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CONTROLLING OFFICER'S REPLY

(Question Serial No. 0016)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has indicated that various departments are proactively leveraging artificial intelligence (AI) and related technologies to promote digital intelligence for enhancing the standard of public services. The Transport Department will explore the setting up of a traffic management platform integrating the use of big data analytics and AI, allowing comprehensive monitoring of real-time traffic conditions and enhancing management efficiency. In this connection, will the Government inform this Committee of the following:

1. the estimated staff establishment and expenditure for setting up the traffic management platform in 2026-27, as well as the timetable for setting up the platform and its coverage;

2. whether performance indicators will be established for monitoring the effectiveness of the traffic management platform, such as the decrease in congestion index, the reduction in travelling time and the optimisation rate of signal timing, and regularly reported to the Legislative Council; and

3. whether the Government will consider conducting trials of commercial operations of autonomous vehicles on suitable road sections in the Northern Metropolis (e.g. new roads in new development areas) as soon as possible to accumulate empirical data and operational experience, with a view to promoting the development of autonomous driving technologies and aligning them with international standards; if yes, what are the specific timetable and scope of trials; if no, what are the reasons?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 2)

Reply:

1. The Transport Department (TD) makes good use of big data analytics and AI technology to enhance the overall efficiency of the transport network, and plans to commence a study on the development of the Traffic Management Platform (the Platform) in 2026 in preparation for a regional pilot application.

The above study on the Platform includes examining the consolidation of a number of existing systems, data and operational workflows to support the functions of the Platform in future; setting out the functional, data and technical requirements for the development and operation of the Platform; recommending the overall strategy, specific technical solution and timetable for the implementation of the Platform in various districts; and estimating the total cost for the long-term development of the Platform to full-scale. Moreover, the TD will implement the regional pilot application in suitable districts and review its effectiveness. The estimated expenditure for the above study and pilot application is $62 million. As the implementation of the above items involves additional tasks, such as the consolidation of a number of existing traffic management systems and the co-ordination of data exchange among various public transport operators and other departments, two time-limited civil service posts, including one Senior Transport Officer and one Electronics Engineer/Assistant Electronics Engineer, will be created from 2026-27 to 2030-31. As for the manpower required to conduct the study, the TD will arrange for existing TD staff to undertake the work through deployment of internal resources.

2. In the above study, the TD will prepare for a regional pilot application and assess the effectiveness of the Platform in enhancing traffic management efficiency and transport service levels. The study is expected to commence in 2026, during which the TD will study the feasibility of applying the Platform in various districts of Hong Kong and consider setting appropriate performance indicators. The Government will report to the Legislative Council on the findings of the study of the Platform in a timely manner.

3. The Northern Metropolis presents unlimited opportunities for the development of autonomous vehicles in Hong Kong. With its forward-looking planning, abundant land resources, potential for cross-boundary collaboration, policy support and social needs, it is well-positioned to serve as one of the ideal locations for promoting autonomous driving technology in Hong Kong. The Government will actively promote the introduction of autonomous driving trials and uses in the Northern Metropolis under diversified scenarios. For example, proprietors may consider implementing connections between different districts and linking new development areas with transport hubs. This initiative aims to maximise the role of autonomous vehicles in the use of technology and logistics industry, as well as facilitate cross-boundary trials to promote autonomous vehicles' learning and adaptation to both Chinese Mainland and Hong Kong driving modes.

The Autonomous Vehicle Applications Promotion Working Group ("the Working Group"), chaired by the Commissioner for Transport, held its first meeting in March 2026. The Working Group is currently co-ordinating inter-departmental efforts with industry stakeholders to take forward related initiatives, and is specifically tasked with reviewing the progress and needs of individual autonomous vehicle projects. It provides steer on trial locations and vehicle types, as well as licensing arrangements required to support the commercial development of autonomous vehicles, and also sets out a roadmap for their long-term development, including promoting the development of autonomous vehicles in the Northern Metropolis.

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CONTROLLING OFFICER'S REPLY

(Question Serial No. 0017)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2026-27 under the Programme concerned that the Government will continue to promote walkability in Hong Kong, including overseeing the implementation and review of various programmes/schemes related to enhancing walkability, such as pedestrian environment improvement schemes. In this connection, will the Government inform this Committee of the following:

1. the implementation timetable for the 15 additional diagonal crossings; the criteria for selecting junctions and how to ensure that the traffic flow efficiency will not be significantly affected by the extension of the pedestrian green time;

2. the relevant staff establishment and expenditure in the 2026-27 Budget for the expansion project concerned, which involves works such as realignment of crossings, phase adjustment, installation of facilities and enhancement of signs; and

3. how the Government will evaluate the effectiveness of the provision of diagonal crossings, including the savings of pedestrian crossing time, improvement of junction congestion and safety risk control, and establish an adjustment mechanism?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 5)

Reply:

1. In assessing the suitability of diagonal crossing implementation at individual junctions, the Transport Department (TD) will strike a balance among the needs of different road users, as well as carefully consider the traffic condition of individual junctions, including pedestrian demand for crossing the road diagonally, traffic and pedestrian flows at the junctions, and the crossing distance and time required. This is to ensure that adequate junction capacity can still be maintained at the junctions concerned after the implementation of diagonal crossings, so as to avoid accumulation of vehicles waiting to pass through the junctions and prevent traffic queues from extending to other junctions due to inadequate junction capacity, which could in turn affect vehicles passing by and passengers using public transport.

The TD and the works departments have commenced the relevant planning and design work of the 15 additional diagonal crossings, which are expected to be commissioned in batches from the latter half of 2026.

2. The estimate for the works project relevant to the provision of diagonal crossings is $10 million and will be funded by block allocation Subhead 6100TX under Head 706 of the Capital Works Reserve Fund. The estimated construction costs of the 15 junctions are about $4 million and $6 million respectively in 2026-27 and 2027-28.

   Regarding staff establishment, the planning, design and implementation of the diagonal crossings have been undertaken by the existing staff of TD and the relevant works departments. There is no separate breakdown of resources involved.

3. Upon completion of the 15 diagonal crossings concerned, the TD expects the diagonal crossing distance and time to be about 30% shorter than those of the original orthogonal crossings on average, providing convenience to pedestrians crossing diagonally. As the distance of a diagonal crossing is longer than that of a conventional crossing, a corresponding extension of the pedestrian green time is required for its provision, which may in turn reduce the time allowed for vehicles to pass the junctions. Therefore, the TD will continue to closely monitor the traffic conditions at the relevant junctions upon commissioning of the diagonal crossings and make appropriate adjustments to the setting of traffic lights when necessary.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB154

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0018)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under this Programme, the Government has indicated that it will continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion. In this connection, will the Government advise this Committee of the following:

1. In light of the views that junction layouts in some new development areas in Hong Kong (such as West Kowloon) are over-conservative with excessively large junctions and prolonged time of "all red signals" causing unnecessary traffic delays, will the Transport Department (TD) conduct a comprehensive review on the signal phase design of existing signalised junctions, particularly during non-peak hours, to suitably minimise the "all red signal time", thus reducing social resources wastage?

2. Will the Government study the large-scale introduction of "right-turn waiting zone" in new development areas or suitable junctions, and, with reference to international practices (such as those in the Chinese Mainland and North America), explore the feasibility of allowing left-turn vehicles to cautiously pass through (that is "slow driving" or "passing through after giving way") on the premise of safety, thereby enhancing traffic capacity at junctions?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 7)

Reply:

1. The TD takes into account a number of traffic factors when planning and designing traffic light-controlled junctions (signalised junctions), including the traffic layout near the signalised junctions, the current and projected future traffic demands of vehicles and pedestrians, as well as the demand for vehicle turning movements. The design of signalised junctions (including junction layout and signal design) complies with relevant design standards and road safety guidelines, so that such junctions can meet the traffic needs of users and safeguard road safety.

To ensure the safe operation of signalised junctions, the traffic signal design must allow a sufficient green signal interval (intergreen period) between the end of the green signal in the previous phase and the start of the green signal light in the subsequent phase. This is to ensure that vehicles and/or pedestrians released in the previous phase can safely leave the junction area, thereby avoiding conflicts with traffic in the next phase and preventing potential hazards. This intergreen period is indicated by amber signals, "red and amber" signals, and/or "all red signals". The length of the intergreen period is set having regard to the actual conditions of individual junctions, such as the scale and layout of the junction and vehicle speeds, with a view to safeguarding road safety. To optimise the operational efficiency of signalised junctions, the TD has set different signal durations based on vehicular and pedestrian traffic conditions during different periods, including adopting shorter signal cycles during non-peak hours to reduce the average waiting time for vehicles and pedestrians. The TD will continue to monitor the actual operation of each signalised junction, conduct regular reviews on the relevant signal timing settings, and make adjustments when necessary.

In addition, the TD has conducted a pilot project to install ancillary equipment such as sensors and computing systems at designated signalised junctions in order to calculate appropriate signal timing using artificial intelligence technology. A pilot project of the real-time adaptive traffic signal system (RTATSS) at eight linked signalised junctions at Tung Chung Town Centre, which was completed by the TD in mid-2024, operated smoothly in general. To further facilitate smart traffic management and public commuting, the TD is implementing the RTATSS at about 50 suitable independent signalised junctions across the territory. It is expected that the RTATSS will be installed and commissioned progressively starting from the second half of this year. The whole project is expected to be completed in 2027.

2. The installation of right-turn waiting zones (commonly known as right-turn pockets) is a usual signalised junction design in Hong Kong. This arrangement allows vehicles to enter the right-turn pocket when the green signal is displayed and wait there until there is sufficient safe gap in the oncoming traffic flow to make a right turn, thereby optimising the junction's capacity.

Allowing vehicles to make a left turn when the red signal is displayed at signalised junctions differs from the driving habits and traffic laws conventionally adopted in Hong Kong. If such arrangement is adopted at signalised junctions with relatively busy traffic in Hong Kong, the risks of left-turning vehicles colliding with pedestrians crossing the road or with vehicles entering the same road section from other directions may increase. Currently, for signalised junctions with high left-turn traffic flow, the TD will adjust the traffic signal timings or implement other enhanced measures as necessary, such as providing additional dedicated left-turn lanes and/or adopting split-phased signal control, thereby enhancing traffic capacity at such junctions.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB155

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0104)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Following the abrupt termination of the tax concession for electric vehicles announced in the Budget, there are concerns in society that this will hinder the popularisation and development of electric vehicles. In this connection, will the Government advise this Committee:

1. the numbers of electric vehicle registrations in the past five years, and their percentages relative to the overall number of vehicles.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 36)

Reply:

1. In the past five years, the numbers of registered electric vehicles (EVs) and registered vehicles at the end of each year are tabulated as follows:

Year	**Number of registered EVs**	**Number of registered vehicles**	**Percentage of registered EVs in total number of registered vehicles**
2021	27 855	919 550	3.03%
2022	47 330	918 356	5.15%
2023	76 220	915 965	8.32%
2024	109 776	897 254	12.23%
2025	148 337	902 154	16.44%

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

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

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CONTROLLING OFFICER'S REPLY

(Question Serial No. 0415)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under this Programme, please inform this Committee of the following:

1. the provisions and resources involved in the following items in 2024-25 and 2025-26:
   (a) management and operation of tunnel control areas (including the Cross-Harbour Tunnel, Tate's Cairn Tunnel, Tai Lam Tunnel, etc.); and
   (b) implementation, operation and maintenance of HKeToll;
   as well as the estimated provisions and resources allocated to the above-mentioned items (a) and (b) in 2026-27;

2. the reasons for the mere increase of $38.7 million from the actual expenditure of $1,427.1 million for 2024-25 to the revised expenditure of $1,465.8 million for 2025-26, with a breakdown by major expenditure items to explain the relatively small increase; and

3. whether the management and operating expenditure of Tai Lam Tunnel after the takeover by the Government have already been included in the above-mentioned revised expenditure for 2025-26; if yes, the amounts involved and the coverage period (for instance, from the month of takeover); if not, please specify the year in which or the subhead under which such expenditure will be included and the estimated amount.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 48)

Reply:

1. & 3.

The expenditures of various government road tunnels in 2024-25, 2025-26 (estimate) and 2026-27 (estimate) (including the relevant operating and maintenance expenditures for the implementation of HKeToll) are tabulated at **Annex 1**. The expenditures for 2025-26 are estimated figures, including the expenditure of Tai Lam Tunnel from 31 May 2025 to 31 March 2026, and the actual figures are still under consolidation.

2. Under Programme (4), the revised expenditure is $1,465.8 million for 2025-26, which is $38.7 million higher than the actual expenditure of $1,427.1 million for 2024-25. This is mainly due to the increase in operating expenditure being offset by the decrease in capital account expenditure. The cash flow requirement for capital account expenditure would be adjusted every year in response to the number, nature, scale and progress of the items, thus it is difficult to compare the cash flow cross different years directly.

Annex 1

Operating Expenditures of Government Road Tunnels for 2024-25, 2025-26 (estimate) and 2026-27 (estimate)

Tolled tunnel/ control area[1]	2024-25 ($ million)	2025-26 Estimate ($ million)	2026-27 Estimate ($ million)
Cross-Harbour Tunnel	196	204	216
Eastern Harbour Crossing	240	235	243
Western Harbour Crossing	328	320	Pending tender results[4]
Tate's Cairn Tunnel	175	185	208
Aberdeen Tunnel	134	138	Pending tender results[4]
Lion Rock Tunnel	121	125	133
Shing Mun Tunnels	135	135	136
Route 8K	372	384	382
Tai Lam Tunnel[2]	N/A	252	291
Central Kowloon Bypass[3]	N/A	(Note 3)	(Note 3)

Note 1: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 2: The Tai Lam Tunnel was returned to government management on 31 May 2025. The figure for 2025-26 refers to the period from 31 May 2025 to 31 March 2026.

Note 3: The Central Kowloon Bypass (CKB) (Yau Ma Tei Section) commenced operation on 21 December 2025. The toll for CKB will be commenced when the entire CKB (including the Kowloon Bay Section) is fully commissioned. Its operating expenditure is expected to be included in the Operating Accounts of Government Toll-Tunnels starting from 2027-28.

Note 4: As the operating expenditures include the management fees for the management, operation and maintenance contractors of tunnels, while the management, operation and maintenance agreements concerned will expire in 2026-27 and open tendering will be conducted, the management fees for 2026-27 are subject to the tender results and the projected operating expenditures are not available at this stage.

Toll-free tunnel[5]	2024-25 ($ million)	2025-26 Estimate ($ million)	2026-27 Estimate ($ million)
Tuen Mun–Chek Lap Kok Tunnel	81	88	89
Tseung Kwan O Tunnel	44	48	52
Tseung Kwan O–Lam Tin Tunnel	62	71	90
Central–Wan Chai Bypass Tunnel	152	168	171
Lung Shan Tunnel	57	63	64

Toll-free tunnel[5]	2024-25 ($ million)	2025-26 Estimate ($ million)	2026-27 Estimate ($ million)
Cheung Shan Tunnel	26	28	29
Airport Tunnel	26	26	28
Scenic Hill Tunnel	58	58	60
Kai Tak Tunnel	49	47	50

Note 5: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees payable to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charge of the capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB157**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1773)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under the Matters Requiring Special Attention in 2026-27, the Government will continue administering the Labour Importation Scheme for the Transport Sector – Public Light Bus/Coach Trade (the Scheme). In this connection, will the Government inform this Committee of the following:

It is learned that the transport industry practitioners, such as those in the coach trade, have encountered difficulties in quota renewals, in which local employees may have already left their jobs for various reasons, resulting in non-compliance with the required manning ratio of 2 :1 for local staff to imported labours. Does the Government has maintained the relevant statistics, and how will the Government straighten out the situation and support the trade in addressing this issue?

Asked by: Hon CHAN Chung-yee, Alan (LegCo internal reference no.2)

Reply:

As for the gradual expiry of the contracts of the first batch of workers imported under the Scheme from the end of 2025, the Transport Department (TD) announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit quota renewal applications five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, 589 quotas had been granted with approval for the renewal and no operator have had their quota renewal applications rejected for failing to continue meeting the criteria of the Scheme (including maintaining of the manning ratio of 1:2 for imported labours to local full-time staff, wage levels of imported drivers at not less than the median monthly wages of the relevant posts, and complying the relevant local driver recruitment requirements, etc.) The TD will continue to process quota renewal applications received in accordance with the criteria of the Scheme.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB158**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1791)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In Matters Requiring Special Attention in 2026-27, it is mentioned that the Government will continue to oversee the implementation of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme). In this connection, will the Government inform this Committee of the following:

1. It has been some time since the Government launched the first and second rounds of applications for the Scheme in mid-2023 and early 2024 respectively. Does the Government have any statistics on the number of applications, approved quotas and the actual number of imported drivers who have arrived in Hong Kong; the retention rate, working hours, record of incidents, and the number of complaints regarding the imported drivers? Has the Government used such data as policy basis for deciding whether to activate the next round of the Scheme?

2. Has any assessment been conducted regarding the activation of the third round of the Scheme? If yes, please provide a specific timetable, trade demand assessment, estimated number of drivers to be imported, and the progress of discussions with the trade. If not, what are the reasons?

3. After the implementation of the Scheme, has the median age of drivers in the taxi, public light bus, and coach trades been lowered? What are the original and current median ages of the drivers if lowered?

Asked by: Hon CHAN Chung-yee, Alan (LegCo internal reference no.: 21)

Reply:

1. The Government has all along been concerned about the driver shortage problem faced by the public light bus (PLB)/coach trade. To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the

Labour Department and the Transport Department (TD)). Details of the two rounds of applications are set out at **Annex**. As at end-February 2026, a total of 1 600 imported drivers had arrived in Hong Kong (excluding 276 imported drivers with contracts early terminated).

As at end-February 2026, the TD received a total of 61 complaints concerning imported drivers' service attitude and driving skills (as in the table below). The nature of the complaints includes failing to allow passengers to alight at specified locations/stops, or providing passengers with incorrect information on routes/destinations/departure schedules. Among them, 36 cases were substantiated after investigation by the TD.

	Number of complaints against imported drivers	**Number of substantiated cases**
From the launch of the Scheme to end-February 2025	33	28
From March 2025 to end-February 2026	28	8
Total	**61**	**36**

The TD does not maintain the statistics on working hours and record of incidents of the imported drivers.

2. While implementing the Scheme, the TD has all along maintained liaison with the transport sectors via the stakeholder consultative group (comprising representatives of employees and employers) under the Scheme to keep in view of the opinions from the employees and employers for the Scheme. 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. Therefore, we believe that extension of the existing quotas can allow these imported drivers with a pass in the local driving test and accumulated local driving experience, to continue providing services to the public and, in turn, help sustain the stability and quality of public transport services. In addition, as for the gradual expiry of the contracts of the first batch of imported workers by the end of 2025, the TD announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit renewal application to the TD five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, 589 quotas (including 324 PLB and 265 coach driver quotas) had been granted with approval for renewal. The TD will continue to process the renewal applications received, including reviewing whether or not the operators concerned continue to meet the criteria of the Scheme (including maintaining the manning ratio of 1:2 for imported labours to full-time local staff, the wage levels for imported workers at not less than the median monthly wages of the relevant posts, and complying with relevant local driver recruitment requirements). The TD will continue to keep in view the implementation of the Scheme, maintain liaison with various stakeholders and enhance information dissemination through the stakeholder consultative group, as well as review the Scheme in a timely manner with reference to the relevant opinion.

3. The Scheme covers the PLB and coach trades and is not applicable to the taxi trade. The TD does not maintain the statistics on the age of drivers in the taxi, PLB and coach trades.

Annex

Labour Importation Scheme for Transport Sector–
Public Light Bus (PLB)/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68 (involving 68 route packages)	547	59	461
Local Coach Driver	32 (involving 6 service endorsements) Note (1)	689	23	262
Cross-boundary Coach Driver	18 (involving routes plying 6 road-based boundary control points (BCPs))	365	16	246
Total	**118**	**1 601**	**98**	**969**

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	82 (involving 82 route packages)	842	82	467
Local Coach Driver	31 (involving 6 service endorsements) Note (1)	394	27	228
Cross-boundary Coach Driver	16 (involving routes plying 6 road-based BCPs)	237	16	154
Total	**129**	**1 473**	**125**	**849 Note (2)**

Notes:

(1) The six service endorsements include (i) tour service, (ii) hotel service, (iii) student service, (iv) employees' service, (v) residents' service and (vi) contract hire service.

(2) Including 118 approved quotas left unused in the first round and carried forward to the second round.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB159**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1792)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2026-27, it is mentioned that the Transport and Logistics Bureau will continue to oversee the implementation of recommendations arising from the consultancy study on parking for commercial vehicles (CVs) to address the anticipated parking demand and in the Transport Strategy Blueprint. In this connection, will the Government inform this Committee of the following:

1. The Government has acknowledged that the ratio of CV parking spaces is persistently low (about 0.64:1 at present) and stated in the Transport Strategy Blueprint that it will "increase the supply of parking spaces at source". Will the Government formulate a specific timetable and district-specific targets to ensure that "every CV have a parking space at night"? Will the Government undertake to increase the ratio of CV parking spaces to at least 1:1 within the coming three to five years in order to prevent the continuous deterioration of issues such as cross-district search for parking spaces by drivers, fatigue driving and illegal parking?

2. The Government has indicated that it is exploring the possibility of opening loading/unloading bays in subsidised housing developments, schools, government offices and industrial areas for night-time CV parking. What are the current numbers of implemented projects and parking spaces involved? Will this arrangement be extended to more housing developments, hospitals, school premises and industrial areas in the future? Will the Government formulate uniform guidelines for and set up a inter-departmental group to co-ordinate and expedite the full implementation of "single site, multiple use"?

3. There are views that due to shortage of parking spaces, drivers have to search for parking spaces across districts and even park at car parks in remote mountain areas, leading to cases of drivers being bitten by stray dogs or have their daily working hours extended to 16 to 17 hours, resulting in an increased risk of fatigue driving and creating hundreds of thousands of "time bombs" (drivers who consistently lack adequate sleep) on the roads, as well as adding to road traffic load and emission. Has the Government conducted a risk assessment in this regard? Will the Government treat the shortage of

CV parking spaces as road safety and public health issues? Will the Government introduce emergency relief measures in the short term, such as providing designated night-time parking spaces, restricting private cars from using CV parking spaces, or establishing temporary parking lots in areas with high demands?

Asked by: Hon CHAN Chung-yee, Alan (LegCo internal reference no.: 22)

Reply:

1.
The Transport Department (TD) has been reviewing the supply of and demand for parking spaces in various districts and adopting a multi-pronged strategy to increase parking spaces holistically. The ratio of the number of parking spaces to the number of licensed vehicles has gradually rebounded in recent years, with the relevant initiatives gradually taking effect. The ratio of commercial vehicles (CVs) has also increased from 1:0.64 in 2020 to 1:0.67 in 2025. The Government continues to actively pursue a range of short-term and medium-to-long-term measures to increase the supply of CV parking spaces.

To address the shortfall in parking spaces for CVs, the Government will formulate more targeted solutions, systematically increasing the supply of parking spaces and ultimately realising "every commercial vehicle having a suitable parking space at night" in the long run. The specific new measures include allocating corresponding CV parking facilities for projects serving industrial and modern logistics uses (such as the Hung Shui Kiu Logistics Cluster and multi-storey buildings for modern industries) in the planning of new development areas (NDAs) such as the Hung Shui Kiu/Ha Tsuen NDA in the Northern Metropolis; implementing a dedicated scheme for night-time on-street parking spaces for CVs in NDAs through designating in advance night-time on-street CV parking spaces in suitable road sections; and when taking forward public vehicle park projects in areas with high concentration of logistics activities, prioritising the provision of more CV parking spaces.

The demand for CV parking spaces hinges on many factors, such as the overall economic situation, the local parking supply and demand, CV operating pattern, parking habits, and places of residence and work of drivers. At present, many CVs are parked not only at brownfield sites but also on the Mainland where drivers are engaged in cross-boundary operations. Moreover, some CVs (such as those for food transportation and distribution) have to operate during night time to meet industry needs. Currently, the figures for CV parking spaces and the demand for them do not taking into account vehicles parked at brownfield sites in Hong Kong or on the Mainland, nor vehicles operating at night. As such, the current ratio of CVs to CV parking spaces does not reflect the correspondingly higher supply and lower demand.

Hence, as outlined in the Transport Strategy Blueprint, the TD will initiate a new round of parking demand and supply study in 2026 to review the existing parking facilities and the parking demand and supply for various vehicle types, in particular CVs. The study results and recommendations are expected to be released in 2027. The study will analyse the operational patterns of CVs and their actual parking situations in locations such as private land, and take into consideration factors such as the future development of Hong Kong, thereby determining the demand gap for CV parking spaces. Targeted measures will be proposed to ensure a proper match between supply and demand, with a view to achieving "every commercial vehicle having a suitable parking space at night" in the long run.

2. and 3.
The Government is actively promoting "shared-use" parking spaces to enhance flexibility in parking supply and utilisation rates. Regarding public housing estates, as many CV drivers reside in such estates, if the loading/unloading bays of existing subsidised housing can be opened to CVs for parking at night, it will help increase the supply of relevant parking spaces. In this connection, the Housing Department and the TD launched the "Night-time CV Parking Scheme" at five public housing estates [Note 1] in November 2025 opening up loading/unloading bays for CVs to park overnight. At the same time, they are actively exploring extending the scheme to more public housing estates, with a focus on drivers' places of residence or nearby areas.

Moreover, 42 schools have already joined the "Opening Up School Parking Spaces to Student Service Vehicles Scheme", making a total of 126 school bus parking spaces available for student service vehicles during non-school hours. There are around 2 000 on-street night-time CV parking spaces for goods vehicles and coaches, covering industrial areas with higher demand for night-time CV parking, such as Tai Po Industrial Estate, Yuen Long Tung Tau Industrial Area and Tseung Kwan O Industrial Estate. The TD will continue to provide additional night-time CV parking spaces at suitable locations.

In addition, the Government is implementing measures at different levels to increase the supply of parking spaces, including providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects under the "single site, multiple use" (SSMU) principle. The relevant bureaux and departments have fully considered the feasibility of providing public parking spaces during implementation of the SSMU projects. Currently, funding approval has been obtained from the Legislative Council for 16 public vehicle parks under the SSMU principle, of which three have been commissioned, and the remaining 13 projects are being taken forward for completion in phases between 2026 and 2031.

Apart from the above targeted measures, the TD will continue to step up its efforts, focusing on areas with a shortage of parking spaces by increasing the provision of night-time on-street parking spaces where practicable. It will also continue to stipulate the provision of a minimum number of parking spaces for CVs in suitable short-term tenancy car parks.

