy per trip in the past 3 years, broken down into \$0-\$4.9, \$5-\$9.9, \$10-\$14.9 and \$15 or above?

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 28)

Reply:

1. & 2.

The Government's reimbursement of the revenue forgone to the participating public transport operators under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) from 2021-22 to 2023-24 is tabulated below:

| Public transport operator | 2021-22 ^{Note 1} Actual (\$'000) | 2022-23 ^{Note 2} Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|----------------------------------|--|--|--|
| MTR Corporation Limited (MTRCL) | 368,927 | 1,165,741 | 1,525,018 |

| Public transport operator | 2021-22 ^{Note 1} Actual (\$'000) | 2022-23 ^{Note 2} Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|----------------------------------|---|--|--|
| Franchised bus operators | 576,020 | 1,187,781 | 1,536,225 |
| Ferry operators | 38,362 | 78,745 | 89,958 |
| Green minibus operators | 407,401 | 564,345 | 706,606 |
| Red minibus operators | 3,742 | 61,424 | 103,879 |
| Kaito operators | 683 | 7,941 | 6,675 |
| Hong Kong Tramways Limited | 188 | 2,259 | 2,745 |
| Residents' service operators | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 10,587 | 28,606 |
| Total | 1,395,323 | 3,078,823 | 3,999,712 |

Note 1 From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams.

Note 2 From 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

The numbers of average daily passenger trips taken by the beneficiaries under the \$2 Scheme in the past 3 years are tabulated below:

| Year | Elderly persons ^{Note 3} | Eligible persons with disabilities |
|-------------|--|---|
| 2021 | 1 247 100 | 159 000 |
| 2022 | 1 940 300 | 145 000 |
| 2023 | 2 408 100 | 169 600 |

Note 3 From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60.

3. The Transport Department does not maintain the statistics required.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)251

(Question Serial No. 2068)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned under Programme (5) in 2024-25 that the Government will continue to oversee the Government Public Transport Fare Concession Scheme for the Elderly. In this connection, will the Government inform this Committee of the following:

1. based on the known data relating to the \$2 ride, the number and percentage of JoyYou Card users;
2. separately, a breakdown of users, the amounts involved and modes of transport by age group (5-year group); and
3. whether the Government can provide detailed information on the data of short rides on long bus routes?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 26)

Reply:

1. As at the end of February 2024, a total of about 2.18 million eligible persons aged 60 or above have applied for the JoyYou Card, accounting for around 96% of the relevant population.
2. The numbers of average daily passenger trips taken by the beneficiaries under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in 2023, with a breakdown by public transport operator, are set out below:

| Public transport operator | Elderly persons ^(Note 1) | Eligible persons with disabilities |
|----------------------------------|--|---|
| MTR Corporation Limited (MTRCL) | 954 000 | 69 000 |

| Public transport operator | Elderly persons ^(Note 1) | Eligible persons with disabilities |
|----------------------------------|--|---|
| Franchised bus operators | 966 000 | 68 000 |
| Ferry operators | 16 100 | 1 100 |
| Green minibus operators | 415 000 | 28 000 |
| Red minibus operators | 34 100 | 2 100 |
| Kaito operators | 2 400 | 100 |
| Hong Kong Tramways Limited | 6 800 ^(Note 2) | 800 |
| Residents' service operators | 12 700 | 400 |
| Total ^(Note 3) | 2 408 100 | 169 600 |

The Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme for 2023-24 is tabulated below:

| Public transport operator | 2023-24 Revised estimate (\$'000) | |
|----------------------------------|--|---|
| | Elderly persons ^(Note 1) | Eligible persons with disabilities |
| MTRCL | 1,457,533 | 67,485 |
| Franchised bus operators | 1,367,273 | 159,952 |
| Ferry operators | 85,907 | 4,051 |
| Green minibus operators | 662,493 | 44,113 |
| Red minibus operators | 97,595 | 6,284 |
| Kaito operators | 6,455 | 220 |
| Hong Kong Tramways Limited | 2,458 ^(Note 2) | 287 |
| Residents' service operators | 27,400 | 1,206 |
| Total | 3,716,114 | 283,598 |

^(Note 1) From 27 February 2022, the eligible age for the \$2 Scheme has been lowered from 65 to 60.

^(Note 2) Hong Kong Tramways Limited offers a concessionary fare of \$1.3 for elderly persons aged 65 or above, which is lower than the flat fare of \$2 under the \$2

Scheme. Therefore, the \$2 Scheme is not applicable to elderly persons aged 65 or above travelling on trams.

(Note 3) Figures may not add up to total due to rounding.

3. The Transport Department does not maintain information on rides of the beneficiaries.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)252

(Question Serial No. 1200)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

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 inform this Committee of the following:

- (a) Expenditure in the past 3 financial years.
- (b) Please set out in tabular form the numbers of illegal use cases of the \$2 Scheme in the past 3 financial years, broken down by public transport operator.
- (c) Will the Government consider replacing the \$2 fare under the Scheme with a fare at 20% of the full fare so as to combat the abuse of the Scheme and the “short rides on long bus routes” situation? If yes, what are the details? If no, what are the reasons?
- (d) It is understood that to combat the abuse of the Scheme and the “short rides on long bus routes” situation, some bus companies installed an additional Octopus machine before the exit door of the bus to facilitate the charging of section fare. Has the Government enquired the bus companies about the relevant arrangement? If yes, what are the effectiveness and expenditure involved and has there been any problem of abuse? If no, what are the reasons?
- (e) It is understood that to combat the abuse of the Scheme and the “short rides on long bus routes” situation, some bus companies installed additional Octopus machines at bus stops to facilitate the charging of section fare. In this regard –
- (i) What is the number of bus stops across the territory as at 29 February 2024?

- (ii) Has the Government considered the feasibility of the aforesaid arrangement? If yes, how many bus stops across the territory can be installed with an additional Octopus machine and what will be the expenditure involved? If no, what are the reasons?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 11)

Reply:

- (a) The Government's reimbursements of the revenue forgone to the participating public transport operators (PTOs) under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities for 2021-22 and 2022-23 are around \$1.4 billion and \$3.08 billion respectively. For 2023-24, the relevant revised estimated expenditure is around \$4 billion.
- (b) The Transport Department (TD) has all along been requesting PTOs 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 abuses. TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by TD and PTOs on the Mass Transit Railway (MTR), buses, ferries, kaitos, minibuses, trams and residents' buses, 1 214 suspected abuse cases were found. The numbers of the suspected abuse cases with a breakdown by year and by PTO are set out below:

| Public Transport Operator | 2021 | 2022 | 2023 | Total |
|----------------------------------|---|-------------|-------------|--------------|
| MTR Corporation Limited | 464 | 314 | 295 | 1 073 |
| Franchised bus operators | 38 | 11 | - | 49 |
| Ferry operators | 34 | 16 | 1 | 51 |
| Green minibus operators | 17 | 14 | 3 | 34 |
| Red minibus operators | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 3 | - | 3 |
| Kaito operators | | - | 1 | 1 |
| Hong Kong Tramways Limited | | - | - | - |
| Residents' service operators | | 3 | - | 3 |
| Total | 553 | 361 | 300 | 1 214 |

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, TD has enhanced enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at -February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 people inspected for suspected abuse of \$2 Scheme, and two suspected cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been

completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totaling around \$2,000). The other case is currently under the Police's investigation. TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation if there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

- (c) The Financial Secretary announced in the 2024-25 Budget that the mode of operation of the \$2 Scheme would be reviewed in order to enable the continued provision of subsidies of the scheme in a financially sustainable manner. The Government would take into account the effectiveness of different options in containing the growth of expenditure and factors including the practicability of these options in the review.