Note 1: Including Shek Pai Wan Estate in Aberdeen, Fung Wo Estate and Shui Chuen O Estate in Sha Tin, Mun Tung Estate on Lantau Island and Hung Fuk Estate in Yuen Long.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB160

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2183)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the use of Mass Transit Railway (MTR) services by visitors to access the boundary crossing points (BCPs) during the Golden Week, will the Government inform this Committee of the following:

1. What is the number of visitors using MTR services such as the East Rail Line (ERL) to access the BCPs during the Golden Week, and its ratio to the number of local passengers?

2. Given the large number of visitors using ERL service, is congestion observed during the morning and evening peak hours? Is its carrying capacity exceeded? If yes, what are the details?

3. What are the measures taken by the Government and stakeholders to meet the additional service demand of local passengers as well as visitors during holidays?

4. Regarding visitors with bulky luggage, will the Government require the MTR Corporation Limited (MTRCL) to carry out more stringent checks on luggage allowance during peak hours in order to avoid affecting the travelling experience and safety of other passengers?

5. Given that visitors are unfamiliar with the local commuting pattern as well as rules, regulations and system of public transport in Hong Kong, what are the Government's measures to enhance their awareness in this respect?

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

Reply:

1.-3. The Lunar New Year, Labour Day and National Day Golden Weeks are the peak periods for Mainland visitors to visit Hong Kong. The Government has been working with the public transport operators to plan ahead for the peak periods of cross-boundary travel and request the operators to scale up their services as appropriate to cope with the

travelling demand of local residents as well as visitors. The Transport Department (TD), the MTRCL and the departments working at the frontline of rail-based BCPs will maintain close liaison during the festive periods. The MTRCL will, having regard to the actual situation at the BCPs and the travel patterns and demands of passengers in different areas, make timely adjustments to the services of the ERL (including cross-boundary services to/from Lo Wu and Lok Ma Chau Stations) and other local railway lines, so as to facilitate the travelling of local residents and visitors alike. In addition, the MTRCL will deploy additional staff to implement crowd control measures at Sheung Shui Station and other major ERL stations to maintain order as necessary, and enhance the broadcast and dissemination of information.

In light of the passenger demand for ERL service, the MTRCL has adjusted the ERL train service to/from Lo Wu Station and to/from Lok Ma Chau Station between 9.a.m. and 9 p.m. on weekdays and between 10 a.m. and 7 p.m. on weekends and public holidays since 18 August 2025. During the relevant time slots, the ratio of departures for Lo Wu Station and Lok Ma Chau Station has been increased from 2:1 to 3:2. The headway of Lo Wu Station departures is comparable to the original one which is about 5 to 6.7 minutes, while the headway of Lok Ma Chau Station departures has been shortened from about 9.5 to 12 minutes to about 7.9 to 10 minutes during relevant time slots.

According to information provided by the MTRCL, the patronage of ERL service to/from Lo Wu and Lok Ma Chau Stations during the Golden Weeks of Labour Day and National Day in 2025 and Lunar New Year in 2026 is as follows:

	Total number of passengers of ERL service to/from Lo Wu and Lok Ma Chau Stations	
	Total number of passengers	**Average daily number of passengers**
Labour Day in 2025 (1 to 5 May 2025)	1 786 000	357 000
National Day in 2025 (1 to 8 October 2025)	2 600 000	325 000
Lunar New Year in 2026 (15 to 23 February 2025)	2 612 000	290 000

The TD and MTRCL do not maintain statistics on patronage of ERL cross-boundary services broken down by local residents and visitors.

During the above three Golden Weeks, the patronage of the critical link of ERL (i.e. from Tai Wai to Kowloon Tong) during the busiest one hour in the morning on weekdays was about 38 000, with an occupancy rate of about 84%. The occupancy rate of the critical link during the busiest hours on weekends or public holidays was about 60%. For most of the rest of the period, the occupancy rate was under 42%. Overall, there is still room for ERL to accommodate additional service demand.

4. According to the Conditions of Carriage of Luggage issued by the MTRCL, each passenger travelling on the trains of the urban lines (i.e. railway lines excluding Airport Express, Express Rail Link and Light Rail Transit) may carry one piece of luggage only,

with total dimensions not exceeding the specified limits (i.e. length and width and height of the luggage do not exceed 170 cm and the length of any one side of the luggage does not exceed 130 cm). The MTRCL staff may request a passenger to hand over the luggage for inspection and measurement as appropriate. In addition, the MTRCL has all along been using channels such as station announcements and station signs to appeal passengers carrying large items or luggage to use lifts, so as to avoid causing inconvenience to other passengers.

5. The MTRCL has been providing passengers (including visitors travelling on ERL and Express Rail Link) with train information of the MTR, such as rules and regulations, ticketing arrangements and passenger etiquette via various channels. Apart from putting up notices and signs at stations and on trains, delivering broadcasts at stations and in train compartments, and providing electronic information, the MTRCL organises regularly promotional activities with different themes and makes publicity and educational efforts via social media platforms commonly used by visitors. The Government will continue to encourage the MTRCL to provide passengers with caring and comfortable services, with a view to enhancing the travelling experience of local residents and visitors.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB161**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2184)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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 for the past three years:

1. regarding the severe congestion observed at some ERL stations during the morning and evening peak hours, the five most congested ERL stations and time slots, and the targeted improvement measures;

2. given that the MTR Corporation Limited has been using the "Train Car Loading Indicator" for a period of time, whether the Government has assessed the positive effect of such information on passenger diversion; if yes, the details;

3. the operational situation of special short-haul services of ERL during peak hours on weekdays; and

4. other measures taken to alleviate congestion on ERL during peak hours?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 32)

Reply:

1., 3. and 4.

According to information provided by the MTR Corporation Limited (MTRCL), the critical link of the East Rail Line (ERL) during the busiest one hour in the morning in the past three years was from Tai Wai to Kowloon Tong. The occupancy rate during the busiest one hour in the morning in 2023, 2024 and 2025 for this critical link was 94%, 94% and 98% respectively (counting on the basis of four persons standing per square metre). The MTRCL evaluates the service demand for individual railway lines mainly on the basis of the passenger loading of the critical link during the morning peak hours. Therefore, the MTRCL does not have the statistics on the five most congested stations.

In light of the peak demand and travelling patterns of passengers on ERL during the morning peak hours, the MTRCL has implemented a series of measures to manage passenger flow through a multi-pronged approach, including arranging additional short-haul trips running between busy stations (including Sha Tin Station and Tai Po Market Station) during peak hours, implementing passenger diversion measures, applying technology and passenger flow management measures at stations to guide the passengers to board at parts of the platform with more available space, thereby achieving a more even distribution of passengers.

The Government and 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.

2. The MTRCL's "Train Car Loading Indicator" aims to provide passengers with real-time information on the occupancy of different train compartments, helping them to make more appropriate choices while waiting for trains, thereby improving the overall travelling experience. Such information can also help guide the passengers to board at parts of the platform with more available space and achieve a more even distribution of passengers in train compartments, which can in particular help enhance the operational efficiency of the MTR during peak hours. According to passenger feedback collected by the MTRCL on the information provided by the "Train Car Loading Indicator" and the observations of daily operations, most passengers consider that such information helps them choose to board the train at the less crowded compartments. The MTRCL will continue to review the application of such information through passenger feedback and observations of operations.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB162

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2185)

Head: (186) Transport Department

Subhead (No. & title): (000) Operating Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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 (PCs) and other vehicle classes with a breakdown by fuel types each year;

2. a breakdown of the number of fixed penalty notices (FPNs) against illegal parking by district each year;

3. the number of parking spaces in each of the 18 districts and the utilisation rates of government car parks;

4. the number of additional parking spaces planned to be provided in each of the 18 districts in the coming three years;

5. a breakdown of the number of vehicles with Guangdong-Hong Kong vehicle licences in Hong Kong by vehicle types;

6. the numbers of applications submitted and approved under the "Northbound Travel for Hong Kong Vehicles" scheme each year; and

7. the numbers of applications submitted and approved under the "Southbound Travel for Guangdong Vehicles" since its implementation and among which, the number of contraventions of traffic regulations in Hong Kong.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 33)

Reply:

1. The numbers of first registered vehicles with breakdown by vehicle class and fuel type in the past three years are tabulated below:

Vehicle class	Number of first registered vehicles in 2023					
	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

Vehicle class	Number of first registered vehicles in 2024					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total
Motorcycle	3 726	0	307	0	0	4 033
Private car	13 503	0	33 206	0	0	46 709
Taxi	4	0	140	827	0	971
Franchised bus	0	25	20	0	0	45
Non-franchised public bus	0	307	10	0	0	317
Private bus	0	63	3	0	0	66
Public light bus	0	105	3	14	0	122
Private light bus	0	132	1	0	0	133
Goods vehicle	0	2 936	249	0	0	3 185
Special purpose vehicle	2	71	3	5	0	81

Vehicle class	Number of first registered vehicles in 2025					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total
Motorcycle	3 562	0	223	0	0	3 785
Private car	13 568	0	37 467	0	0	51 035
Taxi	93	0	899	812	0	1 804
Franchised bus	0	45	1	0	0	46
Non-franchised public bus	0	402	36	0	0	438
Private bus	0	38	6	0	0	44
Public light bus	0	41	11	1	0	53
Private light bus	0	89	5	0	0	94

Vehicle class	Number of first registered vehicles in 2025					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total
Goods vehicle	0	2 383	551	0	0	2 934
Special purpose vehicle	1	72	6	0	3	82

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

2. The figures on FPNs issued against illegal parking in each of the past three years are tabulated below:

Police Region	Number of FPNs issued against illegal parking		
	2023	2024	2025
Hong Kong Island	523 167	397 077	302 958
Kowloon East	443 038	297 579	222 030
Kowloon West	960 276	872 319	742 407
New Territories South	471 527	390 462	329 572
New Territories North	615 011	585 760	471 140
Total	**3 013 019**	**2 543 197**	**2 068 107**

3. The numbers of parking spaces in the 18 districts as at December 2025 are at **Annex 1**. The utilisation rates of public car parks managed by the Transport Department (TD), the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD) in the past three years are at **Annex 2**, **Annex 3** and **Annex 4** respectively.

4. The Government expects to provide over 12 000 additional parking spaces across the territory in 2025 and 2026, covering both private cars (PCs) and commercial vehicles (CVs). These include more than 220 additional metered parking spaces and a minimum of 100 on-street night-time parking spaces for CVs to be completed by 2026, as well as the provision of about 600 parking spaces in short-term tenancy (STT) car parks to be leased in the next two years. The TD and relevant departments are actively taking forward these measures in accordance with the targets.

Moreover, the first three public vehicle parks (PVPs) [Note] implemented under the "single site, multiple use" principle have been commissioned, providing a total of about 860 parking spaces. With the successive commissioning of more PVP projects, including the PVP at Area 99 in Tung Chung, District Open Space, Sports Centre and PVP at Sze Mei Street, Redevelopment of Yuen Long Stadium and Kwun Tong Composite Development Project, which are expected to be completed between 2026 and 2027, a total of about 600 parking spaces will be provided. Together with other development projects and the ongoing short- and medium-term parking measures, the provision of new parking spaces will further increase in the next few years. The TD will continue to step up its efforts, focusing on districts with a shortage of parking spaces to increase the provision of on-street parking spaces as far as practicable. It will also continue to

stipulate the provision of a minimum number of CV parking spaces in suitable STT car parks.

Note: Including Ka Fu Fong Public Car Park in Sheung Shui, Pak Shing Kok Road Public Car Park in Tseung Kwan O and Tseung Kwan O Government Offices Public Car Park.

5. 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 obtain the Mainland Approval Notice issued by the Guangdong Provincial Public Security Department and the closed road permit (CRP) issued by the 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 the Hong Kong-Zhuhai-Macao Bridge (HZMB) (i.e. Gold Buses), PCs under the Northbound Travel for Hong Kong Vehicles (the Northbound Travel Scheme), the Southbound Travel for Guangdong Vehicles (the Southbound Travel Scheme) and the HZMB Macao Port Park-and-Ride Scheme.

As at end-February 2026, the numbers of the above registered and licensed cross-boundary coaches, goods vehicles and PCs issued with valid CRPs are tabulated below:

Vehicle type	**Number of Hong Kong vehicles issued with valid CRPs**
Goods vehicle	9 671
Coach	1 125
Private car	57 896

6. The Northbound Travel Scheme was launched in July 2023. To ensure that the Northbound Travel Scheme is implemented in an orderly manner, the governments of Guangdong and Hong Kong agreed to set a cap on the number of applications to be accepted, which is allocated through computer balloting. The number of applications to be accepted has been increased from 200 per working day at the beginning to 500 at present. In addition, the 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, with a view to fully utilising application quota of each round. The number of applications received by the TD (including new and renewal applications) and the number of approved applications since June 2023 are tabulated below:

Year	**Number of applications received**	**Number of approved applications**
2023 (June to December)	41 620	36 079
2024	91 316	82 333
2025	115 948	108 534
2026 (January to February)	22 732	18 288

7. The Southbound Travel Scheme (Entry into the Urban Area) has been open for application from eligible Guangdong PCs starting from 9 December. Upon receipt of

the applications transferred by the Mainland authorities, the TD will conduct vetting and issue an electronic International Circulation Permit (ICP) to the successful applicants. Guangdong vehicles issued with ICPs may make a booking to enter Hong Kong via the HZMB for up to three days per visit.

As at end-February 2026, the TD received approximately 4 200 applications and issued over 3 500 ICPs. About 700 remaining applications were being processed.

The violation cases under the Southbound Travel Scheme are sporadic, and the relevant cases have either been handled or are being followed up.

Annex 1

Numbers of parking spaces in 18 districts in Hong Kong
(as at December 2025)

District	**Total** [Note]
Central & Western	41 844
Wan Chai	41 178
Eastern	51 851
Southern	44 564
Yau Tsim Mong	39 466
Sham Shui Po	37 744
Kowloon City	59 789
Wong Tai Sin	24 541
Kwun Tong	57 500
Tsuen Wan	43 179
Tuen Mun	49 267
Yuen Long	49 294
North	26 101
Tai Po	36 952
Sai Kung	51 847
Sha Tin	82 629
Kwai Tsing	49 876
Islands	24 051
Total	**811 673**

Note: Taxis generally use the parking spaces for PCs. Franchised buses, public light buses, private light buses, special purpose vehicles and government vehicles mostly park at depots, bus stops within public transport termini as well as parking spaces at stands; therefore their parking spaces are excluded from the calculation.

Annex 2

Utilisation rates of car parks operated by the TD from 2023 to 2025

District	Car park	Number of parking spaces (except those for motorcycles (MCs)) [Note]	Average utilisation rate (%) of parking spaces					
			From 10:00 a.m. to 6:00 p.m.			From 6:00 p.m. to 10:00 a.m.		
			2023	2024	2025	2023	2024	2025
Central and Western	Star Ferry	377	82	81	80	31	28	28
	City Hall	170	65	58	51	25	24	18
	Rumsey Street	829	57	62	60	27	33	34
	Kennedy Town	195	86	85	87	80	80	88
Wan Chai	Tin Hau	428	79	75	73	64	62	61
Eastern	Shau Kei Wan	385	80	76	74	78	75	74
Southern	Aberdeen	293	64	63	62	79	78	78
Wong Tai Sin	Sheung Fung Street	267	77	74	72	83	80	79
	Wong Tai Sin	25	45	36	33	32	39	44
Kwai Tsing	Kwai Fong	511	83	73	77	76	68	74
Tsuen Wan	Tsuen Wan	545	86	79	77	82	77	76

District	Car park	Number of parking spaces for MCs	Average utilisation rate (%) of parking spaces for MCs					
			From 10:00 a.m. to 6:00 p.m.			From 6:00 p.m. to 10:00 a.m.		
			2023	2024	2025	2023	2024	2025
Central and Western	Star Ferry	37	72	65	65	54	47	45
	City Hall	27	77	74	77	68	67	68
	Rumsey Street	164	93	83	74	87	75	68
	Kennedy Town	37	74	75	72	82	82	77
Wan Chai	Tin Hau	75	77	76	79	78	77	80

Eastern	Shau Kei Wan	72	76	72	71	81	78	78
Southern	Aberdeen	51	67	71	69	72	77	75
Wong Tai Sin	Sheung Fung Street	74	67	65	68	75	73	79
Kwai Tsing	Kwai Fong	93	82	75	80	80	71	78
Tsuen Wan	Tsuen Wan	34	64	69	69	63	68	67

Note: The number of parking spaces at Wong Tai Sin Car Park is the number of parking spaces for coaches/goods vehicles (over 5.5 tonnes); and the numbers of parking spaces at the remaining ten car parks are the numbers of parking spaces for PCs/van-type light goods vehicles.

Annex 3

Utilisation rates of public car parks managed by GPA from 2023 to 2025

District	Car park	Average utilisation rate (%)		
		2023(Note 1)	**2024**(Note 2)	**2025**(Note 3)
Central & Western	Queensway Government Offices	14	32	32
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower	13	14(Note 6)	-
Eastern	North Point Government Offices	40	29	32
	Chai Wan Municipal Services Building(Note 4)	78	30	60
Southern	N/A			
Yau Tsim Mong	West Kowloon Government Offices	39	42	43
Sham Shui Po	Cheung Sha Wan Government Offices(Note 5)	49	54	54
Kowloon City	Tokwawan Market and Government Offices	36	77	97
	Trade and Industry Tower	38(Note 7)	29(Note 7)	31
Wong Tai Sin	N/A			
Kwun Tong	Shun Lee Disciplined Services Quarters(Note 4)	94	68	85
Tsuen Wan	N/A			
Tuen Mun	Tuen Mun Government Offices	23	10	9
Yuen Long	Yuen Long District Office Building	46	42	43
North	North District Government Offices	36	57	67
	Heung Yuen Wai Boundary Control Point(Note 4)	45(Note 8)	49	51
	Ka Fu Fong Public Car Park(Note 4)	-	19(Note 9)	54
Tai Po	Tai Po Government Offices	63	70	86
Sai Kung	Sai Kung Government Offices	12	18	25
	Tseung Kwan O Government Offices(Note 4)(Note 11)	-	-	-
	The Chinese Medicine Hospital of Hong Kong(Note 4)(Note 12)	-	-	-
Sha Tin	Sha Tin Government Offices	49	43	33
	New Territories (Shatin) Forensic Medicine Centre(Note 4)	13(Note 10)	20	23
Kwai Tsing	N/A			
Islands	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port(Note 4)	26	18	19(Note 13)

Note 1: The average utilisation rates of parking spaces during the operating hours for the period from January to December 2023.

Note 2: The average utilisation rates of parking spaces during the operating hours for the period from January to December 2024.

Note 3: The average utilisation rates of parking spaces during the operating hours for the period from January to December 2025.

Note 4: The car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, Heung Yuen Wai Boundary Control Point, Ka Fu Fong Public Car Park, Tseung Kwan O Government Offices, The Chinese Medicine Hospital of Hong Kong, New Territories (Shatin) Forensic Medicine Centre and the HZMB Hong Kong Port are all-day fee-charging public car parks. The remaining properties in the above table are government joint-user general office buildings (JUBs), where the parking spaces are open for public use during non-office hours only.

Note 5: A portion of the fee-charging public car park in the building provides 24-hour parking spaces. The remaining parking spaces are for user departments of the Joint-User General Office Buildings and are open for public use during non-office hours only.

Note 6: The fee-charging public car park at Wanchai Tower, Immigration Tower and Revenue Tower ceased operation from 15 March 2024. The relevant data are the average utilisation rates of the parking spaces during the operating hours in January 2024.

Note 7: The fee-charging public car park at Trade and Industry Tower ceased operation from 10 October 2023 to 25 April 2024. The relevant data are the average utilisation rates of the parking spaces during the operating hours from January to September 2023 and from May to December 2024.

Note 8: The car park at Heung Yuen Wai Boundary Control Point commenced operation on 17 February 2023. The relevant data are the average utilisation rates of the parking spaces during the operating hours from February to December 2023.

Note 9: Ka Fu Fong Public Car Park commenced operation in mid-November 2024. The relevant data are the average utilisation rates of the parking spaces during the operating hours from December 2024.

Note 10: The New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023, the relevant data are the average utilisation rates of the parking spaces during the operating hours from February to December 2023.

Note 11: Tseung Kwan O Government Offices commenced operation in mid-December 2025. The contractor provides the average utilisation rates of the parking spaces during the operating hours starting from January 2026.

Note 12: The car park at The Chinese Medicine Hospital of Hong Kong commenced operation in mid-December 2025. The contractor provides the average utilisation rates of the parking spaces during the operating hours starting from January 2026.

Note 13: The fee-charging public car park at the HZMB Hong Kong Port has been managed by the Airport Authority Hong Kong since 16 July 2025. The relevant data are the average utilisation rates of the parking spaces during the operating hours from January to June 2025.

Annex 4

Utilisation rates of public car parks managed by the LCSD from 2023 to 2025

District	Average utilisation rate (%)		
	2023	**2024**	**2025**
Central & Western	54	43	41
Wan Chai	49	50	51
Eastern	69	52	41
Southern	17	29	48
Yau Tsim Mong	38	33	29
Sham Shui Po	23	23	24
Kowloon City	57	55	70
Wong Tai Sin	21	28	31
Kwun Tong	50	44	44
Tsuen Wan	33	23	24
Tuen Mun	54	51	49
Yuen Long	63	35	38
North	65	58	52
Tai Po	27	28	29
Sai Kung	51	44	38
Sha Tin	55	52	42
Kwai Tsing	36	36	47
Islands	23	25	22

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB163

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1568)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. What are the numbers of Hong Kong private cars and residents travelling to the Mainland under the "Northbound Travel for Hong Kong Vehicles" (the Scheme) in each month since its launch? (Please set out by new and renewal applications);

2. Of the aforesaid vehicles which have obtained approval under the Scheme, what is the total number of vehicles trips to and from the Mainland? What is the average number of trips to and from the Mainland in each month?

3. Since the bridge was commissioned, what has been the annual expenditure incurred by the Government on the maintenance and repair of the Hong Kong section of the bridge? Please set out the relevant figures in tabular form.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.27)

Reply:

1. & 2.

The governments of Guangdong and Hong Kong have been closely monitoring the implementation situation of the Scheme to continuously take enhancement measures to provide greater convenience for the applicants, including the enhancement measure implemented by the Transport Department (TD) since 1 September 2025 to allow vehicles under the Scheme to travel to Guangdong Province via the Hong Kong-Zhuhai-Macao Bridge (HZMB) without travel bookings on Tuesdays and Wednesdays, except specified dates. The relevant data on travel bookings are set out at **Annex**, which already reflects the figures after implementing the aforesaid measure of no booking required on Tuesdays and Wednesdays. The TD does not have the information on travel bookings categorised by new or renewal applications, and does not maintain the statistics on the average monthly number of trips under the Scheme.

3. The HZMB comprises the Hong Kong Link Road (HKLR), the Main Bridge and the Zhuhai Link Road. The HKSAR Government is responsible for the repair and

maintenance of the HKLR. Following the full resumption of travel after the pandemic, since early 2023, traffic flow on the HKLR has gradually increased. The corresponding increase in repair and maintenance expenditure is attributable to actual operational needs, such as wear and tear arising from daily usage, the inspection work required, etc.. According to the information provided by the Highways Department (HyD), the annual expenditure on the HKLR from 2021-22 to 2025-26 is as follows:

Year	**Expenditure (HK$ million)**
2021-22 (actual expenditure)	8.6
2022-23 (actual expenditure)	5.7
2023-24 (actual expenditure)	21.7
2024-25 (actual expenditure)	39.8
2025-26 (revised estimate)	29.2

Note: The revised estimate for 2025-26 is lower than the actual expenditure for 2024-25, mainly due to HyD's installation of permanent working platforms in 2023-24 and 2024-25 to facilitate access to bridge access cage for routine inspections, thereby enhancing efficiency and site safety of future inspection.

Annex

Monthly numbers of travel bookings under the Scheme

Month	Number of travel bookings[#]
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	60 448
April 2024	54 959
May 2024	61 661
June 2024	65 364
July 2024	60 682
August 2024	72 954
September 2024	57 105
October 2024	72 262
November 2024	64 323
December 2024	70 827
January 2025	81 568
February 2025	60 659
March 2025	71 066
April 2025	87 210
May 2025	87 254
June 2025	73 836
July 2025	75 864
August 2025	90 122
September 2025[*]	52 861
October 2025[*]	84 831
November 2025[*]	58 281
December 2025[*]	63 361
January 2026[*]	65 022
February 2026[*]	88 000

Excluding cancelled bookings.

* From 1 September 2025 onwards, bookings are not required on Tuesdays and Wednesdays (except specified dates) for vehicles travelling to Guangdong Province via HZMB under

the Scheme. Therefore, the figures on travel bookings from that month onwards should not be directly compared with those for previous months.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB164

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1570)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the road-based boundary control points (BCPs), i.e. Lok Ma Chau (LMC), Man Kam To (MKT), Sha Tau Kok (STK), Shenzhen Bay (SBP), Hong Kong-Zhuhai-Macao Bridge (HZMB) and Heung Yuen Wai (HYW), 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 and the average age of Hong Kong drivers operating cross-boundary commercial vehicles in the past three years and this year to date.

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

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 (HKSAR) and Guangdong Province. These vehicles must obtain the Mainland Approval Notice issued by the Guangdong Provincial Public Security Department and the closed road permit (CRP) 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 LMC and Huanggang (i.e. Yellow Buses), shuttle buses plying the HZMB (i.e. Gold Buses), and private cars under the "Northbound Travel for Hong Kong Vehicles", the "Southbound Travel for Guangdong Vehicles" and the HZMB Macao Port Park-and-Ride Scheme.

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

(a) CRP for use at multiple BCPs (Note 1)

Vehicle type	2023	2024	2025
Goods vehicle	10 151	9 865	9 825
Bus	2 703	1 325	1 083

(b) CRP for use at specified BCP

BCP	Vehicle type	2023	2024	2025
LMC	Goods vehicle	115	81	79
	Private car	14 826	13 482	12 895
MKT	Goods vehicle	6	6	5
	Private car	1 888	1 922	1 858
STK	Goods vehicle	14	9	9
	Private car	4 424	3 875	4 227
SBP	Goods vehicle	1	1	1
	Private car (Note 2)	33 971	32 539	39 189
HZMB Hong Kong Port	Goods vehicle	85	106	110
	Private car (Note 3)	26 890	30 733	37 664
HYW	Goods vehicle	0	0	0
	Private car	2 493	3 245	5 143

Note 1: Currently, CRPs for use at multiple BCPs are issued to cross-boundary goods vehicles and cross-boundary buses. Cross-boundary goods vehicles may choose BCPs that suit their operational needs for travelling between the Mainland and Hong Kong. Cross-boundary buses are still subject to the quotas jointly allotted by the governments of the HKSAR and Guangdong Province and their specified BCPs for travelling between the Mainland and Hong Kong. An operator is allowed to arrange one northbound and one southbound cross-boundary bus trip via the specified BCP per day for every quota issued.