(d)&(e)

The Government has all along been encouraging bus companies to offer fare concessions wherever feasible. One-way or two-way section fares are currently available on about 80 per cent of franchised bus routes. Most of the remaining 20 per cent are short-haul routes. Regarding whether to request the bus companies to provide more section fares, TD needs to give due regard to the overall transport services and planning considerations, including how to address and balance different travel needs of short-haul and long-haul passengers. The feasibility and specific arrangements for individual routes are also subject to the actual situation of the routes. Full implementation of section fares may result in more short-haul passengers travelling on long-haul routes, taking up the capacity of long-haul routes and affecting long-haul passengers. If franchised bus operators have to increase the trip frequencies of their long-haul routes, it would aggravate the burden on road traffic. Moreover, when short-haul passengers alight midway, the occupancy rates of long-haul routes may become too low to make effective use of public transport resources. Introducing more section fares may also lead to duplication of resources with existing short-haul routes or other public transport services, upsetting the delicate balance among various public transport services. Hence, TD will carefully assess whether it is suitable to apply section fares to individual routes.

At present, no bus company has installed an additional card tapping device in front of the exit door for section fare collection. The main reason is that the location is relatively far away from the bus captain's seat, and it is harder for the bus captain to monitor whether there is any abuse by passengers who do not alight at that particular bus stop after tapping their card. Having said that, some bus companies have installed card tapping systems at bus stops for passengers to tap their cards after alighting, thereby enjoying the two-way section fare concessions. Besides, some individual routes require alighting passengers to go to the front of the bus to tap their card again for fare rebate at the automatic fare adjustment device of the bus system or the fare collection device with section fare set up by bus captain. However, both of the above arrangements are subject to various factors. The former arrangement is constrained by the physical environment of the bus stops, such as whether there is sufficient space and whether electricity supply is available in the vicinity, rendering it not applicable to every bus stop; while the latter arrangement is not suitable for bus routes which are busy and

have high patronage as it would be difficult for passengers to go to the front of the bus to tap their card again in a crowded compartment before alighting. TD will continue to explore with the franchised bus companies the different modes of operation of two-way section fares.

As at 29 February 2024, there are 9 085 bus stops in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)253

(Question Serial No. 2878)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the implementation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), please advise the Committee:

- of the total amount of subsidies reimbursed to public transport operators (PTOs), the total number of trips with reimbursement and the average amount of subsidies reimbursed per trip in the past 3 years in the following table; and

| 2021/2022/2023 | Total amount of reimbursement | Total number of trips with reimbursement | Average amount of subsidies reimbursed per trip |
|-------------------------|-------------------------------|--|---|
| Franchised bus operator | | | |
| Trams | | | |
| Ferries | | | |
| MTR | | | |
| Green minibuses | | | |
| Red minibuses | | | |
| Kaitos | | | |
| Residents' services | | | |

- of the average fares of various franchised bus operators before/after the exclusion of the beneficiaries under the \$2 Scheme (annual farebox revenue/annual patronage) in the past 3 years in the following table.

| 2021/2022/2023 | Annual patronage (excluding beneficiaries under the \$2 Scheme) | Annual farebox revenue (excluding reimbursement) | Total number of trips benefited from the \$2 Scheme | Total amount of reimbursement under the \$2 Scheme |
|-------------------------|--|--|---|--|
| Franchised bus operator | | | | |

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 8)

Reply:

- The Government's reimbursement of the revenue forgone to the participating public transport operators (PTOs) under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) from 2021-22 to 2023-24 is tabulated below:

| | 2021-22 ^(Note 1) Actual (\$'000) | 2022-23 ^(Note 2) Actual (\$'000) | 2023-24 Revised estimate (\$'000) |
|--|---|--|--|
| MTR Corporation Limited | 368,927 | 1,165,741 | 1,525,018 |
| The Kowloon Motor Bus Company (1933) Limited | 409,137 | 828,615 | 1,053,996 |
| Citybus Limited ^(Note 3) | 81,227 | 174,906 | 348,578 |
| New World First Bus Services Limited ^(Note 3) | 67,287 | 138,862 | 69,424 |
| Long Win Bus Company Limited | 11,303 | 29,066 | 39,729 |
| New Lantao Bus Company (1973) Limited | 7,066 | 16,332 | 24,498 |
| Ferry operators | 38,362 | 78,745 | 89,958 |
| Green minibus operators | 407,401 | 564,345 | 706,606 |
| Red minibus operators | 3,742 | 61,424 | 103,879 |
| Kaito operators | 683 | 7,941 | 6,675 |
| Hong Kong Tramways Limited | 188 | 2,259 | 2,745 |
| Residents' service operators | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | 10,587 | 28,606 |
| Total | 1,395,323 | 3,078,823 | 3,999,712 |

^(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams.

(Note 2) From 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

(Note 3) The franchise of New World First Bus Services Limited merged with Citybus Limited (Franchise 1) on 1 July 2023 to form a new Citybus Limited (Franchise for the Urban and New Territories bus network).

The numbers of average daily passenger trips taken by the beneficiaries under the \$2 Scheme in the past 3 years, with a breakdown by PTO, are set out in the following table:

| PTO | Calendar Year | Persons aged 65 or above | Eligible persons with disabilities | Persons aged 60 to 64 ^(Note 4) |
|--|---------------|---|------------------------------------|---|
| MTRCL | 2021 | 459 000 | 60 000 | - |
| | 2022 | 430 000 | 55 000 | 318 000 |
| | 2023 | 585 000 | 69 000 | 369 000 |
| Franchised bus operators | 2021 | 530 000 | 68 000 | - |
| | 2022 | 500 000 | 60 000 | 286 000 |
| | 2023 | 631 000 | 68 000 | 335 000 |
| Ferry operators | 2021 | 8 100 | 1 100 | - |
| | 2022 | 7 500 | 1 000 | 6 000 |
| | 2023 | 10 100 | 1 100 | 6 000 |
| Green minibus operators | 2021 | 250 000 | 30 000 | - |
| | 2022 | 233 000 | 26 000 | 121 000 |
| | 2023 | 279 000 | 28 000 | 136 000 |
| Red minibus operators ^(Note 4) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | 11 400 | 1 300 | 8 500 |
| | 2023 | 20 900 | 2 100 | 13 200 |
| Kaito operators ^(Note 4) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | 1 500 | 100 | 1 000 |
| | 2023 | 1 500 | 100 | 900 |
| Hong Kong Tramways Limited ^(Note 4) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | ^(Note 5) | 800 | 6 400 |
| | 2023 | ^(Note 5) | 800 | 6 800 |
| Residents' service operators ^(Note 4) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | | |
| | 2022 | 6 000 | 400 | 3 400 |
| | 2023 | 8 100 | 400 | 4 600 |
| Total ^(Note 6) | 2021 | 1 247 100 | 159 100 | - |
| | 2022 | 1 190 300 | 145 300 | 750 000 |
| | 2023 | 1 536 300 | 169 600 | 871 800 |

(Note 4) The \$2 Scheme has lowered the eligible age from 65 to 60, and has been extended to cover red minibuses, kaitos and trams from 27 February 2022; with further extension to cover residents' services from 25 September 2022.

(Note 5) Hong Kong Tramways Limited offers a concessionary fare of \$1.3 for elderly persons aged 65 or above, which is lower than the flat \$2 fare under the \$2 Scheme. Therefore, the \$2 Scheme is not applicable to elderly persons aged 65 or above travelling on trams.

(Note 6) Figures may not add up to the total due to rounding.

The Transport Department does not have the information on the average amount of subsidies per trip under the \$2 Scheme.

- The annual patronage and annual farebox revenue of various franchised bus operators in the past 3 years are set out in the following table. As the financial year dates of franchised bus operators vary, the periods covered by the relevant data are different. It is inappropriate to put side by side the data on the reimbursement of the revenue forgone and the average daily passenger trips taken by the beneficiaries by financial year of the operators.

Year of 2021/Financial year of 2020-21

| Franchised bus operator (Note 7) | Annual patronage (Note 8) (million) | Annual farebox revenue (Note 9) (\$ billion) |
|--|--|--|
| KMB | 891 | 6.28 |
| LW | 29 | 0.32 |
| NWFB (Note 10) | 211 | 1.52 |
| CTB(F1) (Note 10) | 222 | 1.69 |
| CTB(F2) (Note 10) | 30 | 0.37 |
| NLB (Note 11) | 22 | 0.11 |

Year of 2022/Financial year of 2021-22

| Franchised bus operator (Note 7) | Annual patronage (Note 8) (million) | Annual farebox revenue (Note 9) (\$ billion) |
|--|--|--|
| KMB | 805 | 5.77 |
| LW | 29 | 0.32 |
| NWFB | 129 | 0.97 |
| CTB(F1) | 129 | 1.08 |
| CTB(F2) | 18 | 0.23 |
| NLB (Note 11) | 25 | 0.12 |

Year of 2023/Financial year of 2022-23

| Franchised bus operator (Note 7) | Annual patronage (Note 8) (million) | Annual farebox revenue (Note 9) (\$ billion) |
|--|--|--|
| KMB | 924 | Data not available |
| LW | 43 | |
| NWFB (Note 12) | 308 | |
| CTB(F1) (Note 12) | | |
| CTB(F2) | 31 | |
| NLB (Note 11) | 27 | 0.14 |

(Note 7) KMB: The Kowloon Motor Bus Company (1933) Limited

LW: Long Win Bus Company Limited

NWFB: New World First Bus Services Limited

CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour bus network). The new franchise took effect on 1 July 2023, which operates both CTB's and NWFB's routes under the name of Citybus Limited (Franchise for the Urban and New Territories bus network).

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

NLB: New Lantao Bus Company (1973) Limited

Unless specified otherwise, the end date of financial year of the franchised bus operators is 31 December of that year.

(Note 8) The information, which included the patronage of the beneficiaries of the \$2 Scheme, was provided by the bus operators.

(Note 9) The information, which included the Government's reimbursement of the revenue forgone to the operators under the \$2 Scheme, was provided by the bus operators.

(Note 10) The financial year of 2020-21 of NWFB, CTB(F1) and CTB(F2) covered a period of 18 months, i.e. from 1 July 2020 to 31 December 2021. The relevant figures of patronage and farebox revenue also covered a period of 18 months.

(Note 11) The financial year of NLB is from 1 April of each year to 31 March of the following year.

(Note 12) NWFB and CTB(F1) merged on 1 July 2023. The relevant figures of NWFB have been included in the calculation for CTB(F1).

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)254

(Question Serial No. 2887)

Head: (186) Transport Department

Subhead (No. & title): (166) Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Subhead 166 shows that the approved estimate for 2023-24 in respect of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities is \$6.725 billion while its revised estimate is substantially reduced to \$3.999 billion. What are the reasons?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 17)

Reply:

The revised estimate of Subhead 166 for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) for 2023-24 is about \$2.73 billion lower than the original approved estimate. This is mainly due to lower-than-expected number of passenger trips and fares of various public transport operators during the post-epidemic recovery phase, as well as lower-than-expected numbers of red minibus routes, kaito services and residents' services joining the \$2 Scheme in the year.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)365

(Question Serial No. 3510)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

1. What are the details of the concessions received by persons with disabilities and the eligible elderly in the past 3 years? please list them in a table by type of public transport operators; besides, has the Government collected any data on the current situation of "taking long-haul routes for short journeys"? if yes, please list them out;
2. what are the average monthly subsidies for each beneficiary under the Scheme in the past 3 years?
3. as the Government intended to oblige all beneficiaries aged 60 or above to use the JoyYou Card in order to enjoy the \$2 concessionary fare under the Scheme, how many of them have switched to the JoyYou Card so far? what is their percentage in the elderly population aged 60 or above? what are the manpower and expenditure involved in the card replacement scheme? and
4. as the Government has indicated that it will continue to strengthen anti-abuse measures under the \$2 Scheme, what are the details of the relevant plan and the expenditure involved?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 46)

Reply:

1. The number of average daily passenger trips taken by the beneficiaries and the number of beneficiaries under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in the past 3 years, with a breakdown by public transport operator (PTO), are set out below:

| PTO | Calendar year | Elderly persons^(Note 1) | Eligible persons with disabilities |
|--|----------------------|---|---|
| MTR Corporation Limited (MTRCL) | 2021 | 459 000 | 60 000 |
| | 2022 | 748 000 | 55 000 |
| | 2023 | 954 000 | 69 000 |
| Franchised bus operators | 2021 | 530 000 | 68 000 |
| | 2022 | 786 000 | 60 000 |
| | 2023 | 966 000 | 68 000 |
| Ferry operators | 2021 | 8 100 | 1 100 |
| | 2022 | 13 500 | 1 000 |
| | 2023 | 16 100 | 1 100 |
| Green minibus operators | 2021 | 250 000 | 30 000 |
| | 2022 | 354 000 | 26 000 |
| | 2023 | 415 000 | 28 000 |
| Red minibus operators ^(Note 1) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2022 | 19 900 | 1 300 |
| | 2023 | 34 100 | 2 100 |
| Kaito operators ^(Note 1) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2022 | 2 500 | 100 |
| | 2023 | 2 400 | 100 |
| Hong Kong Tramways Limited ^(Note 1) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2022 | 6 400 ^(Note 2) | 800 |
| | 2023 | 6 800 ^(Note 2) | 800 |
| Residents' service operators ^(Note 1) | 2021 | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2022 | 9 400 | 400 |
| | 2023 | 12 700 | 400 |
| Total ^(Note 3) | 2021 | 1 247 100 | 159 100 |
| | 2022 | 1 940 300 | 145 300 |
| | 2023 | 2 408 100 | 169 600 |

(Note 1) The \$2 Scheme has lowered the eligible age from 65 to 60, and has been extended to cover red minibuses, kaitos and trams from 27 February 2022; with further extension to cover residents' services from 25 September 2022.