Note 2: Including Hong Kong and Macao cross-boundary private cars travelling to the Mainland via SBP.

Note 3: Including Hong Kong and Macao cross-boundary private cars travelling to Zhuhai Port and Macao Port via HZMB.

2. After consultation with the relevant departments, the designed capacity of the road-based BCPs and their average daily cross-boundary vehicular trips (two-way) in the past three years are set out as follows:

BCP[Note 4]	Designed capacity (vehicle trips/day) [Note5] (two-way)	Vehicle type	Average daily cross-boundary vehicular trips [Note 6] (two-way)		
			2023	2024	2025
LMC[Note7][Note 8]	about 33 000	Bus	886	1 111	1 181
		Goods vehicle	3 078	3 547	3 331
		Private car	4 983	6 870	8 193
		Total	**8 947**	**11 528**	**12 705**
MKT[Note 9]	about 14 000	Bus	228	193	223
		Goods vehicle	1 681	1 904	2 079
		Private car	188	276	323
		Total	**2 097**	**2 373**	**2 625**
SBP	about 78 000	Bus	235	593	666
		Goods vehicle	3 979	4 489	4 774
		Private car	5 412	8 408	10 759
		Total	**9 626**	**13 490**	**16 199**
HZMB Hong Kong Port	about 60 000	Bus	1 255	1 735	1 819
		Goods vehicle	798	946	1 317
		Private car	3 912	9 223	11 159
		Total	**5 965**	**11 904**	**14 295**
HYW[Note10]	about 17 850	Bus	157	190	242
		Goods vehicle	1 579	1 567	1 660
		Private car	500	1 339	2 063
		Total	**2 236**	**3 096**	**3 965**

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

Note 4: Excluding STK BCP. To facilitate the redevelopment project of STK Port, passenger clearance service at STK BCP has been suspended since 30 January 2020, and cargo clearance service suspended since March 2022.

Note 5: The highest daily vehicular flow that can be handled, assuming that all vehicular kiosks at the BCPs operate at the same time.

Note 6: Figures calculated on the basis of the number of operating days of the BCPs.

Note 7: Passenger clearance service at LMC BCP was suspended between 4 February 2020 and 5 February 2023.

Note 8: Cross-boundary goods vehicle clearance service at LMC BCP was terminated with effect from 21 December 2025.

Note 9: At MKT BCP, passenger clearance service was suspended between 30 January 2020 and 7 January 2023, while passenger and cargo clearance services were suspended during various periods between July and November 2023.

Note 10: HYW BCP was officially commissioned on 26 August 2020, with its cargo clearance service commencing on the same day. Its passenger clearance service commenced on 6 February 2023 but passenger and cargo clearance services were suspended from 8 to 10 September 2023.

3. When submitting applications for CRPs for cross-boundary buses and goods vehicles, the applicants are required to provide the Mainland Approval Notice issued by the Guangdong Provincial Public Security Department, which sets out the associated drivers' information. With reference to the above information, statistics maintained by the TD on the numbers and the average age of Hong Kong cross-boundary bus and goods vehicle drivers in the past three years are set out below:

Year	**Hong Kong cross-boundary bus and goods vehicle drivers**	
	Number	**Average age (as at 31 December of the year)**
2023	13 918	56
2024	12 999	56
2025	11 353	56

Regarding cross-boundary hire cars, as at end of February 2026, there were a total of 605 private cars issued with Private Service (Limousine) (Cross Boundary Service) Hire Car Permits. The TD does not have statistics on the number and the average age of Hong Kong drivers involved.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB165

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1571)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. The Transport Department awards contracts to different operators for the day-to-day management, operation and maintenance of tunnels. Please provide the revenues and expenditures on day-to-day management, operation and maintenance services of each tolled tunnel in the past three years.

Year

Name of tunnel	Toll Revenue	Expenditure on day-to-day management, operation and maintenance services

2. Please provide the expenditures on day-to-day management, operation and maintenance services of each of the toll-free tunnels in each of the past three years.

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

Reply:

1. The revenues and operating expenditures of government tolled tunnels in the past three financial years are set out as follows:

Tolled tunnel/ Control area [3]	**Revenue ($ million)**			**Operating expenditure [4] ($ million)**		
	2022-23	**2023-24**	**2024-25**	**2022-23**	**2023-24**	**2024-25**
Cross-Harbour Tunnel	653	867	1,073	158	199	196
Eastern Harbour Crossing	728	762	777	179	228	240
Western Harbour Crossing [1]	N/A	879	1,272	N/A	241	328
Tate's Cairn Tunnel	438	431	437	143	167	175
Aberdeen Tunnel	106	109	126	97	125	134

Tolled tunnel/ Control area [3]	Revenue ($ million)			Operating expenditure [4] ($ million)		
	2022-23	2023-24	2024-25	2022-23	2023-24	2024-25
Lion Rock Tunnel	247	269	274	91	136	121
Shing Mun Tunnels	88	100	105	125	152	135
Route 8K	167	191	203	342	391	372
Tai Lam Tunnel [2]	N/A	N/A	N/A	N/A	N/A	N/A

Note 1: Western Harbour Crossing was returned to government management on 2 August 2023. The figures for 2023-24 are for the period from 2 August 2023 to 31 March 2024.

Note 2: Tai Lam Tunnel was returned to government management on 31 May 2025.

Note 3: The Central Kowloon Bypass (Yau Ma Tei Section) commenced operation on 21 December 2025. All-day fixed toll of $8 for all vehicle types will be commenced upon the full commissioning of the Central Kowloon Bypass this year.

Note 4: The expenditures set out in the table include the management fees payable to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

2. The operating expenditures of government toll-free tunnels in the past three financial years are set out as follows:

Toll-free tunnel	Operating expenditure [2] ($ million)		
	2022-23	2023-24	2024-25
Tuen Mun - Chek Lap Kok Tunnel	73	79	81
Tseung Kwan O Tunnel [1]	35	31	44
Tseung Kwan O - Lam Tin Tunnel [1]	19	62	62
Central-Wan Chai Bypass Tunnel	148	148	152
Lung Shan Tunnel	61	57	57
Cheung Shan Tunnel	19	25	26
Airport Tunnel	26	26	26
Scenic Hill Tunnel	55	55	58
Kai Tak Tunnel	54	54	49

Note 1: Tseung Kwan O – Lam Tin Tunnel commenced operation on 11 December 2022 and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O – Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

Note 2: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees payable to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charge of the capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB166

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1573)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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. Please advise this Committee of the following:

1. What were the amounts deposited, amounts withdrawn and balance of the Fund of each franchised bus company (FBC) in the past three years? Please list (1) amounts deposited, (2) amounts withdrawn and (3) balances of the Funds by year and FBC.

2. Franchised bus operators should make use of the Funds to mitigate the fare increase magnitude imposed on passengers. Please advise how the Funds have helped relieve the fare increase pressure in the past three years. Please list the details by FBC.

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. Please list the relevant reward measures by FBC.

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

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 franchised bus operator (FBO), 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 FBOs. When a FBO 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 amounts deposited, amounts withdrawn and balances in the Fund set up by each FBO for its franchise in the past three years are tabulated below:

2023

Franchise **Note 1**	**Balance of the Fund Brought Forward from 2022 ($'000) [A]**	**Amount Deposited in 2023 ($'000) [B] Note 2**	**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) Note 3	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 Note 7	18.0

2024

Franchise **Note 1**	**Balance of the Fund Brought Forward from 2023 ($'000) [A]**	**Amount Deposited in 2024 ($'000) [B] Note 2**	**Amount Withdrawn in 2024 ($'000) [C]**	**Balance of the Fund in 2024 ($'000) [D] = [A] + [B] – [C]**
KMB	419,063	146,470	213,250	352,283
CTB (Urban and New Territories)	7,380	94,175	101,555	0
CTB (F2)	3,925	7,464	0 Note 6	11,389
LW	1,701	1,650	1,850	1,502 Note 5
NLB Note 4	18.0	0.3	0 Note 7	18.3

2025

Franchise **Note 1**	**Balance of the Fund Brought Forward from 2024 ($'000) [A]**	**Amount Deposited in 2025 ($'000) [B] Note 2**	**Amount Withdrawn in 2025 ($'000) [C]**	**Balance of the Fund in 2025 ($'000) [D] = [A] + [B] – [C]**
KMB	352,283	159,470	275,760	235,993
CTB (Urban and New Territories)	0	98,959	98,959	0
CTB (F2)	11,389	8,453	0 Note 6	19,842
LW	1,502 Note 5	3,413	1,850	3,064 Note 5
NLB Note 4	18.3	<0.1	0 Note 7	18.3

Note 1:
KMB: The Kowloon Motor Bus Company (1933) Limited
CTB (F1): Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)
CTB (F2): Citybus Limited (Franchise for Airport and North Lantau bus network)

NWFB: New World First Bus Services Limited
CTB (Urban and New Territories): Citybus Limited (Franchise for the Urban and New Territories bus network)
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 deposited in the Fund of NLB.

Note 5: Due to rounding, the total may not equal the sum of the individual items.

Note 6: CTB (F2) did not use the Fund in 2024 and 2025. The balance in the Fund will be reserved for alleviating fare increase pressure in the future when necessary.

Note 7: As NLB operated no route via government tolled tunnels or control areas when the fare adjustment was implemented in early 2025, it basically had no balance in the Fund and therefore could not use the Fund to mitigate the fare increase magnitude.

2. The extent of mitigation of a fare increase 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. In the past three years, the Fund has mitigated the magnitude of fare increase on the following occasions of fare adjustment:

<u>KMB</u>

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

(b) The OAWAR of fare increase shouldered by the passengers, which was implemented on 5 January 2025, was reduced from 5.2% to 4.3%.

<u>LW</u>

The OAWAR of fare increase shouldered by the passengers, which was implemented on 18 June 2023, was reduced from 4.5% to 4.2%.

CTB (F1) and NWFB

The OAWAR of fare increase shouldered by the passengers, which was implemented on 18 June 2023, was reduced from 6.2% to 4.9%.

CTB (F2)

The OAWAR of fare increase shouldered by the passengers, which was 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 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 fare increase. Some franchised bus operators 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:

	Amount involved in passenger reward ($ million)		
Franchise	**2023**	**2024**	**2025**
KMB	0	0	0
CTB (Urban and New Territories)	0.4 Note 1	0.4	0.6
CTB (F2)	0	28.2	41.8
LW	0	0	0
NLB	0.3	0.4	0.5

Note 1:

As mentioned above, the franchises of CTB (F1) and NWFB were merged to form CTB (Urban and New Territories) on 1 July 2023. The amounts involved in respect of the two franchises before the merger in that year are reflected in the account of CTB (Urban and New Territories) for the year of 2023, as shown in the table above.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB167

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1574)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) has issued various official Taxi Fleet Licences (for a period of five years). Please advise this Committee of the following:

1. What are the respective numbers of drivers and vehicles deployed in service of each licensed taxi fleet up to the present? Please set out in tabular form the details by taxi fleet.

2. What are the daily average number of orders received and amounts of fares for each licensed taxi fleet since their operation? Please set out in tabular form the details by taxi fleet.

3. What are the monthly operating costs and revenue for each licensed taxi fleet since their operation? Please set out in tabular form the details by taxi fleet.

4. Has TD received any passenger complaints against the various licensed taxi fleets since their operation? If yes, please set out the categories and numbers of complaints.

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

Reply:

1. to 3.

Since the TD issued the Taxi Fleet Licence to five taxi fleets in July 2025, the number of fleet taxis has continued to increase steadily. As at 13 March 2026, over 1 500 fleet taxis and about 2 000 taxi fleet drivers had been engaged in service, and more than 2.88 million trips had been completed. According to the conditions of the licence, taxi fleet operators are required to submit to the Commissioner for Transport (the Commissioner) the audited annual financial accounts prepared and certified by qualified auditors in accordance with the manner and format as specified by the Commissioner within four months after the end of each operating year, including financial information such as the statement of comprehensive income, statement of financial position, statement of cash flows and statement of changes in equity. The TD does not have the information on

the daily average fares of orders received and the monthly operating costs and revenue for the taxi fleets.

4. The TD has received a total of 175 complaints related to taxi fleet services since the commencement of taxi fleet operation up to 13 March 2026, mainly involving service attitude, driving behaviour and fare disputes. During the same period, the TD received about 6 500 complaints against non-fleet taxis.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB168

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2400)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the total amount of subsidy received by commuters, the number of commuters receiving the subsidy and the average amount of subsidy received by each commuter in the past three years, 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 approximate average decrease in subsidies received by each commuter after adjustments under the Scheme in the past three years, with a breakdown of the numbers of beneficiaries receiving less subsidies by the following categories: $0 to $10, $10 to $20, $20 to $30 or above;

3. the total amounts and percentages of subsidies for various modes of transport in the past three years;

4. the numbers of beneficiaries with expired subsidy with a breakdown by year, and how the expired subsidy will be handled by the Government;

5. the monthly amount of government subsidy provided and the related administrative costs under the Scheme. Please list out separately;

6. the respective percentages of commuters using AlipayHK, personalised Octopus and non-personalised Octopus to claim the subsidy, following the inclusion of AlipayHK into the Scheme starting from 1 January 2025 in addition to Octopus; and whether the Government will expand the options for other electronic payment means in the future; and

7. the numbers of commuters involved in the abuse of the Scheme in the past three years, the Government's monitoring measures to minimise such abuse and the manpower and expenditure involved?

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

Reply:

1-2. The total subsidy amount, average monthly subsidy amount, average number of beneficiaries per month and average amount of monthly subsidy per beneficiary during different periods in the past three years are set out in **Table 1**, while the average number of beneficiaries per month by monthly subsidy amount during different periods in the past three years is set out in **Table 2**.

Table 1:

Period	**Total subsidy amount ($ million)**	**Average monthly subsidy amount ($ million)**	**Average number of beneficiaries per month ('000)**	**Average amount of monthly subsidy per beneficiary ($)**
January to October 2023 (with temporary special measures)	3,482	348.2	3 234	108
November 2023 to May 2025	4,038	212.5	2 002	106
June to December 2025 (after adjustment of the monthly public transport expenses threshold)	1,155	164.9	1 582	104

Table 2:

Monthly amount of subsidy	**Average number of beneficiaries per month ('000)**		
	January to October 2023 (with temporary special measures)	November 2023 to May 2025	June to December 2025 (after adjustment of the monthly public transport expenses threshold)
$0.1 to $100.0	1 840	1 163	939
$100.1 to $200.0	890	550	418
$200.1 to $300.0	346	198	151
$300.1 or above	152	91	73

Note 1: Due to rounding, the average numbers of beneficiaries per month for a particular period in **Table 2** do not add up to the totals for that period shown in **Table 1**.

Note 2: To allow more commuters to benefit from the Public Transport Fare Subsidy Scheme (the Scheme) during the COVID-19 pandemic, the Government implemented temporary special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from $400 to $200 and temporarily increase the monthly subsidy cap from $400 to $500 from May 2022 to October 2023. With the expiry of the temporary special measures, the monthly public transport expenses threshold and the monthly subsidy cap were resumed to $400 from November 2023.

Note 3: From June 2025 onwards, the monthly public transport expenses threshold under the Scheme was raised from $400 to $500.

3. Target beneficiaries of the Scheme are the commuters who travel on local public transport services for daily commuting and whose relevant transport expenses are relatively high. Subsidies under the Scheme will not be disbursed to the public transport operators (PTOs).

4. 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 Octopus and AlipayHK.

The average monthly number of beneficiaries with expired subsidy from 2023 to 2025 (up to October) are set out in the table below:

Year	**Average monthly number of beneficiaries with expired subsidy ('000)**
2023	453
2024	191
2025 (up to October) Note	162

Note: The subsidy for November 2025 onwards remains valid for collection as at early March 2026 and hence is not included in the table.

5. The average monthly subsidy amount by year from 2023 to 2025 are set out below:

Year	**Average monthly subsidy amount ($ million)**
2023	325.7
2024	210.7
2025	186.5

The recurrent expenditure 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)**
2022-23	37.4

Financial year	Recurrent expenditure ($ million)
2023-24	40.1
2024-25	42.0

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 1.1% to 1.7% of the annual total subsidy amount.

6. In addition to Octopus, public transport fares paid with AlipayHK have been incorporated into the Scheme with effect from 1 January 2025, providing the public with an extra electronic payment option. In 2025, the percentages of beneficiaries using non-personalised Octopus and personalised Octopus to claim the subsidy were about 70% and 28% respectively, with the remaining 2% of beneficiaries using AlipayHK.

When exploring the incorporation of more e-payment systems into the Scheme, we need to consider whether the relevant e-payment platform has been generally adopted by various PTOs 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.

7. As commuters themselves bear the majority portion of their public transport expenses and there is a cap on the monthly subsidy amount under the Scheme, such design helps deter abuses. Meanwhile, 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 PTOs are required to establish a set of audit and assurance standards to strengthen their internal control and submit assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants to the Government on a yearly basis. In addition, the monitoring measures taken by the Government 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 the payment systems, etc. In the three financial years from 2023-24 to 2025-26, the TD conducted an average of about 90 to 170 field inspections and transport surveys per month, during which no case involving abuse of subsidies was identified.

Except for the transport surveys, monitoring work under the Scheme is undertaken by the TD's existing staff, and there is no separate breakdown of the manpower and expenditure involved.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB169**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2401)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The "Dedicated 100% Loan Guarantee Scheme for Battery Electric taxis" (the Scheme) was launched in 2023. Please advise this Committee of the following since the launch of the Scheme:

1. the number of applications;

2. the number of approved applications; and

3. the total loan amount since the launch of the Scheme up to the present.

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

Reply:

On 4 September 2023, the Government launched the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (e-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 (HKMCI) and loan applications are processed by the participating lending institutions (PLIs).

Since the launch of the Loan Scheme up to 28 February this year, HKMCI has received from PLIs a total of 927 applications. Among them, 864 applications have been approved, nine applications are being processed, and 54 applications have the loan cancelled due to withdrawal of application by applicants or the applicants' failure to draw the loan within the period of time designated by HKMCI. Among the 864 approved applications, applicants of 700 applications have drawn the loan, with a total loan amount of about $230 million, while the remaining 164 applicants have yet to draw the loan due to various reasons, such as the vehicle has not been delivered.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB170

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2402)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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 each of the past three years and up to the present.

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

Reply:

From 2022-23 to 2025-26, the Government provided various forms of exemption/subsidy items to the public transport trades with details set out in the table below:

Public Transport Mode	**Exemption/Subsidy Items**	**Amount ($'000))**			
		2022-23	**2023-24**	**2024-25**	**2025-26 (as at 28 February 2026)**
Franchised Bus	Exemption of vehicle licence fees (Note 1)	25,484	25,333	25,641	18,724 **(as at 31 December 2025)**
	Reimbursement of Government rent and government land rental (Note 1 and Note 2)	95,282	248,679	449,035	331,143 **(as at 31 December 2025)**
	Exemption of tolls of government tunnels and roads (Note 3)	198,780	271,957	229,779	203,174 **(as at 31 December 2025)**

Public Transport Mode	Exemption/Subsidy Items	Amount ($'000))			
		2022-23	2023-24	2024-25	2025-26 (as at 28 February 2026)
	Exemption of first registration tax	28,638	11,612	4,221	2,811
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	5,801	4,719	-	-
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	4,863	911	263	159
	Subsidy for installation of safety devices on existing buses (Note 5)	127,107	54,282	60,538	-
Non-franchised Bus (NFB)	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	15,194	11,594	-	-
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	6,303	5,497	-	-
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence (PSL) for eligible types of vehicles (Note 4)	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)	1,223	952	-	-
	Waiver of fees payable for the new issue or renewal of Closed Road Permit (CRP) for eligible types of vehicles (Note 4)	494	342	-	-

Public Transport Mode	Exemption/Subsidy Items	Amount ($'000))			
		2022-23	2023-24	2024-25	2025-26 (as at 28 February 2026)
Tram	Subsidy for tram track replacement and maintenance	5,000	10,000	10,000	-
	Reimbursement of government rent and government land rental (Note 2 & Note 6)	1,648	3,341	5,693	4,270
Taxi	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	55,261	43,230	-	-
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	9,962	8,443	-	-
Ferry	Exemption of vessel licence fees (Note 7)	234	263	259	210 **(as at 31 December 2025)**
	Reimbursement of pier rental (Note 7)	2,415	5,286	9,166	6,792 **(as at 31 December 2025)**
	Reimbursement under Special Helping Measures (SHM) for outlying island ferry routes (Note 8)	215,282	218,879	221,541	215,351 **(as at 9 March 2026)**
Public light bus (PLB)	Waiver of vehicle licence fees for registered commercial vehicles (Note 4)	34,723	26,467	-	-
	Waiver of vehicle examination fees for registered commercial vehicles (Note 4)	2,762	2,304	-	-
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles (Note 4)	303	238	-	-

Public Transport Mode	Exemption/Subsidy Items	Amount ($'000))			
		2022-23	2023-24	2024-25	2025-26 (as at 28 February 2026)
	Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles (Note 4)	735	504	-	-

Notes:

1. 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 2022-23 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 Fund), to keep the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding FBO. When a franchisee applies for a fare increase and the Chief Executive in Council considers that there is a justifiable need to increase the fare, the magnitude of the increase may be reduced by using the Fund.

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 subsidised FBOs 80% of the cost of installing safety devices, such as electronic stability control, speed limiting retarder, etc. on appropriate existing franchised buses. Installation works were completed in December 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 2022-23 to 2025-26, SHM were provided to the 13 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", "Central – Sok Kwu Wan" "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.

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

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB171

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3150)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the provision of parking spaces and facilities, will the Government inform this Committee of the following:

1. in the past three years and up to the present:
   (a) the numbers of parking spaces for private cars (PCs), motorcycles (MCs) and commercial vehicles (CVs), with a breakdown by 18 districts;
   (b) the provision of the aforesaid parking spaces by the Government and the private sector in each district, and their utilisation rates;

2. the numbers of fixed penalty notices (FPNs) against illegal parking issued by the Hong Kong Police Force (HKPF) and the total amounts of fixed penalties involved in the past three years (set out the breakdown by 18 districts);

3. the number of short-term tenancy (STT) sites used as temporary car parks in each district in the past year, set out by STT locations, number of parking spaces, and scheduled resumption dates in table form.

4. The number of additional parking spaces planned to be provided in each of the 18 districts and the proportion of automated parking system (APS) in the next three years.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.38)

Reply:

1. In the past three years, the numbers of parking spaces for PCs, MCs and CVs provided by the Government and the private sector in the 18 districts are at **Annex 1**, while the utilisation rates of the public car parks managed by the Transport Department (TD), the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD) are at **Annex 2**.

The TD does not maintain the statistics on the utilisation rates of privately-operated car parks.

2. The statistics on FPNs issued against illegal parking by the Hong Kong Police Force (HKPF) are categorised by Police Region. Therefore, the relevant figures by 18 districts are not available. The figures on FPNs issued under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF by Police Region and the total amounts of fixed penalty in the past three years are tabulated below:

Police Region	**Number of FPNs issued against illegal parking**		
	2023	**2024**	**2025**
Hong Kong Island	523 167	397 077	302 958
Kowloon East	443 038	297 579	222 030
Kowloon West	960 276	872 319	742 407
New Territories South	471 527	390 462	329 572
New Territories North	615 011	585 760	471 140
Total	**3 013 019**	**2 543 197**	**2 068 107**
Total amount of fixed penalty	$964 million	$814 million	$662 million

3. According to the information maintained by the Lands Department (LandsD) and the TD, the numbers of short-term tenancy (STT) fee-paying public car parks and the relevant numbers of parking spaces in 2025 with a breakdown by District Council district are set out at **Annex 3**. Regarding the scheduled resumption dates, the site of STT No. KX3079 located at Lei Yue Mun Path in Lei Yue Mun, Kowloon will be resumed for other purposes in the third quarter of 2026 according to the information from the LandsD.

4. The Government expects to provide over 12 000 additional parking spaces across the territory in 2025 and 2026, covering both PCs and CVs, including more than 220 metered parking spaces and a minimum of 100 on-street night-time parking spaces for CVs by 2026. Furthermore, in addition to providing about 600 parking spaces at short-term tenancy (STT) car parks over the next two years, a minimum number of CV parking spaces will be stipulated for suitable car parks. The Transport Department (TD) and relevant departments are actively taking forward these measures in accordance with the targets.

Besides, the first three public vehicle parks (PVPs) [Note] implemented under the "single site, multiple use" principle have been commissioned, providing a total of about 860 parking spaces. With the successive commissioning of more PVP projects, such as the PVP at Area 99 in Tung Chung, District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street, the redevelopment of Yuen Long Stadium and Kwun Tong Composite Development Project, etc., which are expected to be completed between 2026 and 2027, a total of about 600 parking spaces will be provided. Together with other development projects and the ongoing short- and medium-term parking measures, the provision of new parking spaces will further increase in the next few years. The TD will continue to step up its efforts, focusing on areas with a shortage of parking spaces to increase the provision of on-street parking spaces as far as practicable. It will

continue to stipulate the provision of a minimum number of parking spaces for CVs in suitable STT car parks.

For the automated parking system (APS), the TD does not maintain statistics on the number of privately-operated car parks equipped with APS. For public works projects with APS being taken forward by the Government, the percentage of APS parking spaces in all PC parking spaces is over 50% on average.

Note: Including Ka Fu Fong Public Car Park in Sheung Shui, Pak Shing Kok Road Public Car Park in Tseung Kwan O and Tseung Kwan O Government Offices Public Car Park.