(Note 2) Hong Kong Tramways Limited offers a concessionary fare of \$1.3 for elderly persons, which is lower than the flat \$2 fare under the \$2 Scheme. Therefore, the \$2 Scheme is not applicable to elderly persons travelling on trams.

(Note 3) Figures may not add up to the total due to rounding.

The Government's reimbursement of the revenue forgone to the participating PTOs under the \$2 Scheme in the past 3 years is tabulated below:

| PTO | Financial year | Elderly persons^(Note 1) | Eligible persons with disabilities |
|---|-----------------------------------|---|---|
| MTR Corporation Limited (MTRCL) | 2021-22 Actual (\$'000) | 312,475 | 56,452 |
| | 2022-23 Actual (\$'000) | 1,110,982 | 54,759 |
| | 2023-24 Revised estimate (\$'000) | 1,457,533 | 67,485 |
| Franchised bus operators | 2021-22 Actual (\$'000) | 423,991 | 152,029 |
| | 2022-23 Actual (\$'000) | 1,051,027 | 136,754 |
| | 2023-24 Revised estimate (\$'000) | 1,376,273 | 159,952 |
| Ferry operators | 2021-22 Actual (\$'000) | 34,271 | 4,091 |
| | 2022-23 Actual (\$'000) | 74,942 | 3,803 |
| | 2023-24 Revised estimate (\$'000) | 85,907 | 4,051 |
| Green minibus operators | 2021-22 Actual (\$'000) | 366,146 | 41,255 |
| | 2022-23 Actual (\$'000) | 526,798 | 37,547 |
| | 2023-24 Revised estimate (\$'000) | 662,493 | 44,113 |
| Red minibus operators ^(Note 1) | 2021-22 Actual (\$'000) | 3,478 | 264 |
| | 2022-23 Actual (\$'000) | 57,631 | 3,793 |
| | 2023-24 Revised estimate (\$'000) | 97,595 | 6,284 |
| Kaito operators ^(Note 1) | 2021-22 Actual (\$'000) | 651 | 32 |
| | 2022-23 Actual (\$'000) | 7,648 | 293 |
| | 2023-24 Revised estimate (\$'000) | 6,455 | 220 |

| PTO | Financial year | Elderly persons^(Note 1) | Eligible persons with disabilities |
|--|--|---|---|
| Hong Kong Tramways Limited ^(Note 1) | 2021-22 Actual (\$'000) | 170 ^(Note 2) | 18 |
| | 2022-23 Actual (\$'000) | 2,017 ^(Note 2) | 242 |
| | 2023-24 Revised estimate (\$'000) | 2,458 ^(Note 2) | 287 |
| Residents' service operators ^(Note 1) | 2021-22 Actual (\$'000) | The \$2 Scheme has not yet been extended to cover the public transport mode concerned | |
| | 2022-23 Actual (\$'000) | 10,161 | 426 |
| | 2023-24 Revised estimate (\$'000) | 27,400 | 1,206 |
| Total | 2021-22 Actual (\$'000) | 1,141,182 | 254,141 |
| | 2022-23 Actual (\$'000) | 2,841,206 | 237,617 |
| | 2023-24 Revised estimate (\$'000) | 3,716,114 | 283,598 |

^(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams; and from 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

^(Note 2) The Hong Kong Tramways, Limited offers a concessionary fare of \$1.3 for elderly persons aged 65 or above, which is lower than the flat fare of \$2 under the \$2 Scheme. Therefore, the \$2 Scheme is not applicable to elderly persons aged 65 or above travelling on trams.

TD does not maintain information relating to the trips taken by the beneficiaries.

- TD does not maintain the statistics required.
- As at end-February 2024, a total of 2.18 million eligible elderly persons aged 60 or above have applied for the JoyYou Card, accounting for 96% of the relevant population.

The non-recurrent commitment mainly on the switch to the JoyYou Card is about \$208 million. As the relevant work is mainly conducted by the existing staff of the Government, there is no separate breakdown of the manpower involved.

- TD has all along been requesting PTOs 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 abuses. TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by TD and PTOs in the past 5 years on MTR, buses, ferries, kaitos, minibuses, trams and residents' services, 1 419 suspected abuse cases were found.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

As the work of TD against abuses of the \$2 Scheme is mainly conducted by the existing staff, there is no separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)366

(Question Serial No. 3646)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned in the Budget that the expenditure on the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) is about \$4 billion in 2023-24, which is more than double the \$1.3 billion in 2019-20. In this connection, will the Government inform this Committee:

1. apart from implementing the JoyYou Card scheme from 2022 onwards, whether the Transport Department (TD) has carefully examined the reasons for the increase of more than \$2 billion in the relevant expenditure in 2023-24 as compared with that in 2019-20, and has compiled statistics on and reviewed in a timely manner the travelling habits of the users, the number of trips taken as well as the number of beneficiaries of the scheme? if yes, of the details; if not, the reasons;
2. to combat illegal use of the \$2 fare concession, of the number of inspections conducted, prosecutions instituted and the total amount of fines imposed in the past year; and
3. whether TD has planned to comprehensively review the cost-effectiveness of the above scheme and the problem of "short rides for long journeys"; if yes, of the specific timetable; if not, the reasons?

Asked by: Hon KONG Yuk-foon, Doreen (LegCo internal reference no.: 45)

Reply:

1. The Government's reimbursement of the revenue forgone to the participating public transport operators (PTOs) under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) for 2023-24 is about \$4 billion, representing an increase of about \$2.73 billion over the actual expenditure of \$1.27 billion for 2019-20. This is mainly due to the lowering of the eligible age of the \$2 Scheme from 65 to 60, with extension to cover red minibuses, kaitos, trams and residents' services; the growth in the population of eligible persons as

well as transport fare adjustments; the gradual pick-up of passenger trips with the society's return to normalcy after the pandemic, etc.

2. The TD has all along been requesting PTOs to strengthen ticket inspection and passenger identity verification work, and strictly enforce the penalty as set out in relevant legislation and by-laws to prevent abuses of the \$2 Scheme. The TD also conducts surveys and monitors the situation.

During site monitoring surveys jointly conducted by the TD and PTOs in the past year on the Mass Transit Railway (MTR), buses, ferries, kaitos, minibuses, trams and residents' buses, 300 suspected abuse cases were found.

To step up enforcement actions against abuses of the \$2 Scheme by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at end-February this year, a total of around 350 joint enforcement actions were conducted across 650 routes with about 2 360 persons inspected for suspected abuse of \$2 Scheme, and 2 suspected abuse cases were found and referred to the Police for follow-up. The court hearing of one of the cases has been completed and the passenger involved was fined approximately \$14,000 and required to repay the underpaid fare (totalling around \$2,000). The other case is currently under the Police's investigation. The TD will continue to conduct joint special inspection and enforcement actions with PTOs and refer suspected abuse cases to the Police for follow-up and criminal investigation where there is sufficient evidence so as to ensure that the resources of the \$2 Scheme are spent properly. During the same period, the MTR Corporation Limited, in its enforcement actions, imposed surcharges to around 4 260 ineligible persons for abusing the \$2 Scheme.

3. The Financial Secretary has announced in the 2024-25 Budget that the mode of operation of the \$2 Scheme would be reviewed in order to enable the continued provision of subsidies of the scheme in a financially sustainable manner. The Government will take into account the effectiveness of different options in containing the growth of expenditure and factors including the practicability of these options in the review, which is expected to be completed within this year.

- End -

CONTROLLING OFFICER'S REPLY

LWB(W)367

(Question Serial No. 3806)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Under the existing mechanism of the \$2 Scheme, eligible elderly or persons with disabilities only have to pay \$2 when taking the participating transport modes, and the fare differential will be subsidised by the Government. As stated in this year's Budget, the Financial Secretary has requested relevant departments to review the \$2 Scheme and the Public Transport Fare Subsidy Scheme, with a view to enabling the continued provision of subsidies of the schemes in a financially sustainable manner. In this connection, will the Government inform this Committee of the following:

1. the total expenditure of the \$2 Scheme and the total subsidy received by commuters in the past year;
2. given that eligible persons taking "short rides on long bus routes" and ineligible persons travelling at concessionary fare have become very common and a main cause for the unnecessary increase in the public expenditure, whether the Government will consider enhancing communication with public transport operators in order to formulate measures such as introducing section fares, where boarding and alighting points are recorded for charging distance-based fares, thereby cutting expenditure; and
3. further to the above, if no, whether there will be any measures to step up publicity to appeal to the elderly to save expenditure for the Hong Kong treasury?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 17)

Reply:

1. The revised estimate of the total expenditure of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) for 2023-24 is about \$4.1 billion. Of this, the revised estimate of the Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme is about \$4 billion.

2. The Financial Secretary announced in the 2024-25 Budget that the mode of operation of the \$2 Scheme would be reviewed in order to enable the continued provision of subsidies of the scheme in a financially sustainable manner. In the review, the Government would take into account the effectiveness of different options in containing the growth of expenditure and factors including the practicability of these factors.

The Government has all along been encouraging bus companies to offer fare concessions wherever feasible. One-way or two-way section fares are currently available on about 80 per cent of franchised bus routes. Most of the remaining 20 per cent are short-haul routes. Regarding whether to request bus companies to provide more section fares, the Transport Department (TD) needs to give due consideration to the overall transport services and planning matters, including how to address and balance different travel needs of short-haul and long-haul passengers. Whether it is feasible for individual routes and the specific arrangements are subject to actual situation of the routes. Full implementation of section fares may result in more short-haul passengers travelling on long-haul routes, taking up the capacity of long-haul routes and affecting long-haul passengers; if franchised bus operators have to increase the trip frequencies of their long-haul routes, it would aggravate the burden on road traffic. Moreover, when short-haul passengers alight midway, the loading on long-haul routes may become too low to make effective use of public transport resources. Introducing more section fares may also lead to duplication of resources with existing short-haul routes or other public transport services, upsetting the delicate balance among various public transport services. Therefore, TD will carefully assess whether it is suitable to apply section fares to individual routes.

3. The Government has rolled out TV and radio announcements of public interest and posted posters at major public bus and public light bus termini as well as public light bus compartments on the routes for which two-way section fares are offered to encourage beneficiaries of the \$2 Scheme to make appropriate use of short-haul routes and to assist passengers to understand the arrangement of two-way section fare, so as to reduce the differential fares under the \$2 Scheme and ensure proper use of public funds.

- End -

| | | | | | | | | | | |
|------------|--|--|--|--|--|--|--|--|--|--|
| Kwai Tsing | | | | | | | | | | |
| Tsuen Wan | | | | | | | | | | |
| Tuen Mun | | | | | | | | | | |
| Yuen Long | | | | | | | | | | |
| North | | | | | | | | | | |
| Tai Po | | | | | | | | | | |
| Sha Tin | | | | | | | | | | |
| Sai Kung | | | | | | | | | | |
| Islands | | | | | | | | | | |

Asked by: Hon TIK Chi-yuen (LegCo internal reference no.: 97)

Reply:

- Under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), eligible persons with disabilities (PwDs) are required to use a Personalised Octopus printed with a photo and with “Persons with Disabilities Status” to enjoy the \$2 Scheme. The numbers of eligible PwDs applying to the MTR Corporation Limited (MTRCL) for Personalised Octopus with “Persons with Disabilities Status” in the past 3 years, with a breakdown by age group, are tabulated below. MTRCL does not maintain breakdown statistics by district regarding the numbers of applicants.

| Calendar year | Eligible persons with disabilities aged below 12 | Eligible persons with disabilities aged between 12 and 59 | Eligible persons with disabilities aged between 60 and 64 |
|----------------------|---|--|--|
| 2021 | 5 252 | 73 622 | 18 554 |
| 2022 | 5 549 | 73 727 | 14 010 |
| 2023 | 6 468 | 74 958 | 12 023 |

Separately, the Government provides subventions to rebus service operators for operating rebus services, including scheduled route service, dial-a-ride service and feeder service, for persons with impaired mobility and their carers. The operators involved do not maintain breakdown statistics by age group and district regarding the numbers of rebus service users.

- End -

CONTROLLING OFFICER'S REPLY**LWB(W)369****(Question Serial No. 3886)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Ms Angela LEE)Director of Bureau: Secretary for Labour and WelfareQuestion:

It is mentioned in paragraph 227 of the Budget Speech that relevant bureaux are requested to review the mode of operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), taking into consideration factors including incurrence of higher expenditure with rapid expenditure growth rate. In this connection, will the Government inform this Committee of:

1. the annual expenditure of the Scheme and the year-on-year increase over the past 5 years?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 51)Reply:

The amounts of Government's reimbursement of the revenue forgone to the participating public transport operators under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) and the year-on-year change over the past 5 financial years are tabulated below^(Note):

| Financial year | Government's reimbursement of the revenue forgone to the participating public transport operators under the \$2 Scheme (\$'000) | Year-on-year change | |
|----------------------------|---|---------------------|---------|
| | | (\$'000) | (%) |
| 2019-20 (Actual) | 1,274,988 | - | - |
| 2020-21 (Actual) | 1,016,676 | -258,312 | -20.3% |
| 2021-22 (Actual) | 1,395,323 | +378,647 | +37.2% |
| 2022-23 (Actual) | 3,078,823 | +1,683,500 | +120.7% |
| 2023-24 (Revised estimate) | 3,999,712 | +920,889 | +29.9% |

(Note) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60, with extension to cover red minibuses, kaitos and trams; and from 25 September 2022, the \$2 Scheme has been extended to cover residents' services.