Annex 1

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

District	Situation as at end-December of each year	PC			MC			CV		
		Provided by the Government	Provided by the private sector	Total	Provided by the Government	Provided by the private sector	Total	Provided by the Government	Provided by the private sector	Total
Central & Western	2025	4 321	34 805	39 126	996	608	1 604	603	511	1 114
	2024	4 330	34 750	39 080	996	601	1 597	651	498	1 149
	2023	4 411	34 045	38 456	994	483	1 477	643	443	1 086
Wan Chai	2025	3 468	35 789	39 257	1 051	384	1 435	308	178	486
	2024	3 457	35 523	38 980	1 044	359	1 403	490	178	668
	2023	3 595	35 138	38 733	1 024	321	1 345	313	180	493
Eastern	2025	3 716	43 200	46 916	1 208	1 602	2 810	534	1 591	2 125
	2024	3 715	42 914	46 629	1 189	1 562	2 751	533	1 596	2 129
	2023	3 694	43 136	46 830	1 200	1 455	2 655	545	1 616	2 161
Southern	2025	3 303	37 780	41 083	949	1 111	2 060	323	1 098	1 421
	2024	3 329	36 970	40 299	935	1 079	2 014	323	1 073	1 396
	2023	3 326	36 751	40 077	935	1 053	1 988	327	1 069	1 396
Yau Tsim Mong	2025	2 467	33 217	35 684	1 383	836	2 219	700	863	1 563
	2024	2 486	33 153	35 639	1 353	786	2 139	708	859	1 567
	2023	2 537	33 421	35 958	1 343	797	2 140	774	875	1 649
Sham Shui Po	2025	5 421	26 376	31 797	1 431	968	2 399	1 425	2 123	3 548
	2024	5 316	26 215	31 531	1 396	929	2 325	1 433	2 206	3 639
	2023	5 323	25 305	30 628	1 380	854	2 234	1 446	2 292	3 738
	2025	5 504	49 994	55 498	1 278	1 352	2 630	429	1 232	1 661

District	Situation as at end-December of each year	PC			MC			CV		
		Provided by the Government	Provided by the private sector	Total	Provided by the Government	Provided by the private sector	Total	Provided by the Government	Provided by the private sector	Total
Kowloon City	2024	5 561	47 634	53 195	1 259	1 186	2 445	443	1 275	1 718
	2023	5 515	46 646	52 161	1 238	1 045	2 283	418	1 244	1 662
Wong Tai Sin	2025	4 703	15 877	20 580	1 185	1 406	2 591	458	912	1 370
	2024	4 604	16 132	20 736	1 135	1 426	2 561	468	921	1 389
	2023	4 493	16 472	20 965	1 080	1 328	2 408	458	910	1 368
Kwun Tong	2025	7 957	40 556	48 513	2 491	2 706	5 197	643	3 147	3 790
	2024	8 244	40 976	49 220	2 430	2 576	5 006	723	3 083	3 806
	2023	8 233	41 130	49 363	2 316	2 449	4 765	702	2 943	3 645
Tsuen Wan	2025	2 758	35 916	38 674	999	1 050	2 049	223	2 233	2 456
	2024	2 749	35 644	38 393	944	883	1 827	225	2 288	2 513
	2023	2 756	35 826	38 582	873	886	1 759	219	2 322	2 541
Tuen Mun	2025	5 125	39 120	44 245	1 115	1 102	2 217	678	2 127	2 805
	2024	5 098	38 655	43 753	1 131	1 097	2 228	669	2 138	2 807
	2023	5 036	38 658	43 694	1 118	958	2 076	668	2 131	2 799
Yuen Long	2025	4 586	40 134	44 720	866	1 276	2 142	670	1 762	2 432
	2024	4 612	39 363	43 975	878	1 149	2 027	676	1 909	2 585
	2023	4 609	39 436	44 045	864	1 110	1 974	699	1 811	2 510
North	2025	5 761	17 516	23 277	659	412	1 071	967	786	1 753
	2024	5 849	17 511	23 360	694	411	1 105	869	767	1 636
	2023	5 103	17 842	22 945	678	380	1 058	852	1 007	1 859
Tai Po	2025	2 715	31 561	34 276	397	906	1 303	641	732	1 373

District	Situation as at end-December of each year	PC			MC			CV		
		Provided by the Government	Provided by the private sector	Total	Provided by the Government	Provided by the private sector	Total	Provided by the Government	Provided by the private sector	Total
	2024	2 722	29 771	32 493	376	875	1 251	654	671	1 325
	2023	2 666	29 763	32 429	366	850	1 216	666	695	1 361
Sai Kung	2025	4 180	41 849	46 029	760	3 000	3 760	662	1 396	2 058
	2024	3 875	41 071	44 946	713	2 955	3 668	586	1 322	1 908
	2023	3 873	40 415	44 288	687	2 759	3 446	599	1 224	1 823
Sha Tin	2025	6 006	70 125	76 131	1 141	2 482	3 623	592	2 283	2 875
	2024	6 242	70 266	76 508	1 103	2 407	3 510	618	2 306	2 924
	2023	6 079	71 024	77 103	996	2 376	3 372	609	2 411	3 020
Kwai Tsing	2025	5 261	30 848	36 109	1 791	1 540	3 331	994	9 442	10 436
	2024	5 533	30 845	36 378	1 673	1 478	3 151	972	8 809	9 781
	2023	5 329	31 004	36 333	1 581	1 378	2 959	950	10 054	11 004
Islands	2025	2 860	18 891	21 751	397	604	1 001	255	1 044	1 299
	2024	2 862	17 541	20 403	397	370	767	255	1 044	1 299
	2023	2 628	18 022	20 650	319	390	709	389	884	1 273
Total	**2025**	**80 112**	**643 554**	**723 666**	**20 097**	**23 345**	**43 442**	**11 105**	**33 460**	**44 565**
	2024	**80 584**	**634 934**	**715 518**	**19 646**	**22 129**	**41 775**	**11 296**	**32 943**	**44 239**
	2023	**79 206**	**634 034**	**713 240**	**18 992**	**20 872**	**39 864**	**11 277**	**34 111**	**45 388**

Note: 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.

Annex 2

Utilisation rates of car parks operated by the TD from 2023 to 2025

District	Car Park	Number of parking spaces (except those for MCs) [Note]	Average utilisation rate (%) of parking spaces					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2023	2024	2025	2023	2024	2025
Central and Western	Star Ferry	377	82	81	80	31	28	28
	City Hall	170	65	58	51	25	24	18
	Rumsey Street	829	57	62	60	27	33	34
	Kennedy Town	195	86	85	87	80	80	88
Wan Chai	Tin Hau	428	79	75	73	64	62	61
Eastern	Shau Kei Wan	385	80	76	74	78	75	74
Southern	Aberdeen	293	64	63	62	79	78	78
Wong Tai Sin	Sheung Fung Street	267	77	74	72	83	80	79
	Wong Tai Sin	25	45	36	33	32	39	44
Kwai Tsing	Kwai Fong	511	83	73	77	76	68	74
Tsuen Wan	Tsuen Wan	545	86	79	77	82	77	76

District	Car park	Number of MC parking spaces	Average utilisation rate (%) of parking spaces for MCs					
			From 10:00 am to 6:00 pm			From 6:00 pm to 10:00 am		
			2023	2024	2025	2023	2024	2025
Central and Western	Star Ferry	37	72	65	65	54	47	45
	City Hall	27	77	74	77	68	67	68
	Rumsey Street	164	93	83	74	87	75	68
	Kennedy Town	37	74	75	72	82	82	77
Wan Chai	Tin Hau	75	77	76	79	78	77	80
Eastern	Shau Kei Wan	72	76	72	71	81	78	78
Southern	Aberdeen	51	67	71	69	72	77	75
Wong Tai Sin	Sheung Fung Street	74	67	65	68	75	73	79
Kwai Tsing	Kwai Fong	93	82	75	80	80	71	78
Tsuen Wan	Tsuen Wan	34	64	69	69	63	68	67

Note: The number of parking spaces at Wong Tai Sin Car Park is the number of parking spaces for coaches/goods vehicles (over 5.5 tonnes); and the numbers of parking spaces at the remaining ten car parks are the numbers of parking spaces for PCs/van-type light goods vehicles.

Average utilisation rates (%) of public car parks managed by the GPA from 2023 to 2025

District	Car park	Average utilisation rate (%)		
		2023 (Note 1)	2024 (Note 2)	2025 (Note 3)
Central & Western	Queensway Government Offices	14	32	32
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower	13	14 (Note 6)	-
Eastern	North Point Government Offices	40	29	32
	Chai Wan Municipal Services Building (Note 4)	78	30	60
Southern	No car park under GPA's management			
Yau Tsim Mong	West Kowloon Government Offices	39	42	43
Sham Shui Po	Cheung Sha Wan Government Offices (Note 5)	49	54	54
Kowloon City	Tokwawan Market and Government Offices	36	77	97
	Trade and Industry Tower	38 (Note 7)	29 (Note 7)	31
Wong Tai Sin	No car park under GPA's management			
Kwun Tong	Shun Lee Disciplined Services Quarters (Note 4)	94	68	85
Tsuen Wan	No car park under GPA's management			
Tuen Mun	Tuen Mun Government Offices	23	10	9
Yuen Long	Yuen Long District Office Building	46	42	43
North	North District Government Offices	36	57	67
	Heung Yuen Wai Boundary Control Point (Note 4)	45 (Note 8)	49	51
	Ka Fu Fong Public Car Park (Note 4)	-	19 (Note 9)	54
Tai Po	Tai Po Government Offices	63	70	86
Sai Kung	Sai Kung Government Offices	12	18	25
	Tseung Kwan O Government Offices (Note 4) (Note 11)	-	-	-
	Chinese Medicine Hospital of Hong Kong (Note 4) (Note 12)	-	-	-
Sha Tin	Sha Tin Government Offices	49	43	33
	New Territories (Shatin) Forensic Medicine Centre (Note 4)	13 (Note 10)	20	23
Kwai Tsing	No car park under GPA's management			
Islands	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (Note 4)	26	18	19 (Note 13)

Note 1: The average utilisation rates of parking spaces during the operating hours from January to December 2023.

Note 2: The average utilisation rates of parking spaces during the operating hours from January to December 2024.

Note 3: The average utilisation rates of parking spaces during the operating hours from January to December 2025.

Note 4: The car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, Heung Yuen Wai Boundary Control Point, Ka Fu Fong Public Car Park, Tseung Kwan O Government Offices, The Chinese Medicine Hospital of Hong Kong, the New Territories (Shatin) Forensic Medicine Centre and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port are all-day fee-charging public car parks. The remaining properties in the above table are Joint-User General Office Buildings where the parking spaces are open for public use during non-office hours only.

Note 5: A portion of the fee-charging public car park in the building provides 24-hour parking spaces. The remaining parking spaces are for user departments of the Joint-User General Office Buildings and are open for public use during non-office hours only.

Note 6: The fee-charging public car park at Wanchai Tower, Immigration Tower and Revenue Tower ceased operation from 15 March 2024. The relevant data are the average utilisation rates of the parking spaces during the operating hours in January 2024.

Note 7: The fee-charging public car park at Trade and Industry Tower ceased operation from 10 October 2023 to 25 April 2024. The relevant data are the average utilisation rates of the parking spaces during the operating hours from January to September 2023 and from May to December 2024.

Note 8: The public car park at Heung Yuen Wai Boundary Control Point commenced operation on 17 February 2023. The relevant data are the average utilisation rates of the parking spaces during the operating hours from February to December 2023.

Note 9: Ka Fu Fong Public Car Park commenced operation in mid-November 2024. The relevant data are the average utilisation rates of the parking spaces during the operating hours starting from December 2024.

Note 10: The New Territories (Shatin) Forensic Medicine Centre commenced operation on 1 February 2023. The relevant data are the average utilisation rates of the parking spaces during the operating hours from February to December 2023.

Note 11: Tseung Kwan O Government Offices commenced operation in mid-December 2025. The contractor provides the average utilisation rates of the parking spaces during the operating hours starting from January 2026.

Note 12: The car park at The Chinese Medicine Hospital of Hong Kong commenced operation in mid-December 2025. The contractor provides the average utilisation rates of the parking spaces during the operating hours starting from January 2026.

Note 13: The fee-charging public car park at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port has been managed by the Airport Authority Hong Kong since 16 July 2025. The relevant data are the average utilisation rates of the parking spaces during the operating hours from January to June 2025.

Utilisation rates of public car parks managed by the LCSD from 2023 to 2025

District	Average utilisation rate (%)		
	2023	2024	2025
Central & Western	54	43	41
Wan Chai	49	50	51
Eastern	69	52	41
Southern	17	29	48
Yau Tsim Mong	38	33	29
Sham Shui Po	23	23	24
Kowloon City	57	55	70
Wong Tai Sin	21	28	31
Kwun Tong	50	44	44
Tsuen Wan	33	23	24
Tuen Mun	54	51	49
Yuen Long	63	35	38
North	65	58	52
Tai Po	27	28	29
Sai Kung	51	44	38
Sha Tin	55	52	42
Kwai Tsing	36	36	47
Islands	23	25	22

Annex 3

Details of fee-charging STT public car parks by 18 districts in 2025

District	Number of car parks	Number of parking spaces
Central & Western	3	216
Wan Chai	-	-
Eastern	9	999
Southern	4	230
Yau Tsim Mong	3	577
Sham Shui Po	5	867
Kowloon City	3	786
Wong Tai Sin	3	409
Kwun Tong	6	999
Tsuen Wan	9	2 221
Tuen Mun	16	1 832
Yuen Long	15	1 154
North	10	1 103
Tai Po	10	1 570
Sai Kung	18	3 374
Sha Tin	14	2 039
Kwai Tsing	50	6 938
Islands	2	500
Total	**180**	**25 814**

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB172

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3272)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On public transport fare increases, will the Government inform this Committee of the following:

1. Please list the fare increase applications for various public transport services received by the Transport Department 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, with a breakdown by "Public transport operators involved in the interchange schemes", "Fare concession for each interchange trip", "Average daily interchange trips benefited" and "Dates of commencement and termination of the schemes".

3. What are the non-farebox revenue situations of various public transport modes and the proportions of non-farebox revenue in the profit of various operators? and

4. What are the public transport modes offering monthly passes or package tickets in the past year and at present, and the numbers of users?

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

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 the Transport Department (TD) in 2025 are set out below:

(A) Green Minibus (GMB)

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
Hong Kong Island			
1.	HKI 1	7.6%	Being processed
2.	HKI 1A	10.5%	Being processed
3.	HKI 2	10.7%	Being processed
4.	HKI 3	10.5%	Being processed
5.	HKI 3A	10.5%	Being processed
6.	HKI 4A	14.7%	Being processed
7.	HKI 4B	14.7%	Being processed
8.	HKI 4C	14.7%	Being processed
9.	HKI 4S	14.3%	Being processed
10.	HKI 5	21.2%	Being processed
11.	HKI 5M	15.5%	Being processed
12.	HKI 8	14.3%	Being processed
13.	HKI 8X	8.1%	Being processed
14.	HKI 9	11.2%	Being processed
15.	HKI 10	11.4%	Proposed increase by 7.1% Note (1)
16.	HKI 10P	11.4%	Proposed increase by 7.1% Note (1)
17.	HKI 12	22.7%	Being processed
18.	HKI 13	19.6%	Being processed
19.	HKI 16A	10.3%	Proposed increase by 8.3% Note (1)
20.	HKI 16M	10.3%	Proposed increase by 8.3% Note (1)
21.	HKI 16X	13.6%	Proposed increase by 9.1% Note (1)
22.	HKI 18M	17.2%	Proposed increase by 9.2% Note (1)
23.	HKI 20	20.8%	Proposed increase by 9.7% Note (1)
24.	HKI 20M	29.4%	Proposed increase by 11.8% Note (1)
25.	HKI 22	21.7%	Being processed
26.	HKI 22S	21.7%	Being processed
27.	HKI 22X	21.7%	Being processed
28.	HKI 23	14.1%	Being processed
29.	HKI 23M	14.1%	Being processed
30.	HKI 24A	8.8%	Being processed
31.	HKI 24M	9%	Being processed
32.	HKI 25	8.9%	Being processed
33.	HKI 28	10.4%	Being processed
34.	HKI 28M	10.4%	Being processed
35.	HKI 28S	10.4%	Being processed
36.	HKI 31	14.5%	Proposed increase by 7.3% Note (1)
37.	HKI 31X	14.5%	Proposed increase by 7.3% Note (1)
38.	HKI 32	12.5%	Proposed increase by 8.9% Note (1)
39.	HKI 32A	12.8%	Proposed increase by 10.3% Note (1)
40.	HKI 33	12.5%	Proposed increase by 8.9% Note (1)
41.	HKI 33M	12.8%	Proposed increase by 10.3% Note (1)
42.	HKI 35M	14.7%	Being processed
43.	HKI 39C	14.3%	Being processed
44.	HKI 39M	15.3%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
45.	HKI 40	15.4%	Being processed
46.	HKI 40X	15.4%	Being processed
47.	HKI 51	16.7%	Being processed
48.	HKI 51A	16.7%	Being processed
49.	HKI 51S	17.1%	Being processed
50.	HKI 52	14.9%	Being processed
51.	HKI 56	14.2%	Proposed increase by 6.1% Note (1)
52.	HKI 56A	14.2%	Proposed increase by 6.1% Note (1)
53.	HKI 56B	14.2%	Proposed increase by 6.1% Note (1)
54.	HKI 69	15.9%	Being processed
55.	HKI 69A	12.9%	Being processed
56.	HKI 69X	10.4%	Being processed
57.	HKI N4A	17.1%	Being processed
58.	HKI N4C	17.1%	Being processed
59.	HKI N4M	14.5%	Being processed
60.	HKI N4X	17.1%	Being processed
61.	HKI N31	14.7%	Proposed increase by 6.2% Note (1)
62.	HKI N40	15.2%	Being processed
63.	HKI N51S	15.4%	Being processed
Kowloon			
1.	KLN 5M	12.5%	Proposed increase by 10.7% Note (1)
2.	KLN 9M	14.3%	Proposed increase by 9.5% Note (1)
3.	KLN 16	10.5%	Proposed increase by 7.9% Note (1)
4.	KLN 16A	9.3%	Proposed increase by 7.0% Note (1)
5.	KLN 16B	9.3%	Proposed increase by 7.0% Note (1)
6.	KLN 16S	9.3%	Proposed increase by 7.0% Note (1)
7.	KLN 17M	13.6%	Being processed
8.	KLN 22A	16.4%	Proposed increase by 8.2% Note (1)
9.	KLN 22M	17.3%	Proposed increase by 8.7% Note (1)
10.	KLN 25M	11.6%	Being processed
11.	KLN 25MS	14.3%	Being processed
12.	KLN 25A	11.6%	Being processed
13.	KLN 25B	10.1%	Being processed
14.	KLN 37A	10.6%	Proposed increase by 8.5% Note (1)
15.	KLN 37M	10.6%	Proposed increase by 8.5% Note (1)
16.	KLN 38M	14.6%	Being processed
17.	KLN 39M	14.6%	Being processed
18.	KLN 47	11.5%	Proposed increase by 8.2% Note (1)
19.	KLN 48	11.5%	Being processed
20.	KLN 49	12.2%	Being processed
21.	KLN 49M	1.9%	Being processed
22.	KLN 54	10.6%	Proposed increase by 8.5% Note (1)
23.	KLN 54M	10.0%	Proposed increase by 10.0% Note (1)
24.	KLN 54S	10.3%	Proposed increase by 9.0% Note (1)
25.	KLN 69	23.6%	Proposed increase by 10.1% Note (1)
26.	KLN 69A	18.6%	Proposed increase by 9.3% Note (1)

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
27.	KLN 76A	10.6%	Being processed
28.	KLN 76B	10.6%	Being processed
29.	KLN 77M	6.5%	Being processed
30.	KLN 78	10.5%	Being processed
31.	KLN 79K	8.9%	Proposed increase by 8.9% Note (1)
32.	KLN 79M	9.1%	Proposed increase by 6.8% Note (1)
33.	KLN 79S	9.1%	Proposed increase by 6.8% Note (1)
34.	KLN 82	33.3%	Proposed increase by 8.9% Note (1)
35.	KLN 83A	22.2%	Proposed increase by 8.9% Note (1)
36.	KLN 83B	22.2%	Proposed increase by 8.9% Note (1)
37.	KLN 83M	22.2%	Proposed increase by 8.9% Note (1)
38.	KLN 87	18.1%	Increased by 9.1%
39.	KLN 89A	16.3%	Being processed
40.	KLN 89B	11.4%	Being processed
41.	KLN 89C	16.3%	Being processed
New Territories			
1.	NT 101M	11.9%	Being processed
2.	NT 102B	11.1%	Being processed
3.	NT 102S	20.2%	Being processed
4.	NT 102	11.1%	Being processed
5.	NT 105	20.0%	Proposed increase by 7.8% Note (1)
6.	NT 106	10.9%	Being processed
7.	NT 107	10.3%	Being processed
8.	NT 108A	10.8%	Increased by 9.2%
9.	NT 111	11.1%	Being processed
10.	NT 112M	7.7%	Increased by 5.8%
11.	NT 113	12.3%	Being processed
12.	NT 115	10.5%	Being processed
13.	NT 140M	20.5%	Increased by 5.5%
14.	NT 15A	15.4%	Increased by 9.6%
15.	NT 15M	11.8%	Increased by 9.8%
16.	NT 15	15.4%	Increased by 9.6%
17.	NT 16	11.5%	Increased by 9.6%
18.	NT 17A	13.3%	Increased by 8.9%
19.	NT 17M	13.3%	Increased by 8.9%
20.	NT 17	12.0%	Increased by 9.3%
21.	NT 20A	15.4%	Being processed
22.	NT 20B	15.7%	Being processed
23.	NT 20C	15.9%	Being processed
24.	NT 20E	15.9%	Being processed
25.	NT 20G	15.7%	Being processed
26.	NT 20K	15.3%	Being processed
27.	NT 20M	15.4%	Being processed
28.	NT 20P	15.4%	Being processed
29.	NT 20R	15.4%	Being processed
30.	NT 20S	15.4%	Being processed

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
31.	NT 20T	15.7%	Being processed
32.	NT 20X	15.4%	Being processed
33.	NT 21A	15.4%	Being processed
34.	NT 21K	15.9%	Being processed
35.	NT 22K	15.4%	Being processed
36.	NT 23K	15.8%	Being processed
37.	NT 23S	16.1%	Being processed
38.	NT 24	13.5%	Being processed
39.	NT 26A	10.0%	Being processed
40.	NT 26	10.0%	Being processed
41.	NT 28A	11.7%	Being processed
42.	NT 28K	18.0%	Being processed
43.	NT 28S	18.0%	Being processed
44.	NT 29	14.5%	Increased by 10.80%
45.	NT 308A	9.4%	Proposed increase by 7.3% Note (1)
46.	NT 308M	9.4%	Proposed increase by 7.3% Note (1)
47.	NT 310M	20.8%	Increased by 5.7%
48.	NT 31A	16.9%	Being processed
49.	NT 31	16.9%	Being processed
50.	NT 32	18.8%	Being processed
51.	NT 39A	16.4%	Increased by 8.2%
52.	NT 39	13.9%	Increased by 8.3%
53.	NT 401	14.6%	Being processed
54.	NT 402S	16.2%	Being processed
55.	NT 403A	15.1%	Being processed
56.	NT 403P	15.1%	Being processed
57.	NT 403X	15.1%	Being processed
58.	NT 403	15.1%	Being processed
59.	NT 404M	10.2%	Increased by 8.5%
60.	NT 405	10.0%	Increased by 8.6%
61.	NT 406	10.4%	Proposed increase by 5.2% Note (1)
62.	NT 407A	11.3%	Proposed increase by 6.5% Note (1)
63.	NT 407B	11.7%	Proposed increase by 5.2% Note (1)
64.	NT 407	11.8%	Proposed increase by 4.5% Note (1)
65.	NT 410	20.8%	Increased by 3.8%
66.	NT 413	14.5%	Increased by 10.8%
67.	NT 43A	11.3%	Being processed
68.	NT 43B	11.8%	Being processed
69.	NT 43C	12.1%	Being processed
70.	NT 43S	11.8%	Being processed
71.	NT 43	11.8%	Being processed
72.	NT 46M	17.0%	Proposed increase by 5.7% Note (1)
73.	NT 47M	17.0%	Proposed increase by 5.1% Note (1)
74.	NT 481	15.4%	Being processed
75.	NT 482	15.4%	Being processed
76.	NT 501A	20.4%	Increased by 7.4%

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
77.	NT 501C	20.4%	Increased by 7.4%
78.	NT 501S	20.4%	Increased by 6.3%
79.	NT 502	13.9%	Increased by 3.6%
80.	NT 503K	10.1%	Being processed
81.	NT 503	10.1%	Being processed
82.	NT 504	8.3%	Being processed
83.	NT 505	12.6%	Being processed
84.	NT 50A	12.9%	Rejected
85.	NT 50K	12.9%	Rejected
86.	NT 51B	12.2%	Rejected
87.	NT 51K	11.6%	Rejected
88.	NT 52A	15.4%	Increased by 7.7%
89.	NT 52B	16.7%	Increased by 7.5%
90.	NT 52K	16.7%	Increased by 7.5%
91.	NT 54A	15.4%	Increased by 7.7%
92.	NT 54K	16.1%	Increased by 10.7%
93.	NT 56A	12.8%	Increased by 7.7%
94.	NT 618A	11.1%	Being processed
95.	NT 618B	11.1%	Being processed
96.	NT 618	11.1%	Being processed
97.	NT 65A	15.4%	Increased by 8.2%
98.	NT 65K	13.3%	Increased by 6.7%
99.	NT 65M	17.2%	Application withdrawn with reduced fare concession
100.	NT 65S	12.9%	Increased by 3.2%
101.	NT 66K	13.3%	Increased by 6.7%
102.	NT 67A	26.1%	Increased by 10.9%
103.	NT 67K	14.9%	Increased by 7.5%
104.	NT 71A	11.4%	Being processed
105.	NT 71	11.5%	Being processed
106.	NT 72	11.5%	Being processed
107.	NT 75	30.0%	Being processed
108.	NT 76	30.0%	Being processed
109.	NT 806A	15.6%	Increased by 7.8%
110.	NT 806B	15.6%	Increased by 7.8%
111.	NT 806C	25.3%	Increased by 10.5%
112.	NT 806M	15.6%	Increased by 7.8%
113.	NT 814	11.4%	Being processed
114.	NT 81M	9.5%	Increased by 4.8%
115.	NT 81	9.7%	Increased by 3.2%
116.	NT 82M	10.4%	Increased by 4.2%
117.	NT 82	9.7%	Increased by 3.2%
118.	NT 88A	12.5%	Proposed increase by 7.5% Note (1)
119.	NT 88C	20.0%	Proposed increase by 6.7% Note (1)
120.	NT 88F	20.0%	Proposed increase by 7.5% Note (1)
121.	NT 88G	20.0%	Proposed increase by 6.7% Note (1)

No.	GMB Route No.	Fare Increase Rate Applied (Full fare)	Result
122.	NT 88M	20.5%	Proposed increase by 7.2% Note (1)
123.	NT 90A	27.3%	Proposed increase by 9.1% Note (1)
124.	NT 90M	18.2%	Proposed increase by 6.1% Note (1)
125.	NT 90P	27.3%	Proposed increase by 9.1% Note (1)
126.	NT 91A	24.2%	Proposed increase by 9.7% Note (1)
127.	NT 91	21.8%	Proposed increase by 8.7% Note (1)
128.	NT 92M	18.2%	Proposed increase by 6.1% Note (1)
129.	NT 93A	18.6%	Proposed increase by 4.1% Note (1)
130.	NT 93	18.2%	Proposed increase by 6.1% Note (1)
131.	NT 99	19.0%	Increased by 7.1%
132.	NT 616S	24.0%	Proposed increase by 14.0% Note (1)

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) Ferry Service

No.	Ferry Service	Fare Increase Rate Applied (Full fare)	Result
1.	Central − Cheung Chau	20%	Increased by 8% for monthly tickets and multi-journey concessionary ticket types and 12.5% for single-journey tickets. As all services of the "Central − Mui Wo" and "Central − Peng Chau" routes are now operated exclusively by fast vessels, the single-journey ticket fares have been consolidated and a uniform single-journey fares has been adopted for both ordinary and fast ferry services. The consolidated single-journey ticket fares are lower than the fares of fast ferry service before consolidation.
2.	Central − Mui Wo	20%	
3.	Peng Chau − Mui Wo − Chi Ma Wan − Cheung Chau	20%	
4.	Central − Peng Chau	15% to 30%	
5.	Central − Yung Shue Wan	15% to 30%	
6.	Central − Sok Kwu Wan	15% to 30%	
7.	Tuen Mun − Tung Chung − Sha Lo Wan - Tai O	35%	Being processed
8.	North Point − Kwun Tong	70%	Being processed

No.	Ferry Service	Fare Increase Rate Applied (Full fare)	Result
	(Dangerous Goods Vehicular Ferry Services)		

2. To facilitate the use of various public transport services, there are interchange fare concession between different public transport operators (PTOs). Information on such arrangements from 2023 to 2025 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

PTOs involved in the interchange schemes Note (2)	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited	Dates of commencement and termination of the Schemes Note (3)
Railway and franchised bus 2023: 19 routes 2024: 25 routes 2025: 19 routes	From 2023 to 2025: $0.6 - $2.0	2023: 26 660 2024: 21 940 2025: 22 900	On-going
Railway and GMB Note (4) 2023: 556 routes 2024: 560 routes 2025: 570 routes	From 1 January to 4 November 2023: $0.3 - $3 From 5 November 2023 onwards: $0.5 - $3	2023: 456 560 2024: 468 530 2025: 475 531	On-going
Railway and kaito (one route)	From 2023 to 2025: $0.5	2023: 370 2024: 350 2025: 310	Commenced on 1 June 2020 and on-going
Bus-bus interchange between different franchised bus companies Note (5) 2023: 629 routes 2024: 660 routes 2025: 655 routes	From 2023 to 2025: $0.1 - $38.7	2023: 180 900 2024: 191 340 2025: 193 380	On-going
Franchised bus and GMB 2023: 71 routes 2024: 96 routes 2025: 96 routes	From 2023 to 2025: $1.0 - $4.0	2023: 258 2024: 304 2025: 316	On-going
Franchised bus and Tram (36 routes)	2023 and 2024: $3.0 2025: $3.3	2023: 1 300 2024: 877 2025: 856	Commenced on 1 July 2017 and on-going
GMB-GMB interchange between	2023 and 2024: $1.0 - $11.9	N/A Note (6)	On-going

PTOs involved in the interchange schemes Note (2)	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited	Dates of commencement and termination of the Schemes Note (3)
different GMB route packages (41 routes)	2025: $1.0 - $12.3		
Ferry-ferry interchange between different ferry operators (two routes)	2023: $3.8 - $9.4 2024 and 2025: $5.5 - $9.4	2023: 21 2024: 21 2025: 20	Commenced on 1 July 2011 and on-going

Note (2): Interchange concessionary fare arrangements for routes operated by the same operator are not covered.