- End -

2. for private cars (PCs) only, the hourly traffic flows of the three RHCs during the weekday peak hours; and

| Average cross-harbour traffic flow of PCs on weekdays (in vehicles) | Before the takeover of WHC | | | | “633” fixed tolling | | | | Time-varying tolling | | | |
|---|----------------------------|-----|-----|-------|---------------------|-----|-----|-------|----------------------|-----|-----|-------|
| | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| South-bound | 07:00 - 08:00 | | | | | | | | | | | |
| | 08:00 - 09:00 | | | | | | | | | | | |
| | 09:00 - 10:00 | | | | | | | | | | | |
| North-bound | 17:00 - 18:00 | | | | | | | | | | | |
| | 18:00 - 19:00 | | | | | | | | | | | |
| | 19:00 - 20:00 | | | | | | | | | | | |

3. for taxis only, the hourly traffic flows of the three RHCs during the weekday peak hours.

| Average cross-harbour traffic flow of taxis on weekdays (in vehicles) | Before the takeover of WHC | | | | “633” fixed tolling | | | | Time-varying tolling | | | |
|---|----------------------------|-----|-----|-------|---------------------|-----|-----|-------|----------------------|-----|-----|-------|
| | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| South-bound | 07:00 - 08:00 | | | | | | | | | | | |
| | 08:00 - 09:00 | | | | | | | | | | | |
| | 09:00 - 10:00 | | | | | | | | | | | |
| North-bound | 17:00 - 18:00 | | | | | | | | | | | |
| | 18:00 - 19:00 | | | | | | | | | | | |
| | 19:00 - 20:00 | | | | | | | | | | | |

Asked by: Hon ZHANG Xinyu, Gary

Reply:

1. The hourly traffic flows of all vehicles at the three RHCs from 07:00 to 10:00 and from 17:00 to 20:00 on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annex 1**.
2. The hourly traffic flows of PCs at the three RHCs from 07:00 to 10:00 and from 17:00 to 20:00 on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annex 2**.
3. The hourly traffic flows of taxis at the three RHCs from 07:00 to 10:00 and from 17:00 to 20:00 on weekdays (i.e. Mondays to Fridays, except public holidays) before and after the implementation of the new toll plans are set out at **Annex 3**.

Average Cross-harbour Traffic Flows (Two-way) of All Vehicles from 07:00 to 10:00 and from 17:00 to 20:00 on Weekdays (in Vehicles) ^{1,2}

| Average cross-harbour traffic flow (two-way) on weekdays (in vehicles) | | Before the takeover of WHC ³ | | | | “633” fixed tolling ⁴ | | | | Time-varying tolling ⁵ | | | |
|--|-------------|---|-------|-------|-------|----------------------------------|-------|-------|--------|-----------------------------------|-------|-------|-------|
| | | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| South-bound | 07:00-08:00 | 1 500 | 2 900 | 2 100 | 6 400 | 2 800 | 2 900 | 3 000 | 8 700 | 3 400 | 2 700 | 2 800 | 8 900 |
| | 08:00-09:00 | 3 600 | 3 000 | 3 000 | 9 600 | 4 100 | 2 900 | 2 900 | 9 900 | 4 100 | 2 700 | 2 800 | 9 700 |
| | 09:00-10:00 | 3 900 | 3 000 | 3 000 | 9 900 | 4 100 | 2 900 | 2 900 | 10 000 | 4 100 | 2 800 | 2 800 | 9 700 |
| North-bound | 17:00-18:00 | 3 000 | 2 900 | 2 600 | 8 600 | 3 900 | 2 800 | 2 800 | 9 500 | 3 800 | 2 700 | 2 600 | 9 000 |
| | 18:00-19:00 | 3 500 | 3 000 | 2 800 | 9 300 | 4 100 | 2 700 | 2 800 | 9 600 | 4 000 | 2 700 | 2 600 | 9 300 |
| | 19:00-20:00 | 2 500 | 2 800 | 2 700 | 8 100 | 2 900 | 2 700 | 2 400 | 8 100 | 3 300 | 2 500 | 2 300 | 8 100 |

Notes:

1. Weekday peak hours generally refer to the periods from 07:30 to 10:30 and from 16:30 to 19:30 (6 hours in total), which have taken into account the actual durations of peak time slots of the three RHCs and the transitional charging arrangement between different time slots. The traffic flow data of the three RHCs in the above table are all counted by full hour from 07:00 to 10:00 and from 17:00 to 20:00 on the request of the Member and hence may not accurately reflect or provide accurate comparisons of traffic flows at peak hours before and after the implementation of the new toll plans.
2. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows in the above table; and breakdowns may not add up to total due to rounding.
3. The cross-harbour traffic flow on weekdays in July 2023
4. The period from 4 to 8 December 2023
5. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)

Average Cross-harbour Traffic Flows (Two-way) of PCs from 07:00 to 10:00 and from 17:00 to 20:00 on Weekdays (in Vehicles) ^{1,2}

| Average cross-harbour traffic flow (two-way) of PCs on weekdays (in vehicles) | | Before the takeover of WHC ³ | | | | “633” fixed tolling ⁴ | | | | Time-varying tolling ⁵ | | | |
|---|-------------|---|-------|-------|-------|----------------------------------|-------|-------|-------|-----------------------------------|-------|-------|-------|
| | | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| South-bound | 07:00-08:00 | 600 | 1 400 | 1 100 | 3 000 | 1 500 | 1 600 | 2 000 | 5 000 | 1 900 | 1 600 | 1 800 | 5 300 |
| | 08:00-09:00 | 1 400 | 1 400 | 1 600 | 4 400 | 2 100 | 1 500 | 1 800 | 5 400 | 1 900 | 1 600 | 1 600 | 5 100 |
| | 09:00-10:00 | 1 600 | 1 300 | 1 400 | 4 300 | 1 800 | 1 300 | 1 500 | 4 700 | 1 600 | 1 500 | 1 400 | 4 500 |
| North-bound | 17:00-18:00 | 1 400 | 1 500 | 1 400 | 4 300 | 2 200 | 1 400 | 1 800 | 5 300 | 1 900 | 1 700 | 1 600 | 5 200 |
| | 18:00-19:00 | 1 800 | 1 600 | 1 600 | 5 000 | 2 500 | 1 600 | 1 900 | 6 000 | 2 300 | 1 900 | 1 800 | 5 900 |
| | 19:00-20:00 | 1 300 | 1 700 | 1 500 | 4 500 | 1 700 | 1 700 | 1 700 | 5 000 | 1 900 | 1 700 | 1 500 | 5 200 |

Notes:

1. Weekday peak hours generally refer to the periods from 07:30 to 10:30 and from 16:30 to 19:30 (6 hours in total), which have taken into account the actual durations of peak time slots of the three RHCs and the transitional charging arrangement between different time slots. The traffic flow data of the three RHCs in the above table are all counted by full hour from 07:00 to 10:00 and from 17:00 to 20:00 on the request of the Member and hence may not accurately reflect or provide accurate comparisons of traffic flows at peak hours before and after the implementation of the new toll plans.
2. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows in the above table; and breakdowns may not add up to total due to rounding.
3. The cross-harbour traffic flow on weekdays in July 2023
4. The period from 4 to 8 December 2023
5. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)