Note (3): TD does not have the information on the commencement date of each scheme.

Note (4): 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 (5): The figures cover all franchised bus routes for which interchange discounts are provided by franchised bus operators.

Note (6): TD does not have passenger trip figures of GMB-GMB interchange between different GMB route packages.

3. The Government has been encouraging and appropriately assisting PTOs to explore different ways to increase non-farebox revenue having regard their modes of operation, so as to improve their financial situation and help alleviate the pressure for fare increase. The measures currently taken by PTOs to increase non-farebox revenue are listed below:

PTO	Measures taken to increase non-farebox revenue	Proportion of non-farebox revenue in its total revenue
MTR	Providing an attractive mix of station retail outlets and services; and displaying advertisements in stations and trains and providing multi-media broadcast service.	18.5% Note (7)

PTO	Measures taken to increase non-farebox revenue	Proportion of non-farebox revenue in its total revenue
Franchised Bus	Displaying advertisements on bus bodies, bus compartments, and bus shelters; offering free rides to the public through commercial co-operation or sponsorship; providing refuelling/washing/repair and examination services to non-franchised buses at individual bus depots; providing charging services to other electric vehicles at some of the bus depots equipped with charging facilities; displaying advertisements on external walls of individual depots; leasing out part of the parking spaces at individual bus depots; leasing out some of the floors of individual depots; installing revenue-generating facilities at suitable public transport interchanges/terminals such as vending machines, self-pickup smart lockers, etc.; and setting up customer service kiosks at suitable bus-bus interchanges or public transport interchanges/terminals.	About 1-6%
Public Light Bus	Displaying advertisements on the bodies, compartments or multi-media devices on public light buses.	About 1%
Ferry	Leasing out vessels outside the routes' operating hours; subletting pier spaces for commercial and retail purposes, such as letting out shops and renting out advertising lightboxes; and organising commercial activities in vacant pier spaces.	About 1-72%
Tram	Advertising on tram bodies and at tram stop shelters; corporate sponsorship for Free Tram Ride Day; tram charter; sales of tickets for TramOramic Tour; and sales of tram souvenirs.	About 60%

Note (7): It represents the proportion of revenue derived from Hong Kong station commercial business in the total revenue of Hong Kong transport operations.

4. The Government has all along been encouraging PTOs to introduce fare reduction or concession as far as possible, such as offering fare concession and interchange schemes for various passenger groups, to help reduce passengers' travel expenses, taking into account the operators' respective operating and financial conditions, overall economic environment and passenger needs. We will continue to encourage PTOs to offer fare concession to passengers while maintaining proper and efficient services.

Details of the monthly passes or package tickets offered by PTOs and the number of users in 2025 are listed below:

PTO involved	Monthly pass/package ticket	Average daily number of users in 2025 (unless specified otherwise)
The Kowloon Motor Bus Company (1933) Limited (KMB) / Long Win Bus Company Limited	Monthly pass, KMB "Ride 10 Get 1 Free" and pre-paid tickets	About 80 720
New Lantao Bus Company (1973) Limited (NLB)	Ticket redemption arrangements of NLB Routes No. 1, 2, 3M, 4, 11, 21, 23, A35, N1 and N35	About 20
Citybus Limited (Franchise for the Urban and New Territories bus network)	Route B7 "3-day Return Journey Pass" and Route B8 "2-day Return Journey Pass"	About 20
Citybus Limited (Franchise for the Airport and North Lantau bus network)	Cityflyer Pre-paid Return Ticket and Route B5 "3-day Return Journey Pass"	About 330
Ferry operators (14 routes)	Monthly, multi-ride, return and 4-day tourist tickets	About 12 600
The MTR Corporation Limited	"City Saver" and "Monthly Pass" Note (8)	About 300 000 Note (9)
Hong Kong Tramways (HKT)	Monthly ticket and Golden Ticket for "TramOramic Tour"	Average monthly sales figure: About 1 100 Note (10)

Note (8): At present, the MTR Corporation Limited offers five types of "Monthly Passes", including Monthly Pass 1 (Sheung Shui/Wu Kai Sha − East Tsim Sha Tsui), Monthly Pass 2 (Tuen Mun − Nam Cheong), Monthly Pass 3 (Tuen Mun − Hung Hom), Monthly Pass 4 (Tung Chung − Nam Cheong) and Monthly Pass 5 (Tung Chung − Hong Kong).

Note (9): It represents the average daily number of passengers using "City Saver" and various types of "Monthly Pass" in 2025.

Note (10): It represents the average monthly sales figure of monthly tickets and package tickets in 2025. Since ticket holders are only required to present their monthly/package tickets to the motorman when alighting, HKT does not have the information on the daily number of passengers using monthly/package tickets.

In addition to the above concessions, the Government has also taken measures to subsidise targeted passenger groups, such as the Public Transport Fare Subsidy Scheme 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, and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible

Persons with Disabilities (i.e. the $2 Scheme) to benefit the elderly and eligible persons with disabilities.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB173

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3273)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the numbers of taxi driving licence holders with a breakdown by age (59 or below/ 60 to 69/ 70 to 79/ 80 or above);

2. the numbers of traffic accidents involving taxi drivers from 2024 to the present with a breakdown by the above age groups in table form;

3. the numbers of complaints received by the Government involving taxi drivers' malpractices in the past three years with a breakdown by the top ten categories with the most prosecutions;

4. the numbers of prosecutions against illegal carriage of passengers by private cars and goods vehicles for hire or reward in the past three years; and

5. the numbers of barrier-free taxis (wheelchair accessible taxis) and electric taxis at present, and the measures taken to encourage the taxi trade to introduce barrier-free taxis and electric taxis.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 40)

Reply:

1. The numbers of holders of a valid driving licence for taxi as at 28 February 2026, broken down by age group, are tabulated below:

Age group	**No. of holders**
59 or below	80 369
60 to 69	92 126
70 to 79	37 232
80 or above	2 471
Total	**212 198**

2. According to the record, the numbers of taxi drivers involving in traffic accidents from January 2024 to February 2026, broken down by age group, are tabulated below:

Age group	Year		
	2024	2025*	2026 (January to February)*
59 or below	2 944	2 639	256
60 to 69	2 022	1 644	194
70 to 79	625	668	74
80 or above	26	33	3

* Provisional figures

3. The numbers of complaints against taxi drivers received by the Transport Department (TD) in each of the past three years, broken down by ten categories with the most complaints, are tabulated below. The numbers cover the complaints referred by the 1823 Call Centre, the Transport Complaints Unit under the Transport Advisory Committee and other government departments or organisations.

Type	**No. of complaints received by the TD**		
	2023	**2024**	**2025**
Overcharging	340	460	368
Refusing or neglecting to accept a hire	361	306	204
Refusing or neglecting to drive a taxi to the place indicated by the hirer	28	52	38
Failure to drive to a destination by the most direct practicable route	277	453	380
Improper driving behaviours	374	366	409
Behaving not in a civil and orderly manner	712	710	503
Failure to display driver identity plate	17	34	18
Smoking	26	36	38
Obstructing traffic	36	63	65
Poor vehicle conditions	22	29	35

4. The numbers of enforcement actions taken by the Hong Kong Police Force against illegal carriage of passengers by private cars and light goods vehicles for hire or reward in the past three years are tabulated below:

Year	**No. of enforcement actions**
2023	33
2024	47
2025	118

5. As at the end of February this year, there were 6 289 wheelchair accessible barrier-free taxis and 1 096 electric taxis (e-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 TD has all along been open to the introduction of wheelchair accessible taxi models by the taxi trade or vehicle suppliers. The 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 co-ordinate 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 issued the Taxi Fleet Licence to five taxi fleets in July 2025. According to the conditions of the licence, each fleet must provide a certain number of wheelchair accessible taxis. Currently, five taxi fleets have a total of about 130 wheelchair accessible taxis in service to facilitate travelling by wheelchair users.

Regarding e-taxis, the Government launched the "Dedicated 100% Loan Guarantee Scheme for Battery E-Taxis" (the Loan Scheme) on 4 September 2023 to encourage the taxi trade to switch to battery e-taxis. The maximum loan amount is the purchase price of the battery e-taxi, capped at $350,000. As at the end of February 2026, 864 applications under the Loan Scheme were approved. In addition, the Government promulgated the Green Transformation Roadmap of Public Buses and Taxis in December 2024 and launched the e-taxi subsidy scheme under the New Energy Transport Fund in the same month to subsidise taxi owners to purchase 3 000 e-taxis. The subsidy level for each e-taxi is $45,000. In the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced in February this year, the Environment and Ecology Bureau (EEB) stated that it would introduce a $50 million subsidy scheme for electric wheelchair-accessible taxis this year. The EEB is currently formulating the framework for the new scheme. The details and arrangements will also be drawn up after consultation with relevant stakeholders, and will be announced in due course.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB174**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3274)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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. the number of applications and imported drivers since the launch of the Scheme in 2023? Please provide the details on the number of quotas applied, processing status and approval of applications for each round of application;

2. the distribution of the above-mentioned approved applications by public transport organisations;

3. the average monthly salary and age of the above-mentioned imported drivers;

4. whether the Transport Department has received any complaints about imported drivers; if yes, please provide the breakdown of the categories of complaints.

Regarding the park-and-ride (PnR) schemes, the current (a) locations of the car parks providing PnR facilities, (b) PnR fee and (c) utilisation rate of these facilities in each district (including the airport and various boundary control points).

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

Reply:

1. - 2. The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved a total of 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD)). Details of the two

rounds of application are at **Annex 1**. As for the gradual expiry of the contracts of the first batch of imported workers by the end of 2025, the TD has announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit renewal applications to the TD five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, 589 quotas (including 324 PLB and 265 coach driver quotas) have been granted with approval for renewal. The TD will continue to process the renewal applications received, including reviewing whether or not the operators concerned continue to meet the criteria of the Scheme (such as maintaining the manning ratio of 1:2 for imported labours to full-time local staff, offering the wage levels for imported labours at not less than the median monthly wages of relevant posts, and complying with the relevant local driver recruitment requirements). Besides, the number of imported drivers who have commenced work as at end-February 2026 is provided in the following table:

Driver job type	**No. of imported drivers who have commenced work**
Public Light Bus Driver	862
Local Coach Driver	365
Cross-boundary Coach Driver	370
Total	**1 597**

3. The TD does not maintain the statistics on the average monthly salary and age of the imported drivers.

4. As at end-February 2026, the TD received a total of 61 complaints concerning imported drivers' service attitude and driving skills (as in the table below). The nature of the complaints includes failing to allow passengers to alight at specified locations/stops, or providing passengers with incorrect information on routes/destinations/departure schedules.

	No. of complaints against imported drivers
From the launch of the Scheme to end-February 2025	33
From March 2025 to end-February 2026	28
Total	**61**

Regarding the park-and-ride (PnR) scheme, at present, a total of about 9 700 PnR parking spaces are provided at 24 car parks in Hong Kong. Details of the PnR facilities are in **Annex 2**. According to the information available to the TD, the current PnR hourly charge ranges from $7 to $24 and the daily charge (excluding the Airport Express and Express Rail Link PnR) ranges from $98 to $120. Charges depend on factors such as the PnR demand at each location. The TD does not have information on the utilisation rates of the PnR facilities.

Annex 1

Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68 (involving 68 route packages)	547	59	461
Local Coach Driver	32 (involving 6 service endorsements) (1)	689	23	262
Cross-boundary Coach Driver	18 (involving routes plying 6 road-based boundary control points (BCPs))	365	16	246
Total	**118**	**1 601**	**98**	**969**

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	82 (involving 82 route packages)	842	82	467
Local Coach Driver	31 (involving 6 service endorsements) (1)	394	27	228
Cross-boundary Coach Driver	16 (involving routes plying 6 road-based BCPs)	237	16	154
Total	**129**	**1 473**	**125**	**849** (2)

Notes:

(1) The six service endorsements include (i) tour service, (ii) hotel service, (iii) student service, (iv) employees' service, (v) residents' service and (vi) contract hire service.

(2) Including 118 approved quotas left unused in the first round and carried forward to the second round.

Annex 2

Details of PnR facilities

Location	Management agent	PnR charge
Tsing Yi Station	MTRCL	The PnR hourly charge ranges from $7 to $24 and the daily charge (excluding the Airport Express and Express Rail Link PnR) ranges from $98 to $120.
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	The TD does not have relevant information.
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	

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB175

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1712)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Currently, there are a total of about 220 and 160 locations with digital red light cameras and speed enforcement camera housings installed respectively. Matters Requiring Special Attention in the coming year include enhancing enforcement actions against red light jumping and speeding offences assisted by the red light camera system and speed enforcement camera system and liaising with relevant government departments on the planning and deployment of the systems. Will the Government inform this Committee of the following:

1) whether more red light camera systems and speed enforcement camera systems will be installed this year; if yes, the number of systems to be installed and the cost involved;

2) the annual maintenance cost of the above systems; and

3) given that Multi-functional Smart Lampposts (smart lampposts) collect real-time city data such as air quality and traffic flow, whether smart lampposts are compatible with the functions of the above two systems; if yes, a comparison between the cost of installing compatible smart lampposts and that of installing independent red light camera systems and speed enforcement camera systems?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 19)

Reply:

1) The Government plans to install ten red light camera systems and three speed enforcement camera systems respectively in 2026, with a total expenditure of about $7.2 million.

2) During the one-year warranty period for the newly installed red light camera systems and speed enforcement camera systems, the maintenance expenditures are borne by the contractor, and no maintenance cost is currently incurred by the Government.

3) To ensure the reliability of the results obtained from red light camera systems and speed enforcement camera systems, the installation of the above traffic enforcement cameras must comply with the specific location requirements (such as height, angle and coverage), and should not be affected by interference from other equipment at the same time. Therefore, at present, traffic enforcement cameras are generally required to be installed on posts specially provided for independent operation so as to meet the aforesaid technical and enforcement requirements.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB176

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1654)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the road safety of cyclists, please advise this Committee of the following:

1. What were the numbers of traffic accidents involving bicycles, and among them, the respective numbers of cases causing fatalities, serious injuries, and slight injuries, with a breakdown by the location of accidents (including cycle tracks, carriageways, etc.) in the past three years?

2. What were the numbers of traffic accidents involving bicycles that resulted in fatalities or serious injuries, with a breakdown by the type of collision (e.g. bicycles hitting pedestrians, collision between bicycles, collision between bicycles and other vehicles, bicycles hitting objects, etc.) in each of the past three years?

3. What measures has the Government introduced to promote cycling safety and raise the cyclists' safety awareness with a view to reducing dangerous cycling behaviours and what were the expenditures involved in the past three years? What publicity or educational activities are planned for launching and what is the estimated expenditure involved this year?

4. What projects or enhancement measures has the Government undertaken to improve cycle tracks and related facilities to enhance the safety level of cycle tracks and what were the expenditures involved in the past three years? What plans will be conducted to improve the condition or design of cycle tracks and what is the estimated expenditure involved this year?

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 28)

Reply:

1. According to records, the numbers of traffic accidents involving bicycles by location and severity in the past three years are tabulated as follows:

Year	Location	Numbers of traffic accidents		
		Fatal	Serious	Slight
2023	Cycle track	1	30	852
	Carriageway	5	53	818
	Others^	0	21	200
2024	Cycle track	0	19	739
	Carriageway	8	41	789
	Others^	1	7	275
2025*	Cycle track	1	9	930
	Carriageway	11	22	805
	Others^	0	5	315

Notes: * The numbers of traffic accidents in 2025 is provisional.
^ Others refers to cycle parks, playgrounds and open spaces, etc.

2. According to records, the numbers of bicycles involved in traffic accidents by type of bicycle collision and severity in the past three years are tabulated as follows:

Year	Type of bicycle collision#	Numbers of bicycles involved in traffic accidents^	
		Fatal	Serious
2023	Bicycle collided with pedestrians	0	11
	Collision between bicycles	2	16
	Collision between bicycle and other vehicles	4	30
	Bicycle collided with objects	0	8
	Without bicycle collision	1	48
2024	Bicycle collided with pedestrians	0	7
	Collision between bicycles	0	6
	Collision between bicycle and other vehicles	5	28
	Bicycle collided with objects	2	7
	Without bicycle collision	2	23
2025*	Bicycle collided with pedestrians	2	6
	Collision between bicycles	0	8
	Collision between bicycle and other vehicles	7	10
	Bicycle collided with objects	1	1
	Without bicycle collision	2	18

Notes:

* The numbers of traffic accidents in 2025 is provisional.

\# In a traffic accident involving more than one bicycle, the type of collision of each bicycle may be different. For instance, in a traffic accident, bicycle A collided with bicycle B and bicycle B then collided with a pedestrian. In this case, the type of collision of bicycle A is collision between bicycles while that of bicycle B is bicycle collided with pedestrians. As such, it would be more appropriate to

make analysis on the numbers of bicycles involved in traffic accidents when categorising collisions by type of bicycle collision.

^ As there may be more than one bicycle involved in the same traffic accident involving bicycles (for instance, a collision between two or more bicycles), the numbers of bicycles involved in traffic accidents may be larger than the numbers of traffic accidents involving bicycle.

3. In the past three years, the Transport Department (TD) has been working closely with the Hong Kong Police Force (HKPF) and the Road Safety Council to remind cyclists of the importance of safety and encourage them to use personal protective gear, thereby enhancing public awareness of cycling safety. This has been done through the distribution of promotional materials and leaflets about cycling safety at cycle tracks, cycling hotspots and bicycle accident black spots, the release of publicity video clips about cycling safety on social media, the creation of the Cycling Information Centre webpage, the production of other publicity materials and the organisation of Cycling Safety Carnival. The TD will continue to work with the HKPF to strengthen the cyclists' safety awareness and knowledge of the relevant legislation and regulations through multiple channels this year. The above publicity and education work have been undertaken by the existing staff of the TD and the HKPF as part of their established duties. There is no separate breakdown of resources involved.

4. In the past three years, the Government has completed the improvement works of the cycle tracks at Tung Chung Road, Nam Wan Road in Tai Po and Ming Kum Road in Tuen Mun and the relevant expenditure is about $170,000.

The Highways Department is carrying out improvement works to the cycle tracks in Tseung Kwan O and the estimate for 2026-27 is about $580,000. As for the other improvement works under planning, the Government will continue to review the use of public resources and the effectiveness of works projects, as well as the priority of improvement works, and will adjust the timetable as appropriate and determine the estimated expenditure having regard to the latest situation.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB177

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2414)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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. (i) the total amount of subsidy disbursed, (ii) the average number of beneficiaries per month, and (iii) the percentage of increase or decrease as compared with the preceding year (set out by beneficiaries using Octopus and those using AlipayHK) under the Scheme in the past three years; and

2. whether the Government has conducted any reviews on the effectiveness of the Scheme to ensure that public funds are properly used; if yes, the details; if no, the reasons and whether a review will be conducted in the future.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 8)

Reply:

1. Under the Public Transport Fare Subsidy Scheme (the Scheme), the total subsidy amount, the average number of beneficiaries per month, and the percentage of increase or decrease in these figures in the past three years as compared with the preceding year are set out in **Table 1**, while the breakdown by beneficiaries using Octopus and AlipayHK is set out in **Table 2**.

Table 1:

Year [Note 1]	Total subsidy amount ($ million)	Percentage increase/decrease in the total subsidy amount as compared with the preceding year	Average number of beneficiaries per month ('000)	Percentage increase/decrease in the average number of beneficiaries per month as compared with the preceding year
2023	3,909	+37.8%	3 036	+33.5%
2024	2,528	-35.3%	1 988	-34.5%
2025	2,238	-11.5%	1 764	-11.3%

Note 1: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from $400 to $200 and temporarily increase the monthly subsidy cap from $400 to $500 from May 2022 to October 2023. With the expiry of the temporary special measures, the monthly public transport expenses threshold and the monthly subsidy cap were resumed to $400 from November 2023. From June 2025 onwards, the monthly public transport expenses threshold under the Scheme was raised from $400 to $500.

Table 2:

Year	Total subsidy amount ($ million)		Average number of beneficiaries per month ('000)	
	Octopus	AlipayHK [Note 2]	Octopus	AlipayHK [Note 2]
2023	3,909	N/A	3 036	N/A
2024	2,528	N/A	1 988	N/A
2025	2,214	24	1 738	26

Note 2: In addition to Octopus, public transport fares paid with AlipayHK have been incorporated into the Scheme with effect from 1 January 2025.

2. The Government launched the Scheme in 2019 to relieve the fare burden of the commuters whose public transport expenses are relatively high. The Scheme is simple, easy to understand and operate. Since its launch, the Scheme has been well received by the public and operating smoothly. In order to enable the continued operation of the Scheme in a financially sustainable manner, the Government completed the review of the Scheme in early 2025, and the threshold of monthly public transport expenses incurred for receiving the subsidy was raised from $400 to $500 from June 2025 onwards.

To ensure the sustainability of the Scheme and proper use of public funds, the Government will, on the premise of prudent fiscal management, review the Scheme from time to time and consider whether adjustment is necessary having regard to the prevailing circumstances (such as the public transport expenses level, inflation, the financial situation of the Government, and the overall economic environment, etc.).

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB178

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2415)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the issuance and fee of the Lantau Closed Road Permit (LCRP), will the Government inform this Committee of the following:

1. the respective numbers of applications received and approved for LCRP in the past three years.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 9)

Reply:

1. The number of applications for the Lantau Closed Road Permit (LCRP) received by the Transport Department and the number of LCRPs issued in the past three years are tabulated below.

Calendar year	2023	2024	2025
No. of applications	26 100	26 000	26 400
No. of LCRPs issued (Note)	36 800	37 200	37 300

Note: As more than one LCRP may be involved in one application, the total number of LCRPs issued each year may exceed the total number of applications received.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB179

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1883)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Matters Requiring Special Attention in 2026-27 that the Government will continue to administer the implementation of the Labour Importation Scheme for the Transport Sector – Public Light Bus/Coach Trade (the Scheme). In this connection, will the Government inform this Committee of the following:

1. the respective numbers of applications received, quotas applied for, applications approved and driver quotas allocated in the two rounds of applications by driver job type;

2. the respective numbers of drivers who have taken the local driving test, passed the test and commenced work by driver job type;

3. the current numbers of workers, manpower shortfall and manpower required by driver job type;

4. the details regarding the numbers and nature of complaints against imported drivers and the follow-up action by driver job type; and

5. given that there is a growing demand from citizens and visitors for public transportation, particularly for local coach and cross-boundary coach services, whether consideration will be given to increasing the quotas and launching the third round of application under the Scheme; if yes, the details; if no, the reasons.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 25)

Reply:

1., 3. and 5.