Average Cross-harbour Traffic Flows (Two-way) of Taxis from 07:00 to 10:00 and from 17:00 to 20:00 on Weekdays (in Vehicles) ^{1,2}

| Average cross-harbour traffic flow (two-way) of taxis on weekdays (in vehicles) | | Before the takeover of WHC ³ | | | | “633” fixed tolling ⁴ | | | | Time-varying tolling ⁵ | | | |
|---|-------------|---|-----|-----|-------|----------------------------------|-----|-----|-------|-----------------------------------|-----|-----|-------|
| | | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total | WHC | CHT | EHC | Total |
| South-bound | 07:00-08:00 | 300 | 300 | 300 | 800 | 700 | 200 | 400 | 1 200 | 600 | 300 | 300 | 1 200 |
| | 08:00-09:00 | 600 | 200 | 400 | 1 200 | 900 | 100 | 300 | 1 300 | 800 | 200 | 400 | 1 500 |
| | 09:00-10:00 | 700 | 200 | 400 | 1 200 | 1 000 | 100 | 400 | 1 400 | 900 | 300 | 500 | 1 600 |
| North-bound | 17:00-18:00 | 400 | 200 | 300 | 800 | 700 | 100 | 200 | 1 100 | 600 | 200 | 300 | 1 100 |
| | 18:00-19:00 | 500 | 200 | 300 | 900 | 700 | 100 | 200 | 1 100 | 700 | 200 | 300 | 1 200 |
| | 19:00-20:00 | 500 | 300 | 400 | 1 200 | 800 | 200 | 400 | 1 300 | 700 | 300 | 300 | 1 300 |

Notes:

1. Weekday peak hours generally refer to the periods from 07:30 to 10:30 and from 16:30 to 19:30 (6 hours in total), which have taken into account the actual durations of peak time slots of the three RHCs and the transitional charging arrangement between different time slots. The traffic flow data of the three RHCs in the above table are all counted by full hour from 07:00 to 10:00 and from 17:00 to 20:00 on the request of the Member and hence may not accurately reflect or provide accurate comparisons of traffic flows at peak hours before and after the implementation of the new toll plans.
2. Traffic queues for the tunnels during peak hours (if any) are not taken into account in the traffic flows in the above table; and breakdowns may not add up to total due to rounding.
3. The cross-harbour traffic flow on weekdays in July 2023
4. The period from 4 to 8 December 2023
5. Mondays to Fridays in February 2024, excluding public holidays and the days affected by public holidays (e.g. Lunar New Year’s Eve and from the fifth to seventh day of Lunar New Year)

S-TLB003

CONTROLLING OFFICER'S REPLY

(Question Serial No. S025)

Head: (186) Transport Department
Subhead (No. & title): (603) Plant, vehicles and equipment
Programme: (4) Management of Transport Services
Controlling Officer: Commissioner for Transport (Ms Angela LEE)
Director of Bureau: Secretary for Transport and Logistics

Question:

Please advise this Committee of the following:

- (1) For projects under Capital Account 603 of Head 186, such as Item 89A “Replacement of tunnel ventilation system at the Aberdeen Tunnel” and Item 89G “Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel”, their applications for creating commitments and increasing expenditure ceilings are directly submitted to the Legislative Council (LegCo) for approval in the context of an Appropriation Bill. However, for similar replacement projects in the past, such as “Replacement of fire alarm system in the Aberdeen Tunnel”, “Replacement of manual toll collection system in the Aberdeen Tunnel” and “Replacement of tunnel lighting system in the Kai Tak Tunnel” in 2016, their applications for funding were separately submitted to the Public Works Subcommittee (PWSC) and the Finance Committee (FC) for approval. It is noted that the total commitment for the projects under Capital Account 603 has amounted to \$19.3 billion. Regarding the projects that involve higher funding requirements, what are the reasons for not seeking separate approval from PWSC and FC?
- (2) What are the standards or criteria for determining the type of project funding proposal to be included under the Capital Works Reserve Fund (CWRF) for approval by PWSC and FC, or to be included under the General Revenue Account for LegCo’s approval in the context of an Appropriation Bill?

Asked by: Hon ZHANG Xinyu, Gary

Reply:

- (1) In considering whether a funding proposal should be included in the Estimates for consideration by LegCo in the context of the Appropriation Bill or be submitted to FC for approval, the Government will have due regard to a host of factors, including the account involved; the nature of the project (such as regular acquisition and upgrading of equipment), etc.

- (2) There are 11 heads of expenditure under CWRP, covering Land Acquisition (Head 701), Public Works Programme (Heads 702 to 707, 709 and 711), Capital Subventions and Major Systems and Equipment (Head 708), and Computerisation (Head 710), details of which are available on the following website (<https://www.budget.gov.hk/2024/eng/pdf/cwrp-mem.pdf>).

On the other hand, the provisions for Plant, Equipment and Works under the Capital Account of the General Revenue Account are for the capital expenditure on assets acquired or constructed with government funding. The ambit of its Subhead 603 Plant, vehicles and equipment covers expenditure on plant, specialised vehicles, dinghies and launches, and equipment each costing more than \$10 million. The funding proposals for the replacement of tunnel ventilation systems at the Aberdeen Tunnel and the Tseung Kwan O Tunnel involve the expenditure on equipment acquired by the Transport Department exceeding \$10 million, which is under Subhead 603 of the Capital Account.

- End -

CONTROLLING OFFICER'S REPLY

S-LWB(W)12

(Question Serial No. SV052)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme), please advise on the following:

- (a) Is there any duplication of resources between the \$2 Scheme and the Public Transport Fare Subsidy Scheme (PTFSS)?
- (b) What are the reasons for extending the \$2 Scheme to cover residents' services (RS) and what are the considerations in choosing which RS to cover?
- (c) Beneficiaries of the \$2 Scheme may be prompted to take long-haul routes because of insufficient or reduced short-haul routes, thus leading to the "short rides on long bus routes" situation, as well as increasing government expenditure on reimbursing the participating bus operators. In this connection, how will the Government ensure the sustainability of the \$2 Scheme? For example, will the Government require the participating bus operators to provide a specified minimum number of short-haul routes?

Asked by: Hon HO King-hong, Adrian Pedro

Reply:

- (a) 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. At present, 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.

The \$2 Scheme enables elderly people and eligible persons with disabilities to travel on designated public transport modes and services at a concessionary fare of \$2 per trip.

The aim is to build a caring and inclusive society in Hong Kong by encouraging the beneficiaries to participate more in community activities.

The monthly threshold under PTFSS is currently at \$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.

Given their different policy objectives, modes of operation and target beneficiaries, the two schemes basically do not overlap. The Transport Department (TD) will continue to closely monitor the proper and efficient operation of the two schemes to ensure proper use of the public funds.

- (b) As mentioned in part (a) above, the policy objective of the \$2 Scheme is to enable the beneficiaries to travel on designated public transport modes and services at a concessionary fare with a view to building a caring and inclusive society in Hong Kong. The Government also noted that some RS operators wished to be covered under the \$2 Scheme.