The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. Based on the public transport manpower study ever conducted by the Government in 2023, the numbers of workers of

the local PLB/coach trade are set out in the following table:

Driver job type	Manpower required	Current no. of workers	No. of shortfall
PLB Driver	8 270	6 290	1 980
Local Coach Driver	9 000	7 380	1 620
Cross-boundary Coach Driver			
Total	**17 270**	**13 670**	**3 600**

To alleviate the problem of labour shortage in the trade, the Government announced the the Scheme in June 2023, and approved a total of 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD)). Details of the two rounds of applications are set out at **Annex**. While implementing the Scheme, TD has all along maintaining liaison with the relevant transport sectors via t the stakeholder consultative group (comprising representatives of both employees and employers) under the Scheme to keep in view the opinions from both employees and employers. 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. Therefore, we believe that the extension of the existing quotas can allow these imported drivers with a pass in the local driving test and accumulated local driving experience, to continue providing services to the public and, in turn, help sustain the stability and quality of public transport services. As for the gradual expiry of the contracts of the first batch of imported workers by the end of 2025, the TD announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit renewal applications to the TD five months prior to the expiry of the contracts of their imported drivers.

As at end-February 2026, 589 quotas (including 324 PLB and 265 coach driver quotas) have been granted with approval for renewal. The TD will continue to process the renewal applications received, including reviewing whether or not the relevant operators continue to meet the criteria of the Scheme (including maintaining the manning ratio of 1:2 for imported labours to full-time local staff, the wage levels for imported labours at not less than the median monthly wages of the relevant posts, and complying with relevant local driver recruitment requirements). At present, the TD has no plan to adjust the total number of quotas. In future, the TD will continue to pay attention to the changes in the local labour market and the manpower situation, review the implementation of the Scheme and assess the manpower demand of the industry. At the same time, the TD will maintain close liaison with various stakeholders and enhance information dissemination through the stakeholder consultative group as well as review the Scheme in a timely manner with reference to the opinions.

2. As at end-February 2026, the numbers of imported drivers who have taken the local driving test, who have passed the local driving test and who have commenced work are set out in the following table:

No. of imported drivers who have taken the local driving test Note (1)	No. of imported drivers who have passed the local driving test Note (1)	No. of imported drivers who have commenced work
1 812	1 656	1 597 Note (2)

Notes:

(1) The total numbers of drivers who have taken the local driving test and who have passed the local driving test include replacement drivers.

(2) The imported drivers who have passed the local driving test will gradually commence work after completing route training.

4. As at end-February 2026, the TD received a total of 61 complaints concerning imported drivers' service attitude and driving skills (as in the table below). The nature of complaints includes failing to allow passengers to alight at specified locations/stops, or providing passengers with incorrect information on routes/destinations/departure schedules. Among them, 36 cases were substantiated after investigation by the TD.

	Number of complaints against imported drivers	Number of substantiated cases
From the launch of the Scheme to end-February 2025	33	28
From March 2025 to end-February 2026	28	8
Total	**61**	**36**

Like local PLB/coach drivers, the performance of imported drivers is monitored by the operators. The operators are obliged to provide appropriate and proper services according to the requirements of the TD, including monitoring the driving and service performance of all drivers employed. The TD has urged the relevant operators to strengthen drivers' management. At the same time, the TD will inspect the performance of drivers (including local and imported drivers) on site in the regular monitoring to ensure that the driving and service performance of drivers meet the requirements. If any irregularity is found, the TD will follow up with the operators concerned. Overall speaking, imported drivers could provide high-level services based on our observation.

Annex

Labour Importation Scheme for Transport Sector–
Public Light Bus PLB)/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68 (involving 68 route packages)	547	59	461
Local Coach Driver	32 (involving 6 service endorsements) Note (1)	689	23	262
Cross-boundary Coach Driver	18 (involving routes plying 6 road-based boundary control points (BCPs))	365	16	246
Total	**118**	**1 601**	**98**	**969**

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	82 (involving 82 route packages)	842	82	467
Local Coach Driver	31 (involving 6 service endorsements) Note (1)	394	27	228
Cross-boundary Coach Driver	16 (involving routes plying 6 road-based BCPs)	237	16	154
Total	**129**	**1 473**	**125**	**849** Note (2)

Notes:

(1) The six service endorsements include (i) tour service, (ii) hotel service, (iii) student service, (iv) employees' service, (v) residents' service and (vi) contract hire service.

(2) Including 118 approved quotas left unused in the first round and carried forward to the second round.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB180

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1889)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the work of the Transport Department (TD) in relation to taxis under Programme (1), TD issued five Taxi Fleet Licences in July 2025 and closely monitored the operation of the licensed taxi fleets. In this connection, will the Government inform this Committee of the following:

1. For each of the five fleets, what are the numbers of taxis (including electric taxis, wheelchair-accessible taxis and premium taxis), patronage, mileage and amount of government funding received to date? Have the five fleets completed the key performance indicators set by the Government? If yes, what are the details? If no, what are the reasons?

2. Currently, passengers have to go through tedious procedures to book their journeys as each taxi fleet has its own mobile application. Octopus Cards Limited announced last year that it would launch "Easy Ride", an aggregation platform, on its mobile application, allowing passengers to book their journeys without downloading the respective mobile application of each taxi fleet. In this connection, has the Government been informed of the progress of the project? What is the estimated date of launching the platform? Is the Government providing any funding for this project? If yes, what are the details?

3. Regarding the poor passenger experience resulting from taxi and driver shortages and difficulty in booking journeys at present, has the Government reviewed the effectiveness of taxi fleets and considered further improvements? If yes, what are the details? If no, what are the reasons? And

4. It is reported that several taxi fleets are exploring collaborations with different online hailing platforms to rescue their business. What is the Government's stance on the above?

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

Reply:

1. & 3.

The taxi fleet regime introduced by the Government aims to introduce systematic professional fleet management in order to enhance taxi service quality. Through licensing conditions, the Transport Department (TD) regulates the operation and management of taxi fleets, and specifies the devices to be installed on fleet taxis, as well as the requirements in relation to fleet size, age of vehicles and the services to be provided by fleet licensees, such as the provision of online hailing channels (including mobile hailing applications, websites or telephone hotlines) and electronic payment means, and various in-vehicle safety devices (including dash cameras, driver monitoring system, etc.). Since the TD issued Taxi Fleet Licences to five taxi fleets in July 2025, the number of fleet taxis has been increasing steadily. As at 13 March 2026, over 1 500 fleet taxis and about 2 000 fleet taxi drivers had been engaged in service. The numbers of electric taxis, wheelchair-accessible taxis and premium taxis were about 740, 135 and 690 respectively (with some overlap among these three categories as a taxi may be both an electric taxi and a premium taxi). More than 2.88 million trips were completed.

The passengers' feedback on the taxi fleet services has been positive in general, noting a wider selection of vehicle models (including six-seaters and wheelchair-accessible taxis), newer vehicles, spacious and tidy compartments with enhanced equipment, and courteous drivers. Overall speaking, the taxi fleets have provided quality service, demonstrating a more professional management approach and bringing a positive new outlook to the taxi trade.

The Government has been actively co-ordinating and providing support for the operation of the fleets, including facilitating vehicle examination arrangements for fleet taxis, co-ordinating fleet operators' applications for Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis, and promoting fleet services to the public and tourists. In addition, to facilitate fleet taxis' picking up passengers with pre-booked service, the TD has set up about 90 designated fleet taxi stopping places across 16 locations, such as the airport, some of the boundary control points, Hong Kong West Kowloon Station of the Express Rail Link, some of the Airport Express stations, the Kai Tak Cruise Terminal, the Hong Kong Convention and Exhibition Centre Phase II, the Exhibition Centre Station Public Transport Interchange, and the M+ Museum. Furthermore, the TD has co-ordinated the co-operation among some fleet operators, power companies and other public transport operators to facilitate charging for electric taxis.

Moreover, the Government provides funding to taxi fleets through the Smart Traffic Fund, with a view to encouraging them to enhance the safety and quality of taxi fleet services by conducting research and applied technology projects. Five fleets have each been granted about $10 million in funding for their respective applications. To ensure effectiveness, the Government, having regard to the research content and characteristics of each project, has set corresponding key performance indicators (such as enhancing the taxi utilisation rate, ensuring the operating rate and reliability of electric taxi operating management system, and improving route efficiency, etc.). The projects are now in progress, and the Secretariat and the Management Committee will examine and assess the relevant deliverables upon completion of the projects.

As for driver recruitment, the TD has been assisting fleet operators in participating in district and thematic job fairs organised by the Labour Department, enabling operators to explain in detail to job seekers the management, training and support provided to drivers, so as to attract existing drivers and new blood to join. Meanwhile, the fleets have put in place different measures to recruit more drivers, including placing advertisements on radio and social media platforms, offering new driver referral bonus and safe driving bonus, as well as flexible working hour arrangements. We understand that the job fairs and the above measures have attracted enquiries from job seekers outside the taxi trade, and have successfully recruited more than 100 newcomers to switch careers and become fleet taxi drivers. Besides, to attract new blood to join the taxi trade, the TD has further enhanced the taxi written test on 3 November 2025 by substantially reducing and simplifying the questions on locations and routes, and adding new questions related to enhancement of taxi service quality, with the aim of maintaining assessment standards while better aligning with the practical needs of the taxi trade. As at 28 February 2026, the average monthly number of candidates increased from about 1 380 prior to the enhancement of the taxi written test to about 1 820 after the enhancement, representing an increase of about 30%, thereby bringing about a positive impact on overall manpower in the trade and the recruitment of fleet taxi drivers.

Furthermore, the TD is actively co-ordinating among the fleets and different stakeholders in the taxi trade (such as associations, trade unions, and taxi companies) to assist them in engaging drivers and taxi owners. The Government will, through the various co-ordination and support measures mentioned above, continue to urge the fleet operators to actively enhance their services and expedite the engagement of drivers and taxi owners, so as to drive the fleets towards their committed scale and provide passengers with quality taxi services.

2. To facilitate the public in booking fleet taxis, the TD has been actively promoting collaboration between the fleets and a third-party platform to provide a centralised online hailing platform, thereby enabling the public to book taxis from the fleets via a single mobile application. The third-party platform has already completed technical alignment with the fleets and is currently conducting internal testing, with a view to launching the application as soon as practicable.

4. The TD has been encouraging the five fleet operators to actively explore more opportunities through various channels, such as by collaborating with online hailing platforms, to facilitate passengers in booking fleet taxi services.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB181**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2412)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics, Secretary for Financial Services and the Treasury

Question:

It is mentioned in Matters Requiring Special Attention in 2026-27 that the Government will continue to further enhance the operation of the "Northbound Travel for Hong Kong Vehicles" (the Northbound Travel Scheme), and support the implementation of the "Southbound Travel for Guangdong Vehicles" (the Southbound Travel Scheme). In this connection, will the Government advise this Committee of the following:

1. What are the number of applications received, the number of applications approved, the cumulative number of closed road permits (CRPs) issued (the approximate number of which remain valid currently) and the cumulative number of travel bookings since the implementation of the Northbound Travel Scheme?

2. What are the number of applications received, the number of applications approved, the number of days planned to stay in Hong Kong, the utilisation rate of the "Park & Fly" carpark at the port, and the number of entries into Hong Kong's urban areas since the implementation of the Southbound Travel Scheme?

3. What are the number of offences and details of nature of cases regarding the Southbound Travel Scheme up to the present, and what are the Government's subsequent enforcement and follow-up actions?

4. The Government recently has stated that the Southbound Travel Scheme will be extended to four additional cities in Guangdong Province after six months. Is there a specific timetable and list of cities in this regard?

5. What is the total traffic flow (two-way) via the Hong Kong-Zhuhai-Macao Bridge (HZMB) up to the present, and of which the respective figures relating to the Northbound Travel Scheme and the Southbound Travel Scheme?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 30)

Reply:

1. Since the launch of the Northbound Travel Scheme in July 2023, the governments of Guangdong and Hong Kong have been closely monitoring its implementation situation to take timely measures for enhanced convenience for the applicants.

   Regarding applications, starting from October 2025, vehicles approved to participate in the Northbound Travel Scheme are no longer required to apply for a CRP. The Transport Department (TD) will issue an electronic approval letter to successful applicants to confirm their eligibility to participate in the Scheme. As at the end of February 2026, the cumulative number of applications received under the Northbound Travel Scheme by the TD was about 270 000, and the number of CRPs/electronic approval letters issued totalled about 250 000, of which about 100 000 (including renewal applications) are still valid.

   As for travel bookings, from September 2025 onwards, bookings are no longer required for vehicles travelling to Guangdong Province via the HZMB under the Northbound Travel Scheme on Tuesdays and Wednesdays (except specified dates (including Hong Kong or the Mainland public holidays and the day before, toll-free days of the HZMB and other dates specified by the authority from time to time). As at the end of February 2026, the cumulative number of travel bookings was about 1.9 million.

2. Under the arrangement of the Southbound Travel Scheme, eligible Guangdong private vehicles may apply to travel to Hong Kong via the HZMB through an innovative and simple means. After parking in the automated carparks (port carparks) on the artificial island at the HZMB Hong Kong Port, drivers and passengers may transfer to flights via the Hong Kong International Airport using the Park & Fly service, or enter into Hong Kong and travel by local public transport using the Park & Visit service when it becomes available, thereby enhancing Hong Kong's status as an international aviation hub. Alternatively, they may drive into the urban area via the HZMB without the need to obtain regular quotas.

   The port carparks were commissioned in November 2025, and the number of vehicle trips using the car parks under the Park & Fly service had reached about 3 000 as at the end of February 2026.

   The entry into the urban area has been open for application from eligible Guangdong private cars since December 2025. After receiving applications referred from the Mainland authorities, the TD will process them and then issue an electronic International Circulation Permit (ICP) to successful applicants. Guangdong vehicles issued with ICPs may make bookings to enter into Hong Kong via the HZMB for up to three days per visit. As at the end of February 2026, the TD received approximately 4 200 applications and issued over 3 500 ICPs, with the remaining about 700 applications under processing. The cumulative number of travel bookings was about 2 500.

3. The Government is committed to combating traffic offences on Hong Kong roads through publicity and education, in tandem with enforcement efforts, so as to ensure road safety. If Guangdong vehicles are found to contravene Hong Kong traffic regulations, the Hong Kong Police Force (HKPF) will handle the case in accordance

with local laws and procedures. The violation cases are sporadic, and the relevant cases have either been handled or are being followed up.

The governments of Guangdong and Hong Kong will also take appropriate measures, depending on the specific circumstances of the case and in accordance with the administrative measures for port carparks and entry into the urban area. Such measures include considering the suspension or cancellation of the eligibility of the vehicles concerned.

4. The Southbound Travel Scheme, which was initially open to four cities, namely Guangzhou, Zhuhai, Zhongshan and Jiangmen in the first phase, has generally operated smoothly. We are currently accumulating implementation experience and closely monitoring the implementation situation, including the operation at the ports, traffic conditions of the nearby roads, the adaptability of users and the public, and the enhancement of ancillary facilities, etc. We are continuing to review and discuss with the Guangdong authorities to increase the quota in an orderly manner, and plan to gradually extend the Scheme from the current four cities to other cities in Guangdong Province six months after its implementation, so as to take forward the Southbound Travel Scheme in a stable and manageable way. We will announce the relevant arrangements in due course.

5. Since its commissioning in 2018 up to 2025, the annual figure of vehicular throughput on the HZMB is set out in the table below. The TD does not maintain relevant statistics involving the Northbound Travel Scheme and the Southbound Travel Scheme:

Year	Vehicular throughput
2018[Note (1)]	241 099
2019	1 521 114
2020[Note (2)]	301 378
2021[Note (2)]	154 732
2022[Note (2)]	222 878
2023	2 279 087
2024	4 356 925
2025	5 217 784

(Source: The HZMB Authority [Note (3)])

Note:

(1) The HZMB was officially commissioned on 24 October 2018.

(2) The figure was affected by the anti-epidemic measures implemented in the Mainland, Hong Kong and Macao since the end of January 2020.

(3) The HZMB Authority was established pursuant to the laws of the Chinese Mainland as a non-profit-making public-institution legal entity, responsible for the construction, operation, management and maintenance.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB182

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2413)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The provision for 2026-27 is $718.7 million (34.3%) higher than the revised estimate for 2025-26. This is mainly due to the increased provision for fare subsidy for public transport in 2026-27, taking into consideration the implementation of measures related to the review of the Public Transport Fare Subsidy Scheme (the Scheme). In this connection, will the Government inform this Committee of the following:

1. the total subsidy amount, administrative costs, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary under the Scheme in the past five years;

2. whether the Government has identified any abuse of the Scheme in the past five years; if yes, the details and follow-up actions; if no, the reasons; and

3. the provision is $718.7 million higher than the revised estimate, of which the amount earmarked for the implementation of measures related to the review of the Scheme; the details of the relevant review measures.

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 32)

Reply:

1. The total subsidy amount, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary under the Public Transport Fare Subsidy Scheme (the Scheme) in the past five years are set out in **Table 1**, while the recurrent expenditure of the Scheme (excluding the subsidy amount) in the past five years are set out in **Table 2**.

Table 1:

Year [Note]	Total subsidy amount ($ million)	Average monthly number of beneficiaries ('000)	Average amount of monthly subsidy per beneficiary ($)
2021	3,709	2 999	103
2022	2,837	2 274	104
2023	3,909	3 036	107
2024	2,528	1 988	106
2025	2,238	1 764	106

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures from July 2020 to December 2021 and from May 2022 to October 2023 by temporarily relaxing the monthly public transport expenses threshold of the Scheme from $400 to $200, and temporarily increasing the monthly subsidy cap from $400 to $500 from April to December 2021 and from May 2022 to October 2023. From June 2025 onwards, the monthly public transport expenses threshold under the Scheme was raised from $400 to $500.

Table 2:

Financial year	Recurrent expenditure ($ million)
2020-21	39.0
2021-22	41.8
2022-23	37.4
2023-24	40.1
2024-25	42.0

The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditure of the Scheme (excluding the subsidy amount) in the past five financial years was equivalent to about 1.1% to 1.8% of the annual total subsidy amount.

2. As commuters themselves bear the majority portion of their public transport expenses and there is a cap on the monthly subsidy amount under the Scheme, such design helps deter abuses. Meanwhile, 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 assurance reports prepared by independent auditors in accordance with the standards issued by the Hong Kong Institute of Certified Public Accountants to the Government on a yearly basis. In addition, the monitoring measures taken by the Government 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 the payment systems, etc. In the five financial years from 2021-22 to 2025-26, the TD conducted an average of about 90 to 170 field inspections and transport surveys per month, during which no cases involving abuse of subsidies were identified.

3. In order to enable the continued operation of the Scheme in a financially sustainable manner, the Government completed the review of the Scheme in early 2025, and the threshold of monthly public transport expenses incurred for receiving the subsidy was raised from $400 to $500 from June 2025 onwards. The TD's work on implementing the refined arrangements is undertaken by its existing staff. There is no separate breakdown of the expenditure and manpower involved.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB183**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1934)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On facilitating wider trial and use of autonomous vehicles (AVs) in Hong Kong, will the Government inform this Committee of the following:

1. details of the staff establishment and expenditure involved in the Autonomous Vehicle Applications Promotion Working Group in the next financial year;

2. details of the staff establishment and expenditure involved, as well as the implementation timetable for formulating a roadmap for autonomous driving with carriage of passengers, implementing commercial operation for autonomous driving, and taking forward cross-district operations;

3. the information of AV trials in Hong Kong, including vehicle types, trial locations, numbers of vehicles, trial progress, cumulative trial mileage and cumulative passenger trips (if applicable) as at the latest date; as well as the conditions and criteria for achieving remote control trial in which AVs with remote backup operators only in lieu of in-vehicle backup operators;

4. whether any expenditure has been earmarked for incorporating the "vehicle-road-cloud integration" framework into the development plan of the Northern Metropolis; and for setting up an autonomous driving pilot zone in the Northern Metropolis; and

5. whether consideration will be given to setting up a dedicated fund for autonomous driving and offer tax concessions to enhance research and development capabilities as well as the drive for innovation, thereby promoting the development of the AV industry.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 1)

Reply:

1 - 2.

The Government has been promoting the development of autonomous vehicles (AVs) in Hong Kong in an active and orderly manner through a multi-pronged approach by

providing policy support, regulatory backing and financial subsidy. The new regulatory regime for AVs came into operation in March 2024. At the same time, to facilitate the trial and pilot use of AVs, the Transport Department (TD) has also promulgated the "Code of Practice for Trial and Pilot Use of AVs" (the Code) outlining detailed technical, safety and operational requirements in trial and use of AVs. To realise the vision of the Policy Address 2025 and the Transport Strategy Blueprint, which is to further promote the development of AVs and accelerate the introduction and promotion of industry-led trials and applications of AVs in different communities, with a view to moving towards unmanned driving, large-scale development and commercial operation, the Commissioner for Transport has already set up the Autonomous Vehicle Applications Promotion Working Group (the Working Group). This inter-departmental working group collaborates with industry stakeholders to advance related initiatives and is specifically tasked with reviewing the progress and needs of individual AV projects. It will provide steer on trial locations and vehicle types, as well as licensing arrangements required to support the commercial development of AVs. The Working Group also studies appropriate regulatory arrangements to allow AVs to provide a certain degree of commercial services on a pilot basis within designated areas, with a view to expediting the smooth transition of autonomous driving technology from the research and testing stage to actual operation and enabling more members of the public to access and experience such services. The first meeting of the Working Group was held on 17 March 2026. In respect of cross-district applications, we will progressively increase pilot sites and gradually expand the scale of cross-district trials in the future, as well as expand the AV application network in an orderly manner through various projects, including regional trials. For example, the North Lantau trial project extended the existing North Lantau airport route to Tung Chung and onwards to Sunny Bay in February 2026. Moreover, the TD is accelerating the commercialisation of AVs, and strives to implement the commercial operation of the Airportcity Link autonomous vehicle project connecting SKYCITY at Hong Kong International Airport with the artificial island of the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge (HZMB) within 2026. The above tasks have been undertaken by the existing staff of TD as part of their established duties. There is no separate breakdown of resources involved.

3. As at the end of February 2026, the TD has issued six pilot licences involving the trial of 62 AVs at six locations. Details are as follows:

	Vehicle Type (Number of vehicles)	Trial location	Trial progress	Cumulative trial mileage (km)
1	Private car (30)	Airport Island	(1) Conducting open road trial (without passenger) (2) Conducting non-commercial operation (with designated staff) - cumulative passenger trips taken by designated staff: 700	About 137 800
		Tung Chung	Conducting open road trial (without passenger)	About 26 600

	Vehicle Type (Number of vehicles)	Trial location	Trial progress	Cumulative trial mileage (km)
2	Private light bus (2)	West Kowloon Cultural District	Conducting open road trial (without passenger)	About 1 400
3	Private car (10)	Cyberport in the Southern District	Conducting open road trial (without passenger)	About 7 600
4	Private car (10)	Kai Tak Development Area in Kowloon East	Conducting open road trial (without passenger)	About 2 500
5	Public light bus (7)	Airportcity Link at the Airport	Conducting initial planning	0
6	Private car (3)	"Park & Fly" Car Park at the Hong Kong Port of the HZMB	Conducting preparation work before the trial	0

To promote the development of unmanned AVs with remote operation of AV trials (replacing in-vehicle backup operator with remote backup operator), the Code specifies that the pilot proprietor should establish a remote control centre, and that AVs operated with in-vehicle backup operators should first complete the specified trial mileage before remote backup operators may monitor and control AV operations in real-time through the remote control centre upon the TD's approval. During AV operation, the pilot proprietor should ensure that remote backup operators can effectively take over AVs under specific operating conditions. The TD will perform its gatekeeping role and approve trial projects on the premise of ensuring road safety.

4. With the gradual popularisation of autonomous driving technology, the current development tends to focus on "single-vehicle intelligence" alone (i.e. without relying on external devices to operate the vehicle). Vehicle-to-Everything (V2X) technology also helps strengthen real-time data exchange between vehicles, enhancing the ability of AVs to handle complex traffic conditions. The TD will actively communicate with relevant departments to study the reservation of adequate space (such as underground conduits) in new development areas, so as to ensure road design can be flexibly adjusted in the future when V2X technology has further developed, and the relevant standards and cost-effectiveness have become mature. The Northern Metropolis presents opportunities for the development of AVs in Hong Kong. With its forward-looking planning, abundant land resources, potential for cross-boundary collaboration, policy support and social needs, it is well-positioned to serve as one of the ideal locations for promoting autonomous driving technology in Hong Kong. The Working Group also actively promotes the introduction of autonomous driving trials and uses in the Northern Metropolis under diversified scenarios.

5. The Government has been supporting local research and application of autonomous driving through the Smart Traffic Fund. As at end-February 2026, the Management Committee on the Smart Traffic Fund had approved five autonomous driving road trial projects, covering multiple road scenarios, with a view to steadily enhancing the capability of AVs to handle Hong Kong's complex road conditions.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB184

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1936)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport and Logistics Bureau (TLB) will introduce subsidiary legislation in relation to the regulation of ride-hailing services and oversee the implementation of the relevant regulatory regime in 2026-27. In this connection, will the Government advise this Committee of the following:

1. the details of the staff establishment and the expenditure involved in the regulation of ride-hailing services; and

2. whether consideration will be given to including autonomous vehicles (AVs) in the future application of the ordinance on ride-hailing vehicles so as to reserve legal space for the scaled operation of AVs in Hong Kong; and

3. whether consideration will be given to imposing charges on ride-hailing platform companies through legislation, with additional charges imposed on point-to-point services provided by ride-hailing vehicles, so as to support the taxi trade in enhancing its service quality, thereby benefitting members of the public; if yes, the details; if not, the reasons.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 2)

Reply:

1. The work on the regulation of ride-hailing services is undertaken by existing staff of the Transport Department (TD). There is no separate breakdown of the expenditure involved.

2. To promote development of autonomous vehicles (AVs) in Hong Kong, the Government introduced legislative amendments in 2024 to provide a regulatory regime with appropriate flexibility to cope with technological developments. The new regulatory framework allows AVs to be registered and licensed in the same way as conventional vehicles in accordance with the Road Traffic Ordinance and its subsidiary legislation, aligning with the regulatory framework for conventional vehicles and bringing them

fully under statutory regulation, which covers vehicle classification, registration, licensing, etc. After completing the relevant registration and licensing procedures, applications for licences or permits corresponding to the vehicle type of the AVs may be made to the TD in accordance with their mode of business operation. AVs may commence operation after obtaining the approval. The Government will continue to closely follow the latest technological advancement and industrial development of AVs in order to promote safe and orderly driverless and large-scale development of AVs, and move towards commercial operation.

3. The Road Traffic (Amendment) (Ride-hailing Service) Bill 2025 was passed by the Legislative Council in October 2025. It stipulates the legal framework and key principles for regulating ride-hailing service, including the requirements for platforms, vehicles and drivers providing ride-hailing services to obtain appropriate licences or permits. The Government will charge fees for various licences and permits, including application fees, licence/permit fees and renewal fees. Such fees may be higher than the administrative costs.

Regarding the enhancement of the quality of taxi services, the Government has proactively introducing various measures in the past few years, including the launch of systematically managed taxi fleets, enhancement of the taxi written test, and the requirement for all taxi drivers to provide electronic payment means, so as to improve the image of the taxi trade and passengers' travelling experiences. The Government will continue to listen to the different views of the society and formulate appropriate measures with a view to further enhancing the overall taxi service quality.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB185**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1947)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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 2025-26, and the staff establishment and estimated expenditure involved;

2. the numbers of parking spaces and APS parking spaces in public car parks across the territory and the percentage of APS parking spaces in the past three financial years;

3. given that the Transport Department has been implementing public vehicle parking projects with APS in Hong Kong since 2020, please tabulate the details of the implementation of APS, including the locations, APS types, numbers of parking spaces (excluding conventional parking spaces), commencement dates of construction, commissioning dates and expenditures involved;

4. the details of the APS expected to be completed in the next three financial years; whether these new systems will be installed with charging network for electric vehicles (medium or fast charging); if yes, the details; if not, the reasons; and

5. whether there is any maintenance cost involved for the APS commissioned and installed for public use; if yes, the details.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 43)

Reply:

1., 3. and 4.

The Transport Department (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. Among them, three STT car parks with APS have already been commissioned. The first public works

project with APS is located at the Tseung Kwan O Government Offices Public Car Park, which was commissioned in December 2025. Information of the relevant projects since 2020 is listed at **Annex**.

There are currently no mature electric vehicle (EV) charging facilities proven to be reliable available in the market that can be installed for multi-storey or multidirectional APS, and internationally there are no specific standards at present for the installation of EV charging facilities in APS. Relevant departments are actively reviewing the latest developments in the application of APS in different regions. When the technologies become more mature, the Government will explore the provision of charging facilities at APS parking spaces. Having said that, power supply capacity has been reserved in relevant public works projects with reference to the standards of the Environment and Ecology Bureau for meeting the future power requirement of installation of medium chargers. The Government will continue to explore with the relevant departments the installation of EV charging facilities in APS as far as practicable where technically and financially viable. Taking the Tseung Kwan O Government Offices Public Car Park as an example, the relevant departments have, after investigation, installed medium chargers at parking spaces on the bottom level of the puzzle stacking type APS. Currently, among the 225 APS parking spaces in the public car park, 102 are equipped with medium chargers.

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.

2. The numbers of parking spaces in public car parks across the territory [Note 1] in the past three years are set out in the table below:

	December 2023	**December 2024**	**December 2025**
No. of parking spaces in public car parks [Note 2]	207 000	207 000	217 000

Note 1: Figures are rounded to the nearest thousand.
Note 2: Public car parks include both car parks managed by the Government and provided in private development projects which are open for public use, as well as STT car parks.

For the APS, TD does not have information on the numbers of APS in privately-operated car parks. For public works projects with APS being taken forward by the Government, the percentage of APS parking spaces in all private car parking spaces is over 50% on average.

5. APS in STT car parks are constructed, operated and funded by the operators. Currently, as the aforementioned Tseung Kwan O Government Offices Public Car Park, which is the first Government public car park equipped with APS, is still at an early stage of operation, the actual maintenance cost has yet to be determined, while other public car parks equipped with APS are under construction.

Annex

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure
A. APSs in STT car parks					
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	November 2021 (Commissioned)	245 (78)	Funded by the STT car park operator
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	December 2022 (Commissioned)	250 (52)	Funded by the STT car park operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	April 2024 (Commissioned)	210 (52)	Funded by the STT car park operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2026 (Tentative)	About 200 (117)	Funded by the STT car park operator
STT Car Park at Lok Wah Street, Tsz Wan Shan	Puzzle stacking	October 2025	2027 (Tentative)	About 180 (About 40)	Funded by the STT car park operator
STT Car Park at Po Tai Street, Ma On Shan	To be confirmed	October 2025	2027 (Tentative)	About 270 (About 100)	Funded by the STT car park operator

B. APSs in public works projects					
Project	**APS Type**	**Commencement of Construction**	**Expected Commissioning Date**	**Total Number of Parking Spaces (Number of APS parking spaces)**	**Estimated Expenditure for the Entire Public Works Programme Item** **Note 1**
Tseung Kwan O Government Offices Public Car Park (i.e. Joint-user Government Office Building in Area 67, Tseung Kwan O)	Puzzle stacking	September 2020	December 2025 (Commissioned)	388 (225)	$5,228.4 M Note 2
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2027 (Tentative)	About 320 (About 160)	$1,605.0 M Note 3
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2028 (Tentative)	About 200 (About 170)	$777.9 M Note 4
Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	November 2024	2029 (Tentative)	About 350 (About 180)	$2,888.4 M Note 5
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	May 2025	2029 (Tentative)	About 450 (About 300)	$1,208.0 M Note 6

Note 1: The estimated expenditure is calculated in money-of-the-day prices and is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee.

Note 2: Including the construction costs for government offices and facilities, general out-patient clinic, job centre, families clinic and dental clinic, child care centre and public car park.

Note 3: Including the construction costs for open space, sports centre and public car park.

Note 4: Including the construction costs for open space and public car park.

Note 5: Including the construction costs for sports centre, indoor heated swimming pools, Hong Kong Public Libraries New Book Centre, community hall, Sha Tin District Office's Ma On Shan Sub-office and public car park.

Note 6: Including the construction costs for town park and public car park.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB186**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2417)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the management of government tunnels, will the Government inform this Committee of the following:

1. the operating expenditures, design capacities and peak-hour utilisation rates of various government road tunnels in the past three financial years;

2. the average daily traffic flows and the average traffic flows during peak time slots of the three road harbour crossings (RHCs) and their respective percentages in the total traffic flows by vehicle type in the past three years in table form;

3. the changes in traffic flows of the three RHCs during peak time slots on weekdays after the implementation of time-varying tolls; and whether the new tolls have induced additional traffic; and

4. whether provision has been earmarked for the construction of a fourth RHC; if yes, the details; if no, the reasons?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 13)

Reply:

1. The expenditures of various government road tunnels in the past three financial years are tabulated at **Annex 1**.

   The design capacities and peak-hour utilisation rates (measured by ratios of traffic volume/design capacity) of various government road tunnels from 2022 to 2025 are presented by calendar year and tabulated at **Annex 2**.

2. The average traffic flows of the three road harbour crossings (RHCs) on weekdays and during peak time slots, with a breakdown by vehicle type and respective percentages, in the past three years (i.e. 2023 to 2025) are set out at **Annex 3**.

3. According to the traffic data of 2025, the overall cross-harbour traffic volume on weekdays increased by about 1% to about 274 000 vehicles as compared with the period before the implementation of time-varying tolls (i.e. December 2023). The daily traffic flows of the three RHCs were as follows: the traffic flow of the Western Harbour Crossing (WHC) increased by about 24% to 109 000 vehicles; the traffic flow of the Cross-Harbour Tunnel (CHT) decreased by 11% to about 94 000 vehicles; the traffic flow of the Eastern Harbour Crossing (EHC) decreased by about 10% to 71 000 vehicles. After the implementation of the new tolls, the cross-harbour traffic flows on weekdays have remained relatively stable and no significant additional traffic has been induced. At the same time, the traffic has been more evenly distributed among the three RHCs, thereby making better use of each tunnel's capacity.

   Moreover, the overall cross-harbour congestion has been alleviated. The traffic queues at the CHT and EHC during peak hours have generally reduced by about 1 km and 0.3 km respectively. During normal and off-peak time slots, which account for nearly 80% of the day, the traffic at the three RHCs (including CHT which used to be frequently congested in the past) has been significantly smoother than before. The non-cross-harbour traffic near the tunnel portals has also improved significantly, thus reducing the impact on traffic near the Gascoigne Road and Kwun Tong Bypass. These diversion effects have a positive impact on the overall commuting experience of the public, as well as on transport and logistics and the operation of public transport services.

   To further alleviate traffic conditions at WHC, the Government has constructed an additional lane at the Hong Kong Island exit of WHC towards Central and Sheung Wan. This lane was opened on 30 November 2025. Since then, observations show a noticeable reduction in vehicle weaving at the tunnel exit, and the traffic flow is significantly smoother than before, allowing more vehicles to pass through the tunnel. These works have removed the bottleneck at the Hong Kong Island exit of WHC, freeing up tunnel capacity that had previously not been fully utilised.

4. The Government has been monitoring cross-harbour traffic. Given that there is currently no concrete timetable for implementing the Kau Yi Chau Artificial Islands reclamation project, we will consider different proposals based on their transport demand, technical feasibility, transport effectiveness and cost-effectiveness, with a view to increasing the capacity of the RHCs connecting Hong Kong Island. We will prioritise these proposals according to urgency, and implement the relevant projects in a timely and orderly manner. The above tasks are currently undertaken by the staff of the Transport Department and the Highways Department using their internal resources.

Annex 1

Operating Expenditures of Government Road Tunnels from 2022-23 to 2024-25

Tolled tunnel/ Control area [1] [4]	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)
CHT	158	199	196
EHC	179	228	240
WHC [2]	N/A	241	328
Tate's Cairn Tunnel	143	167	175
Aberdeen Tunnel	97	125	134
Lion Rock Tunnel	91	136	121
Shing Mun Tunnels	125	152	135
Route 8	342	391	372
Tai Lam Tunnel [3]	N/A	N/A	N/A

Note 1: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 2: WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Note 3: Tai Lam Tunnel was returned to government management on 31 May 2025.

Note 4: The Central Kowloon Bypass (Yau Ma Tei Section) commenced operation on 21 December 2025. An all-day fixed toll of $8 for all vehicle types will be charged upon the full commissioning of the Central Kowloon Bypass this year.

Toll-free tunnel [5]	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)
Tuen Mun − Chek Lap Kok Tunnel	73	79	81
Tseung Kwan O Tunnel [6]	35	31	44
Tseung Kwan O − Lam Tin Tunnel [6]	19	62	62
Central − Wan Chai Bypass Tunnel	148	148	152
Lung Shan Tunnel	61	57	57
Cheung Shan Tunnel	19	25	26
Airport Tunnel	26	26	26
Scenic Hill Tunnel	55	55	58
Kai Tak Tunnel	54	54	49

Note 5: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charges of capital costs and the

expenditure on government maintenance works of the tunnels for the years concerned.

Note 6: Tseung Kwan O − Lam Tin Tunnel commenced operation on 11 December 2022, and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O − Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

Annex 2

Design Capacities and Peak-hour [1] Utilisation Rates [2] of Government Road Tunnels

Tunnel [4]	Design capacity (vehicle/ hour)	Peak-hour utilisation rate			
		2022	2023	2024	2025
Aberdeen Tunnel	2 600	0.8	0.8	0.8	0.8
CHT	2 600	1.1	1.1	1.1	1.1
EHC	2 600	1.1	1.0	1.1	1.1
WHC	4 200	0.8	0.9	1.0	1.0
Lion Rock Tunnel	2 600	1.1	1.1	1.1	1.1
Tate's Cairn Tunnel	2 600	1.0	1.0	1.0	1.0
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	4 700	0.7	0.7	0.8	0.8
Shing Mun Tunnels	2 600	0.8	0.8	0.8	0.8
Tai Lam Tunnel [3]	4 200	0.6	0.6	0.6	0.9
Central Kowloon Bypass	4 200	N/A			0.5 [4]

Notes:

1. The figures listed in the table represent the annual average traffic flow of the above tunnels from Mondays to Fridays (except public holidays) between 2022 and 2025 according to the toll collection system. Except for the three RHCs, "peak hour" refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction. To more accurately reflect the cross-harbour traffic flow, "peak-hour" of the three RHCs refers to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m.

2. 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, the 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.

3. With reference to the actual vehicle mix after the Government's takeover of Tai Lam Tunnel and the toll reduction in 2025, the tunnel's design capacity is adjusted to 4 200 vehicles per hour, and the utilisation rate in 2025 is also calculated based on the traffic flow after the takeover of Tai Lam Tunnel.

4. The Central Kowloon Bypass (Yau Ma Tei Section) commenced operation on 21 December 2025. An all-day fixed toll of $8 for all vehicle types will be charged upon its full commissioning as the tenth tolled tunnel this year. Therefore, its peak-hour utilisation rate in 2025 is calculated based on the data from Mondays to Fridays (except public holidays) between 21 and 31 December 2025, and the traffic flow has yet to stabilise.

Annex 3

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles) [1&2]

Year	WHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023	36 200 [50%]	1 400 [2%]	19 100 [27%]	4 200 [6%]	400 [1%]	10 700 [15%]
2024	51 300 [50%]	2 100 [2%]	22 700 [22%]	5 700 [6%]	500 [1%]	20 200 [20%]
2025	57 500 [53%]	2 200 [2%]	21 600 [20%]	6 000 [6%]	400 [0.4%]	20 800 [19%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Annex 3

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles) [1&2]

Year	CHT					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023	48 800 [48%]	4 500 [4%]	16 700 [16%]	6 400 [6%]	800 [1%]	24 600 [24%]
2024	53 600 [57%]	3 900 [4%]	17 200 [18%]	5 400 [6%]	600 [1%]	14 100 [15%]
2025	55 800 [60%]	3 600 [4%]	16 300 [17%]	5 200 [6%]	500 [1%]	12 300 [13%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Annex 3

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles) [1&2]

Year	EHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023	42 000 [57%]	2 600 [4%]	14 200 [19%]	2 800 [4%]	600 [1%]	11 200 [15%]
2024	40 800 [57%]	2 700 [4%]	12 800 [18%]	3 100 [4%]	600 [1%]	12 000 [17%]
2025	41 400 [58%]	2 700 [4%]	11 900 [17%]	3 200 [4%]	600 [1%]	11 600 [16%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Annex 3

Average Traffic Flows during Peak Time Slots by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles)[1&2]

Year	WHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023 [6]	16 400 [55%]	700 [2%]	6 400 [22%]	2 100 [7%]	200 [1%]	3 900 [13%]
2024	19 600 [50%]	900 [2%]	8 000 [20%]	2 800 [7%]	200 [0.5%]	8 000 [20%]
2025	21 200 [52%]	900 [2%]	7 600 [19%]	2 900 [7%]	200 [0.4%]	8 000 [20%]

Notes:

1. Unless otherwise specified, cross-harbour traffic flows during peak time slots refer to the traffic flows from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. As HKeToll has not yet been fully implemented, only the hourly data of traffic flows can be provided. Therefore, the cross-harbour traffic flows during peak time slots refer to the traffic flows from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
7. The percentages may not add up to 100% due to rounding.
8. The traffic flows have not taken into account those vehicles queueing to enter the tunnel during peak time slots (if any).

Annex 3

Average Traffic Flows during Peak Time Slots by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles)[1&2]

Year	CHT					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023 [6]	17 300 [55%]	1 900 [6%]	2 400 [8%]	2 500 [8%]	200 [1%]	6 900 [22%]
2024	19 600 [63%]	1 600 [5%]	3 500 [11%]	2 000 [6%]	100 [0.4%]	4 400 [14%]
2025	20 000 [65%]	1 500 [5%]	3 500 [11%]	1 900 [6%]	100 [0.4%]	3 800 [12%]

Notes:

1. Unless otherwise specified, cross-harbour traffic flows during peak time slots refer to the traffic flows from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. As HKeToll has not yet been fully implemented, only the hourly data of traffic flows can be provided. Therefore, the cross-harbour traffic flows during peak time slots refer to the traffic flows from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
7. The percentages may not add up to 100% due to rounding.
8. The traffic flows have not taken into account those vehicles queueing to enter the tunnel during peak time slots (if any).

Annex 3

Average Traffic Flows during Peak Time Slots by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles)[1&2]

Year	EHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023 [6]	18 200 [64%]	1 300 [4%]	4 000 [14%]	1 300 [4%]	200 [1%]	3 500 [12%]
2024	17 300 [60%]	1 300 [4%]	4 200 [15%]	1 400 [5%]	200 [1%]	4 500 [16%]
2025	17 400 [61%]	1 200 [4%]	4 000 [14%]	1 400 [5%]	200 [1%]	4 300 [15%]

Notes:

1. Unless otherwise specified, cross-harbour traffic flows during peak time slots refer to the traffic flows from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. As HKeToll has not yet been fully implemented, only the hourly data of traffic flows can be provided. Therefore, the cross-harbour traffic flows during peak time slots refer to the traffic flows from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
7. The percentages may not add up to 100% due to rounding.
8. The traffic flows have not taken into account those vehicles queueing to enter the tunnel during peak time slots (if any).

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB187

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2418)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On monitoring existing railway services, 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, penalty amount and numbers of passengers affected 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.: 14)

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 operated by the Airport Authority Hong Kong, 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	2023	2024	2025
Assistant Director	1	1	1
Chief Engineer	4*	4*	4*
Senior Engineer	15	15	15
Engineer	28	28	28
Inspector	4	4	4

* Two of the posts are time-limited directorate posts, which were created in July 2021 and approved for extention in 2025 for a period of five years until 2030.

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

	2023-24	**2024-25**	**2025-26 (Estimated)**
Expenditure ($ million)	87.1	91.8#	87.7^

The increase in the total expenditure for 2024-25 as compared with 2023-24 was mainly due to the increase in salary expenses for the civil service pay adjustment and staff pre-retirement leave in 2024-25.

^ The total expenditure for 2025-26 is expected to decrease mainly due to the decrease in salary expenses for staff pre-retirement leave.

The Bus and Railway Branch (BRB) of the Transport Department (TD) is responsible for regulating and monitoring the services of MTR, franchised bus, tram and non-franchised bus. Other sections of the 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 the TD for regulating and monitoring MTR services over the past three years are set out below:

Rank	**2023**	**2024**	**2025**
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 the MTRCL, in general, the highest passenger loading of a railway line occurs during the morning peak hours as the passengers travel in the same period of time. As for the evening peak hours, the travelling pattern of passengers 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 most crowded scenario and the service demand for individual railway lines, the MTRCL will mainly base on 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. For the past three years, the numbers of trains and train coaches 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 enhanced Service Performance Rebate for the incidents in the past three years are set out at **Annex 5**.

5. The MTRCL is now replacing the signalling system of Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line to enhance operational and maintenance efficiency in the long run. The overall project is expected to be completed in 2029. The new signalling system for Tsuen Wan Line was commissioned on 15 March 2026. The remaining three railway lines will draw on the experience gained from the signalling system upgrading work for the Tsuen Wan Line and will be commissioned progressively as tabulated below:

Railway line	**Expected service commencement date of the new signalling system**
Tsuen Wan Line	Commissioned on 15 March 2026
Island Line	2027
Kwun Tong Line	2028
Tseung Kwan O Line	2029

Annex 1

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)
2023											
1.	Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (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.	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

		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)
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
2024											
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.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 600	42 500	4 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	0	1 000	2 500	600
4.	Patronage (c)	42 800	36 200	38 400	44 100	9 900	34 200	38 400	2 800	20 900	2 000
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	68% {Tai Wai to Kowloon Tong}	62% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	59% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	51% {Sham Shui Po to Prince Edward}	33% {Sunny Bay to Disneyland Resort}	49% {Olympic to Kowloon}	48% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 5)	94%	86%	80%	77%	83%	67%	72%	46%	69%	N/A
7.	Monthly average patronage (million)	25.9	24.7	9.8	25.9	2.4	18.2	27.7	0.5	6.5	1.1

		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)
8.	Total patronage (million)	310.3	296.9	118.0	311.4	29.0	218.1	332.1	6.4	77.8	13.1
2025											
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.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	70 100	8 600	42 500	4 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	4 900	1 000	2 500	600
4.	Patronage (c)	44 400	38 400	38 700	43 900	10 100	33 800	38 400	3 000	22 200	1 900
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	71% {Tai Wai to Kowloon Tong}	65% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	60% {Admiralty to Ocean Park}	47% {Choi Hung to Kowloon Bay}	55% {Sham Shui Po to Prince Edward}	35% {Sunny Bay to Disneyland Resort}	52% {Olympic to Kowloon}	45% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 5)	98%	92%	80%	77%	84%	66%	77%	49%	73%	N/A
7.	Monthly average patronage (million)	26.3	25.4	9.8	25.8	2.5	17.9	27.2	0.5	6.4	1.1
8.	Total patronage (million)	315.7	304.2	117.7	309.9	29.6	214.6	326.4	6.2	76.8	13.3

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 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, the 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 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.

Annex 2

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)		
	2023	**2024**	**2025**	**2023**	**2024**	**2025**
505	2 993	2 993	2 993	66%	79%	82%
506P (Note 2)	424	424	424	70%	45%	70%
507	2 827	2 827	2 625	83%	85%	86%
507P	212	212	212	90%	90%	50%
610	2 056	2 056	2 056	93%	93%	84%
614	1 122	1 122	1 156	77% (Note 3)	77%	90%
614P	1 363	1 363	1 368			
615	960	960	960	74% (Note 3)	87%	75%
615P	1 600	1 600	1 600			
705	4 240	4 240	4 240	63%	82%	72%
706	5 088	5 088	5 088	63%	80%	82%
720 (Note 2)	N/A	212	212	N/A	20%	10%
751	2 993	2 993	2 857	64%	81%	85%
751P	398	398	424	60%	80%	95%
761P	4 240	4 240	4 240	64%	86%	76%

Patronage (million)

	2023	**2024**	**2025**
Monthly average patronage	12.5	12.9	12.9
Total patronage	150.0	154.6	154.4

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading or patronage of individual Light Rail routes by projecting the route chosen by passengers based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. The 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: The MTRCL introduced Routes 506P and 720 in September 2023 and September 2024 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.

Annex 3

The Numbers of Trains and Coaches for Heavy Rail and Light Rail

As at December of the year	2023		2024		2025	
	Trains	Coaches per train	Trains	Coaches per train	Trains	Coaches per train
East Rail Line	37	9	37	9	37	9
Tuen Ma Line	65	8	65	8	65	8
Tseung Kwan O Line	16	8	16	8	17	8
Island Line	36	8	36	8	38	8
South Island Line	10	3	10	3	10	3
Kwun Tong Line	39	8	39	8	39	8
Tsuen Wan Line	35	8	35	8	34	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 Light Rail Vehicles, the latter of which is formed by two coaches. The total number of light rail coaches stood at 149 in 2023, 2024 and 2025.

Annex 4

Train Frequencies of the Heavy Rail System (Note 1)

As at December of the year	2023		2024		2025	
	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	2.7 - 3.8	4 - 8	2.7 - 5.5	4 - 8	2.7 - 5.5	4 - 8
Admiralty-Lo Wu (Note 2)	5.5	6 - 10	3 - 7	6 - 10	3 - 7	4 - 10
Admiralty-Lok Ma Chau (Note 2)	12	12 - 14.5	9 - 14	12 - 14	9 - 14	8 - 14
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	4.5 - 6
North Point-LOHAS Park	6.7	--	6.7	--	6.7	--
Tiu Keng Leng-LOHAS Park	--	10 - 14	--	10 - 14	--	9 - 14
Island Line	1.9	3.6 - 5	1.9	3.6 - 5	1.9	3.6 - 5
South Island Line	3.3	6 - 7.5	3.3	5 - 7.5	3.3	5 - 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	2.1	3.5 - 5
Disneyland Resort Line	5	10 - 20	5	10	5	10
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	10	10	10	10	10	10

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

Note 2: 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 re-opened on 8 January and 6 February 2023 respectively.

Train Frequencies of the Light Rail System (Note 1)

Light Rail Route (Note 2)	2023		2024		2025	
	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 - 11	10 - 18	6 - 10	10 - 18	6 - 10	10 - 18
507	6 - 9	7 - 16	6 - 9	9 - 21	6 - 9	9 - 21
610	8 - 10	9 - 17	8 - 11	9 - 17	8 - 11	9 - 17
614	12 - 18	12 - 23	15 - 18	15 - 23	15 - 18	15 - 23
614P	8 - 13	11 - 19	8 - 14	11 - 18	8 - 14	11 - 18
615	14 - 18	14 - 24	15 - 19	15 - 24	15 - 19	15 - 24
615P	9 - 13	10 - 19	8 - 14	11 - 18	8 - 14	11 - 18
705	5 - 7	7 - 12	5 - 7	6 - 12	5 - 7	6 - 12
706	5 - 7	7 - 12	5 - 7	6 - 12	5 - 7	6 - 12
751	7 - 12	8 - 17	7 - 11	8 - 15	7 - 11	8 - 15
761P	5 - 8	6 - 15	5 - 8	7 - 15	5 - 8	7 - 15

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

Note 2: The MTRCL introduced Routes 506P and 720 in September 2023 and September 2024 respectively to run in the morning peak hours.

Annex 5

Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under the MTRCL's Control

Kwun Tong Line

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	Equipment failure	Human factors	
2023	17	17	0	15	0	2	0	0	0	0	0	2
2024	12	11	1	10	1	1	0	0	0	0	0	1
2025	4	3	1	3	1	0	0	0	0	0	0	0

Tsuen Wan Line

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	Equipment failure	Human factors	
2023	8	8	0	7	0	1	0	0	0	0	0	1
2024	10	10	0	9	0	1	0	0	0	0	0	1
2025	11	11	0	11	0	0	0	0	0	0	0	0

Island Line

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	Equipment failure	Human factors	
2023	5	5	0	4	0	1	0	0	0	0	0	1
2024	10	8	2	7	2	1	0	0	0	0	0	1
2025	5	5	0	5	0	0	0	0	0	0	0	0

Tseung Kwan O Line

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	Equipment failure	Human factors	
2023	6	6	0	4	0	2	0	0	0	0	0	3
2024	12	10	2	10	2	0	0	0	0	0	0	0
2025	10	10	0	9	0	0	0	0	0	1	0	19.2

South Island Line

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	Equipment failure	Human factors	
2023	1	1	0	1	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0	0
2025	4	4	0	3	0	1	0	0	0	0	0	1

East Rail Line

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	Equipment failure	Human factors	
2023	13	13	0	13	0	0	0	0	0	0	0	0
2024	11	11	0	11	0	0	0	0	0	0	0	0
2025	12	11	1	9	1	2	0	0	0	0	0	2

Tuen Ma Line

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	Equipment failure	Human factors	
2023	18	18	0	18	0	0	0	0	0	0	0	0
2024	6	6	0	5	0	1	0	0	0	0	0	1
2025	10	10	0	7	0	3	0	0	0	0	0	3

Tung Chung Line

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	Equipment failure	Human factors	
2023	10	8	2	7	2	1	0	0	0	0	0	1
2024	11	10	1	9	1	1	0	0	0	0	0	1.2
2025	6	6	0	4	0	2	0	0	0	0	0	2

Disneyland Resort Line

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	Equipment failure	Human factors	
2023	0	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0	0
2025	1	1	0	1	0	0	0	0	0	0	0	0

Airport Express

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	Equipment failure	Human factors	
2023	5	4	1	4	1	0	0	0	0	0	0	0
2024	7	7	0	7	0	0	0	0	0	0	0	0
2025	9	7	2	7	2	0	0	0	0	0	0	0

Light Rail

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	Equipment failure	Human factors	
2023	18	14	4	13	2	1	1	0	0	0	1	17
2024	10	9	1	9	1	0	0	0	0	0	0	0
2025	11	8	3	8	3	0	0	0	0	0	0	0

Note 1: According to the existing railway incident reporting mechanism, the MTRCL is required to notify the 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 the MTRCL is not required to notify the TD. Hence, the 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 (e.g. signalling system), 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.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB188**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0656)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Labour Importation Scheme for Transport Sector, will the Government inform this Committee of:

(1) the following information of each round of application since the launch of the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme):
   (i) the number of new applications received;
   (ii) the number of renewal applications received;
   (iii) the number of quotas approved (by driver job type); and
   (iv) the number of applications rejected and the quotas involved by driver job type);

(2) the numbers and nature of complaints received against imported public light bus drivers, local coach drivers and cross-boundary coach drivers, the numbers of substantiated cases and associated follow-up actions and penalty measures since the launch of the Scheme; and

(3) whether any participating employers or imported labour of the Schemes have been found to have violated the requirements under the Scheme or relevant labour laws; if yes, the numbers and details?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 11)

Reply:

(1) The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD)). Details of the two rounds of applications are set out at **Annex**. In addition, as for the gradual expiry

of the contracts of the first batch of imported workers from the end of 2025, the TD announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit renewal applications to the TD five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, the TD has received renewal applications for a total of 733 quotas (including 377 PLB and 356 coach driver quotas), of which 589 quotas (including 324 PLB and 265 coach driver quotas) had been granted with approval for renewal. The TD is processing the remaining renewal applications, including reviewing whether or not the operators concerned continue to meet the criteria of the Scheme (including maintaining the manning ratio of 1:2 for imported labours to full-time local staff, the wage levels of imported workers at not less than the median monthly wages of the relevant posts, and complying with relevant local driver recruitment requirements, etc.).