Given that the nature of RS is unique and their fares are determined on the basis of agreement of the RS operators and the owners or residents of relevant properties, the Government must ensure that the service scope and operation mode of RS operators joining the \$2 Scheme meet all the requirements for “public transport”. For this reason, the Government has already made clear publicly that any application from RS operators for admission to the \$2 Scheme would only be considered on a case-by-case basis if they can prove that the RS route concerned could meet all the following three prerequisite conditions:

- (1) the RS route is made accessible to all members of the public without any restriction and any preferential treatment to the property owners/residents would also apply to other members of the public;
- (2) there is no direct and parallel public transport alternatives; and
- (3) the RS operators fully comply with TD’s fare control and monitoring requirements similar to those for red minibus and kaito, including registration of fares with TD, installation of an Octopus payment system on admitted routes to ensure adherence to pre-set registered fares for calculating reimbursement of differential fares, as well as strengthening of the internal control system and submission of 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 has put in place a vetting and monitoring mechanism to ensure that the RS routes applying for admission to the \$2 Scheme comply with the above three conditions.

- (c) TD will plan for, and franchised bus companies will provide, long-haul and short-haul bus services with regard to passenger demand to meet the needs of passengers. According to our records, the overall number of short-haul bus routes has increased instead of decreased in the past three years.

The Financial Secretary announced in the 2024-25 Budget to review the mode of operation of the \$2 Scheme with a view to maintaining the financial sustainability of the Scheme. The Government has stated clearly that it will maintain the policy intent of the \$2 Scheme to build a caring and inclusive society by encouraging the beneficiaries to participate more in community activities, and has no intention to cancel the Scheme or change the existing beneficiary groups. The Government will take into account the effectiveness of different options in containing the growth of expenditure in the review and factors including the practicability of these options.

- End -

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|---------------------------------------|--|--|--|--|--|--|--|--|--|
| Long Win Bus Company Limited | | | | | | | | | |
| New Lantao Bus Company (1973) Limited | | | | | | | | | |

(2) the numbers of average daily passenger trips taken by the beneficiaries under the \$2 Scheme from 2021-22 to 2023-24, with a breakdown by franchised bus operator.

| Franchised bus operator | Calendar year | Persons aged 65 or above | Eligible persons with disabilities | Persons aged 60 to 64 |
|--|----------------------|---------------------------------|---|------------------------------|
| The Kowloon Motor Bus Company (1933) Limited | 2021 | | | |
| | 2022 | | | |
| | 2023 | | | |
| Citybus Limited | 2021 | | | |
| | 2022 | | | |
| | 2023 | | | |
| New World First Bus Services Limited | 2021 | | | |
| | 2022 | | | |
| | 2023 | | | |
| Long Win Bus Company Limited | 2021 | | | |
| | 2022 | | | |
| | 2023 | | | |
| New Lantao Bus Company (1973) Limited | 2021 | | | |
| | 2022 | | | |
| | 2023 | | | |

Asked by: Hon ZHANG Xinyu, Gary

Reply:

(1) The Government's reimbursement of the revenue forgone to the participating franchised bus operators under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) in respect of persons aged 60 to 64, persons aged 65 or above and eligible persons with disabilities from 2021-22 to 2023-24 is tabulated below:

| | Financial year | Persons aged 65 or above | Eligible persons with disabilities | Persons aged 60 to 64 ^(Note 1) |
|-------------------------------|----------------------------|---------------------------------|---|--|
| The Kowloon Motor Bus Company | 2021-22 Actual (\$'000) | 299,491 | 109,646 | _(Note 2) |
| | 2022-23 | 282,109 | 97,353 | 449,153 |

| | Financial year | Persons aged 65 or above | Eligible persons with disabilities | Persons aged 60 to 64 ^(Note 1) |
|--|-----------------------------------|---------------------------------|---|--|
| (1933) Limited | Actual (\$'000) | | | |
| | 2023-24 Revised estimate (\$'000) | 368,225 | 112,163 | 573,608 |
| Citybus Limited ^(Note 3) | 2021-22 Actual (\$'000) | 61,111 | 20,116 | _(Note 2) |
| | 2022-23 Actual (\$'000) | 59,308 | 18,921 | 96,677 |
| | 2023-24 Revised estimate (\$'000) | 123,739 | 34,241 | 190,598 |
| New World First Bus Services Limited ^(Note 3) | 2021-22 Actual (\$'000) | 50,257 | 17,030 | _(Note 2) |
| | 2022-23 Actual (\$'000) | 50,488 | 15,533 | 72,841 |
| | 2023-24 Revised estimate (\$'000) | 25,269 | 7,258 | 36,897 |
| Long Win Bus Company Limited | 2021-22 Actual (\$'000) | 7,966 | 3,337 | _(Note 2) |
| | 2022-23 Actual (\$'000) | 7,980 | 3,177 | 17,909 |
| | 2023-24 Revised estimate (\$'000) | 11,363 | 3,970 | 24,396 |
| New Lantao Bus Company (1973) Limited | 2021-22 Actual (\$'000) | 4,332 | 1,900 | 834 |
| | 2022-23 Actual (\$'000) | 5,116 | 1,770 | 9,446 |
| | 2023-24 Revised estimate (\$'000) | 8,967 | 2,320 | 13,211 |

(Note 1) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60.

(Note 2) Due to timing difference in settlement, the Government's reimbursement of the differential fare to franchised bus operators (except New Lantao Bus) for 27 February to 31 March 2022 in relation to the lowering of the eligible age of the \$2 Scheme to 60 was not reflected in the expenditure of 2021-22.

(Note 3) The franchise of New World First Bus Services Limited merged with Citybus Limited (Franchise 1) on 1 July 2023 to form a new Citybus Limited (Franchise for the Urban and New Territories bus network).

- (2) The numbers of average daily passenger trips taken by the beneficiaries under the \$2 Scheme in the past 3 years, with breakdown by franchised bus operator, are set out in the following table:

| Bus operator | Calendar year | Persons aged 65 or above | Eligible persons with disabilities | Persons aged 60 to 64 ^(Note 4) |
|--|----------------------|---------------------------------|---|--|
| The Kowloon Motor Bus Company (1933) Limited | 2021 | 397 000 | 49 800 | - |
| | 2022 | 368 400 | 44 000 | 202 100 |
| | 2023 | 457 000 | 49 000 | 233 000 |
| Citybus Limited ^(Note 5) | 2021 | 57 300 | 7 900 | - |
| | 2022 | 59 300 | 7 100 | 38 600 |
| | 2023 | 121 000 | 12 000 | 67 000 |
| New World First Bus Services Limited ^(Note 5) | 2021 | 67 500 | 8 100 | - |
| | 2022 | 64 700 | 7 200 | 34 300 |
| | 2023 | 79 000 | 8 100 | 40 000 |
| Long Win Bus Company Limited | 2021 | 5 500 | 1 000 | - |
| | 2022 | 5 400 | 1 000 | 6 000 |
| | 2023 | 7 500 | 1 200 | 7 500 |
| New Lantao Bus Company (1973) Limited | 2021 | 2 900 | 1 300 | - |
| | 2022 | 2 600 | 1 100 | 4 900 |
| | 2023 | 5 800 | 1 500 | 7 200 |

^(Note 4) From 27 February 2022, the eligible age of the \$2 Scheme has been lowered from 65 to 60.

^(Note 5) The franchise of New World First Bus Services Limited merged with Citybus Limited (Franchise 1) on 1 July 2023 to form a new Citybus Limited (Franchise for the Urban and New Territories bus network). The above numbers of average daily passenger trips taken by the beneficiaries are calculated based on the operation periods of individual franchises.

- End -