(2) As at end-February 2026, the TD received a total of 61 complaints concerning imported drivers' service attitude and driving skills (as in the table below). The nature of the complaints includes failing to allow passengers to alight at specified locations/stops, or providing passengers with incorrect information on routes/destinations/departure schedules. Among them, 36 cases were substantiated after investigation by the TD.

	Number of complaints against imported drivers	**Number of substantiated cases**
From the launch of the Scheme to end-February 2025	33	28
From March 2025 to end-February 2026	28	8
Total	**61**	**36**

Like local PLB/coach drivers, the performance of imported drivers is monitored by the operators. The operators are obliged to provide appropriate and proper services according to the requirements of the TD, including monitoring the driving and service performance of all drivers employed. The TD has urged the operators to strengthen drivers' management. The TD will also inspect the performance of drivers (including local and imported drivers) on site in the regular monitoring to ensure that the driving and service performance of drivers meet the requirements. If any irregularity is found, the TD will follow up with the operators concerned. Overall speaking, imported drivers could provide high-level services based on our observation.

(3) The Government has adopted a multi-pronged approach, including preparation of standard employment contract (SEC), inspections, law enforcement, education and promotion, to protect the rights and benefits of imported workers. If employers have violated relevant labour/immigration laws, requirements under the Scheme or SEC, the Government will consider imposing administrative sanctions on the employers as appropriate, including refusal to process applications for labour importation under the Scheme and withdrawal of the approvals previously granted for importation of drivers. There is no case of administrative sanctions warranting the imposition of administrative sanctions by the relevant enforcement departments since the launch of the Scheme.

Annex

Labour Importation Scheme for Transport Sector –Public Light Bus (PLB)/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68 (involving 68 route packages)	547	59	461
Local Coach Driver	32 (involving six service endorsements) Note (1)	689	23	262
Cross-boundary Coach Driver	18 (involving routes plying six road-based boundary control points (BCPs))	365	16	246
Total	**118**	**1 601**	**98**	**969**

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	82 (involving 82 route packages)	842	82	467
Local Coach Driver	31 (involving six service endorsements) Note (1)	394	27	228
Cross-boundary Coach Driver	16 (involving routes plying six road-based BCPs)	237	16	154
Total	**129**	**1 473**	**125**	**849**(2)

Notes:

(1) The six service endorsements include (i) tour service, (ii) hotel service, (iii) student service, (iv) employees' service, (v) residents' service and (vi) contract hire service.

(2) Including 118 approved quotas left unused in the first round and carried forward to the second round.

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Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB189**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0657)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the provision of new parking spaces, will the Government inform this Committee:

(1) of the following details about the provision of new parking spaces in Hong Kong in the recent two years and this year to date (with a breakdown by District Council district): (i) number of additional parking spaces, (ii) year-on-year percentage change, (iii) total number of the relevant parking spaces and (iv) proposed number of additional parking spaces in the next two years for on-street parking spaces, night-time parking spaces for commercial vehicles, designated parking spaces underneath flyovers, parking spaces at short-term tenancy car parks and parking spaces at government buildings opened up during non-office hours; and

(2) of the current numbers of parking spaces by vehicle type (i.e. motorcycles, private cars, goods vehicles, coaches and non- franchised public buses) in various districts of Hong Kong.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 12)

Reply:

(1) The numbers of on-street parking spaces, night-time parking spaces for commercial vehicles (CVs), designated parking spaces underneath flyovers, parking spaces at short-term tenancy (STT) car parks and parking spaces at government buildings opened up during non-office hours in the 18 districts in the past two years[Note 1], together with the increases or decreases in such numbers and the corresponding percentage changes, are set out at **Annex 1**, **Annex 2**, **Annex 3**, **Annex 4** and **Annex 5** respectively.

Overall, the total number of parking spaces in the territory has increased in the past two years. That said, the number of parking spaces in some districts has decreased due to various factors. Taking the parking spaces at STT car parks as an example, some car parks have been resumed to meet urban development, resulting in a decrease in the number of parking spaces.

The Government expects to provide over 12 000 additional parking spaces across the territory in 2025 and 2026, covering both private cars and CVs. These include more than 220 metered parking spaces and a minimum of 100 on-street night-time parking spaces for CVs by 2026, as well as about 600 parking spaces at STT car parks to be leased over the next two years. The Transport Department (TD) and relevant departments are actively taking forward these measures in accordance with the targets.

Besides, the first three public vehicle parks (PVPs)[Note 2] implemented under the "single site, multiple use" principle have been commissioned, providing a total of about 860 parking spaces. With the successive commissioning of more PVP projects, including the PVP at Area 99 in Tung Chung, District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street, the redevelopment of Yuen Long Stadium, and the Kwun Tong Composite Development Project, which are expected to be completed between 2026 and 2027, a total of about 600 parking spaces will be provided. Together with other development projects and the ongoing short- and medium-term parking measures, the supply of new parking spaces will further increase over the next few years. The TD will continue to step up its efforts, focusing on areas with a shortage of parking spaces to increase the provision of on-street parking spaces as far as practicable. It will continue to stipulate the provision of a minimum number of CV parking spaces in suitable STT car parks.

Note 1: The various types of parking spaces are managed by different departments and operators, who are still collecting and compiling the relevant information. Therefore, the organisations concerned are unable to provide data for the current year to date.

Note 2: Including Ka Fu Fong Public Car Park in Sheung Shui, the Pak Shing Kok Road Public Car Park in Tseung Kwan O and the Tseung Kwan O Government Offices Public Car Park.

(2) The current numbers of parking spaces in the 18 districts by vehicle type are set out at **Annex 6**.

Annex 1

Total Numbers, Changes in Numbers and Percentage Changes of On-street Parking Spaces in 18 Districts in 2024 and 2025

District	Total number of parking spaces		Change in number of parking spaces Note	Percentage change
	2024	2025		
Central & Western	1 373	1 373	0	0.0%
Wan Chai	1 886	1 891	5	0.3%
Eastern	1 509	1 528	19	1.3%
Southern	1 236	1 252	16	1.3%
Yau Tsim Mong	3 415	3 451	36	1.1%
Sham Shui Po	2 411	2 444	33	1.4%
Kowloon City	3 683	3 709	26	0.7%
Wong Tai Sin	990	1 024	34	3.4%
Kwun Tong	1 680	1 788	108	6.4%
Tsuen Wan	1 659	1 721	62	3.7%
Tuen Mun	2 631	2 648	17	0.6%
Yuen Long	2 431	2 387	-44 Note	-1.8%
North	2 227	2 160	-67 Note	-3.0%
Tai Po	2 319	2 329	10	0.4%
Sai Kung	2 897	2 949	52	1.8%
Sha Tin	2 606	2 522	-84 Note	-3.2%
Kwai Tsing	1 637	1 789	152	9.3%
Islands	1 046	1 046	0	0.0%
Total	**37 636**	**38 011**	**375**	**1.0%**

Note 1: The reasons for the decrease include (i) the exclusion of some parking spaces after their locations were clarified and confirmed as not being located on public roads; (ii) the closure of the road sections where the parking spaces are located for public works; and (iii) the relocation of parking spaces to public car parks in new development projects to meet the development needs.

Annex 2

Total Numbers, Changes in Numbers and Percentage Changes of On-street Night-time Parking Spaces for CVs in 18 Districts in 2024 and 2025

District	Total number of parking spaces		Change in the number of parking spaces	Percentage change
	2024	2025		
Central & Western	96	96	0	0.0%
Wan Chai	19	19	0	0.0%
Eastern	82	87	5	6.1%
Southern	17	17	0	0.0%
Yau Tsim Mong	8	9	1	12.5%
Sham Shui Po	81	84	3	3.7%
Kowloon City	4	6	2	50.0%
Wong Tai Sin	27	45	18	66.7%
Kwun Tong	139	215	76	54.7%
Tsuen Wan	32	32	0	0.0%
Tuen Mun	195	195	0	0.0%
Yuen Long	212	218	6	2.8%
North	184	194	10	5.4%
Tai Po	236	236	0	0.0%
Sai Kung	141	149	8	5.7%
Sha Tin	118	144	26	22.0%
Kwai Tsing	256	266	10	3.9%
Islands	8	8	0	0.0%
Total	**1 855**	**2 020**	**165**	**8.9%**

Annex 3

Total Numbers, Changes in Numbers and Percentage Changes of Designated Parking Spaces Underneath Flyovers in 18 Districts in 2024 and 2025

District	Total number of parking spaces		Change in the number of parking spaces	Percentage change
	2024	2025		
Central & Western	147	147	0	0.0%
Wan Chai	87	87	0	0.0%
Eastern	116	116	0	0.0%
Southern	0	0	0	0.0%
Yau Tsim Mong	369	369	0	0.0%
Sham Shui Po	87	87	0	0.0%
Kowloon City	76	76	0	0.0%
Wong Tai Sin	49	60	11	22.4%
Kwun Tong	165	165	0	0.0%
Tsuen Wan	160	227	67	41.9%
Tuen Mun	184	242	58	31.5%
Yuen Long	9	9	0	0.0%
North	6	6	0	0.0%
Tai Po	42	42	0	0.0%
Sai Kung	0	0	0	0.0%
Sha Tin	131	155	24	18.3%
Kwai Tsing	34	34	0	0.0%
Islands	0	0	0	0.0%
Total	**1 662**	**1 822**	**160**	**9.6%**

Annex 4

Total Numbers, Changes in Numbers and Percentage Changes of Parking Spaces at STT Car Parks in 18 Districts in 2024 and 2025[Note]

District	Total number of parking spaces		Change in the number of parking spaces	Percentage change
	2024	2025		
Central & Western	210	216	6	2.9%
Wan Chai	0	0	0	0.0%
Eastern	858	999	141	16.4%
Southern	260	230	-30	-11.5%
Yau Tsim Mong	727	577	-150	-20.6%
Sham Shui Po	896	867	-29	-3.2%
Kowloon City	758	786	28	3.7%
Wong Tai Sin	362	409	47	13.0%
Kwun Tong	1 302	999	-303	-23.3%
Tsuen Wan	2 441	2 221	-220	-9.0%
Tuen Mun	2 079	1 832	-247	-11.9%
Yuen Long	1 118	1 154	36	3.2%
North	819	1 103	284	34.7%
Tai Po	1 359	1 570	211	15.5%
Sai Kung	3 439	3 374	-65	-1.9%
Sha Tin	2 124	2 039	-85	-4.0%
Kwai Tsing	6 095	6 938	843	13.8%
Islands	47	500	453	963.8%
Total	**24 894**	**25 814**	**920**	**3.7%**

Note: 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.

Annex 5

Total Numbers, Changes in Numbers and Percentage Changes of Parking Spaces at Government Joint-user General Office Buildings Managed by the Government Property Agency Opened Up During Non-office Hours in 18 Districts in 2024 and 2025

District	Location of car park	Total number of parking spaces		Change in the number of parking spaces	Percentage change
		2024	2025		
Central & Western	Queensway Government Offices	159	158	-1	-0.6%
Wan Chai	-	N/A			
Eastern	North Point Government Offices	95	95	0	0%
Southern	-	N/A			
Yau Tsim Mong	West Kowloon Government Offices	50	50	0	0%
Sham Shui Po	Cheung Sha Wan Government Offices	250	250	0	0%
Kowloon City	Tokwawan Market and Government Offices	28	28	0	0%
	Trade and Industry Tower	24	22	-2	-8.3%
Wong Tai Sin	-	N/A			
Kwun Tong	-	N/A			
Tsuen Wan	-	N/A			
Tuen Mun	Tuen Mun Government Offices	42	42	0	0%
Yuen Long	Yuen Long District Office Building	43	43	0	0%
North	North District Government Offices	96	96	0	0%
Tai Po	Tai Po Government Offices	69	69	0	0%
Sai Kung	Sai Kung Government Offices	70	70	0	0%
Sha Tin	Sha Tin Government Offices	122	119	-3	-2.5%
Kwai Tsing	-	N/A			
Islands	-	N/A			
Total		**1048**	**1 042**	**-6**	**-0.6%**

Annex 6

Numbers of Parking Spaces in 18 Districts by Vehicle Type in December 2025[Note]

District	Private car	Goods vehicle	Coach/Bus	Motorcycle	Total
Central & Western	39 126	1 030	84	1 604	41 844
Wan Chai	39 257	342	144	1 435	41 178
Eastern	46 916	1 867	258	2 810	51 851
Southern	41 083	1 138	283	2 060	44 564
Yau Tsim Mong	35 684	1 316	247	2 219	39 466
Sham Shui Po	31 797	3 120	428	2 399	37 744
Kowloon City	55 498	1 408	253	2 630	59 789
Wong Tai Sin	20 580	1 280	90	2 591	24 541
Kwun Tong	48 513	3 653	137	5 197	57 500
Tsuen Wan	38 674	2 056	400	2 049	43 179
Tuen Mun	44 245	2 553	252	2 217	49 267
Yuen Long	44 720	2 031	401	2 142	49 294
North	23 277	1 637	116	1 071	26 101
Tai Po	34 276	1 200	173	1 303	36 952
Sai Kung	46 029	1 673	385	3 760	51 847
Sha Tin	76 131	2 680	195	3 623	82 629
Kwai Tsing	36 109	10 045	391	3 331	49 876
Islands	21 751	1 008	291	1 001	24 051
Total	**723 666**	**40 037**	**4 528**	**43 442**	**811 673**

Note: 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.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB190

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0660)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the "Northbound Travel for Hong Kong Vehicles" (the Scheme), will the Government inform this Committee of the following:

1. the number of random checks of the crossing records of vehicles under the Scheme carried out in each of the past two years and this year to date to ensure that travellers travel according to the reserved period;

2. the number of cases of violation of travel arrangements found during the random checks mentioned in part (1) and the numbers of warning letters or reminder messages issued to the applicants of vehicles in violation, suspension of their eligibility to make travel reservations through the "Specified Date Booking System", revocation of their eligibility for the Scheme, and suspension of their eligibility to apply for the Scheme again;

3. the number of traffic accidents or incidents in the Mainland involving Hong Kong vehicles under the Scheme in the past two years and this year to date; and

4. the numbers of prosecutions and convictions against applicants for the Scheme who are suspected of engaging in illegal cross-boundary carriage of passengers for reward in the past two years and this year to date.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 13)

Reply:

1. and 2.

As stipulated in the terms and conditions of application for the Scheme, travellers have to obtain a booking confirmation via the booking system in order to travel to Guangdong Province via the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port except for the dates that do not require travel booking. This arrangement aims to ensure that travellers travel according to the reserved period, maintain orderly border crossings and facilitate the traffic management at the boundary control points. To provide better

travelling experience, the Transport Department (TD) has been maintaining close liaison with the relevant Mainland authorities and conducting random checks to verify the travellers' booking records under the Scheme and on entry and exit information at the HZMB ports, so as to ensure that travellers travel according to their reserved dates and times and that the Scheme operates smoothly. We have always adjusted the frequency of random checks dynamically in accordance with the risk-based principle.

As at February 2026, following investigations, the TD has issued a total of about 5 500 reminder messages or warnings and suspended the eligibility of about 500 vehicles participating in the Scheme to make travel bookings.

3. According to the information from relevant Mainland authorities, there were about 400 traffic accidents or incidents in the Mainland involving Hong Kong vehicles participating in the Scheme in 2024 and 2025.

4. The Hong Kong Police Force does not have the figures as requested in the question.

- End-

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB191

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0680)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the supply of parking spaces for school private light buses, will the Government inform this Committee of the following:

1. the number of newly added school private light buses in each of the past two years and this year to date, and the current total number of private light buses;

2. the number of participating schools and the number of parking spaces for school private light buses provided in each school year since the launch of the Opening Up School Parking Spaces to Student Service Vehicles Scheme(the Scheme); and

3. whether the Government will consider offering greater incentives to encourage more schools to participate in the Scheme; if yes, what are the details; if no, what are the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 34)

Reply:

1. The numbers of first registered school private light buses each year from 2024 to the end of February 2026 are set out in the table below:

Year	Number of first registered school private light buses
2024	10
2025	8
2026 (as at the end of February)	2

As at the end of February 2026, there are a total of 3 393 registered private light buses, 1 858 of which are school private light buses.

2. The Transport Department (TD) and the Education Bureau (EDB) launched the "Opening Up School Parking Spaces to Student Service Vehicles Scheme" (the Scheme) on a pilot basis in the 2018/19 school year. To date, both the number of participating schools and the number of parking spaces opened have been increasing steadily. The number of participating schools and parking spaces opened for school private light buses in each school year are set out in the table below:

School Year	Number of Participating Schools	Number of Parking Spaces Opened		
		Private Light Bus	Coach	Total
2018/19	8	4	24	28
2019/20	24	14	60	74
2020/21	29	19	69	88
2021/22	32	19	76	95
2022/23	35	27	73	100
2023/24	37	31	77	108
2024/25	40	33	85	118
2025/26	42	34	92	126

3. The Scheme is open to all public sector schools and schools under the Direct Subsidy Scheme (DSS), encouraging them to make their parking spaces available to student service vehicles (SSVs) during non-school hours.

To encourage school participation, the EDB issued a circular inviting public sector and DSS schools to join the Scheme. To facilitate the submission of applications and expedite the process, the Scheme was revised to accept applications on a year-round basis starting from the 2022/23 school year, replacing the previous practice of accepting applications only during a designated period each year. The processing of applications has also been accelerated. In addition, the EDB continues to encourage schools to participate in the Scheme through various channels, such as its Fast Information Transmission System and routine communication with schools, and provides them with relevant information about the Scheme.

As at 2025/26 school year, 42 schools are participating in the Scheme, providing a total of 126 parking spaces for SSVs. To further encourage schools' participation, the TD and EDB met with representatives from schools and the school bus sector in August and October 2025 to exchange views on the measures to enhance the Scheme, including streamlining the application procedures and examining the feasibility of relaxing the eligibility criteria, etc. Through the subsequent survey by the TD and the EDB, a list has been compiled of schools with school bus parking spaces, their willingness to open up such spaces, and the number of parking spaces available. The TD and the EDB are now analysing the information collected from the survey so as to gain a better understanding of schools' concerns and provide appropriate support, thereby encouraging more schools to participate in the Scheme. The TD will continue to increase the supply of parking spaces for SSVs through various measures.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB192

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2409)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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 revised estimate of the Scheme for 2025-26 has significantly decreased by 23.6% over the original estimate, has the Government analysed the reasons for this; if yes, the details; if no, the reasons;

(2) as the estimate of the Scheme for 2026-27 has substantially increased by 34.3% as compared to the revised estimate of last year; and there have been no significant adjustments to the Scheme, why a substantial increase in the estimate is required;

(3) the details of the Scheme in the past two years and this year to date (please set out the monthly numbers in table form), including total subsidy expenditure, recurrent expenditure (excluding the subsidy amount), number of beneficiaries with a breakdown by subsidy amount (i.e. less than $100, $101 to $200, $201 to $300 and $301 to $400), and average amount of subsidy per beneficiary; and

(4) whether consideration will be given to lowering the threshold for the Scheme and increasing the subsidy cap to reduce the transport expenses of the public; if yes, the details; if no, the reasons.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 32)

Reply:

(1) The revised estimate of the Public Transport Fare Subsidy Scheme (the Scheme) for the 2025-26 financial year is lower than the original estimate mainly because the expenditure for subsidy amount is lower than expected, which is attributable to factors including the lower-than-expected public transport patronage.

(2) From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme was raised from $400 to $500. Taking into account the expenditure savings brought about by the adjustment to the Scheme, there is still an increase of about $720 million in the estimated total expenditure of the Scheme for the 2026-27 financial year over the revised estimate for the 2025-26 financial year. This is mainly taking into account factors such as increase in public transport patronage and fare adjustments.

(3) The total subsidy amount, average monthly number of beneficiaries and average amount of monthly subsidy per beneficiary under the Scheme in the past three years are set out in **Table 1**. The average monthly number of beneficiaries by monthly subsidy amount in the past three years is set out in **Table 2**, while the recurrent expenditure (excluding the subsidy amount) in the past three financial years is set out in **Table 3**.

Table 1:

Year Note 1	**Total subsidy amount ($ million)**	**Average monthly number of beneficiaries ('000)**	**Average amount of monthly subsidy per beneficiary ($)**
2023	3,909	3 036	107
2024	2,528	1 988	106
2025	2,238	1 764	106

Note 1: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from $400 to $200 and temporarily increase the monthly subsidy cap from $400 to $500 from May 2022 to October 2023. With the expiry of the temporary special measures, the monthly public transport expenses threshold and the monthly subsidy cap were resumed to $400 from November 2023. From June 2025 onwards, the monthly public transport expenses threshold under the Scheme was raised from $400 to $500.

Table 2:

Monthly subsidy amount	**Average monthly number of beneficiaries ('000)** Note 2		
	2023	**2024**	**2025**
$0.1 to $100.0	1 732	1 157	1 033
$100.1 to $200.0	836	545	475
$200.1 to $300.0	321	196	173
$300.1 or above	140	90	83

Note 2: Due to rounding, the average monthly numbers of beneficiaries for each period do not add up to the totals shown in Table 1.

Table 3:

Financial year	**Recurrent expenditure ($ million)**
2022-23	37.4
2023-24	40.1

Financial year	Recurrent expenditure ($ million)
2024-25	42.0

The Government has been striving to lower the administrative cost of the Scheme as far as possible. The recurrent expenditure of the Scheme (excluding the subsidy amount) in the past three financial years was equivalent to about 1.1% to 1.7% of the annual total subsidy amount.

(4) The policy objective of the Scheme is to relieve the fare burden of commuters whose public transport expenses are relatively high. To ensure the sustainability of the Scheme and proper use of public funds, the Government will, on the premise of prudent fiscal management, review the Scheme from time to time and consider whether adjustment is necessary having regard to prevailing circumstances (such as the public transport expenses level, inflation, the financial situation of the Government, and the overall economic environment, etc.).

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB193

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2410)

Head: (186) Transport Department

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

Programme: (1) Planning and Development,
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the provision of parking spaces for private cars (PCs) and commercial vehicles (CVs) in Hong Kong, will the Government inform this Committee of the following:

(1) the current numbers of various motor vehicles and non-motor vehicles with valid licences;

(2) in each of the past two years and this year to date, the numbers of parking spaces for PCs, motorcycles and CVs and their respective ratios to the total number of parking spaces;

(3) in each of the past two years and this year to date, a breakdown by District Council district and vehicle type of the information of on-street parking spaces in the territory, including the number of parking spaces and year-on-year percentage change, and utilisation rates on weekdays, weekends and public holidays;

(4) in each of the past two years and this year to date, a breakdown by District Council district of the information of parking spaces at car parks under the Transport Department's management, including the number of parking spaces and year-on-year percentage change, and utilisation rates on weekdays, weekends and public holidays;

(5) in each of the past two years and this year to date, a breakdown by District Council district of the information of parking spaces at fee-charging public car parks leased out by the Government Property Agency, including the number of parking spaces and year-on-year percentage change, and utilisation rate on weekdays, weekends and public holidays; and

(6) in each of the past two years and this year to date, the numbers of fixed penalty notices against illegal parking and the amounts of fixed penalties involved.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 33)

Reply:

(1) As at the end of 2025, the numbers of licensed motor vehicles and licensed non-motor vehicles are listed below:

Motorised Vehicles	**As at the end of 2025**
	Number of licensed vehicles
Motorcycles	72 943
Private Cars	584 914
Taxis	17 695
Franchised Buses	5 793
Non-franchised Public Buses	6 732
Private Buses	833
Public Light Buses	4 053
Private Light Buses	3 320
Goods Vehicles	107 611
Special Purpose Vehicles	1 852
Government Vehicles	7 221
Sub-total (i):	**812 967**
Non-Motorised Vehicles	**Number of licensed vehicles**
Trailers	10 186
Sub-total (ii):	**10 186**
Total (i) + (ii):	**823 153**

(2) The numbers of licensed private cars (PCs), licensed motorcycles (MCs) and licensed commercial vehicles (CVs) and their parking spaces, as well as the ratios of the numbers of parking spaces to the numbers of these licensed vehicles in 2024 and 2025[Note] are tabulated below:

Vehicle type	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
PC	2025	633 988	723 666	1 : 1.14
	2024	628 790	715 518	1 : 1.14
MC	2025	72 134	43 442	1 : 0.60
	2024	72 614	41 775	1 : 0.58
CV	2025	66 753	44 565	1 : 0.67
	2024	67 243	44 239	1 : 0.66

Note: The various types of parking spaces are managed by different departments and operators, who are still collecting and compiling the relevant information. Therefore, the organisations concerned are unable to provide the data for this year to date.

(3) There was an overall increase in the number of on-street metered parking spaces by District Council districts in 2024 and 2025. The relevant information is set out at **Annex 1** and **Annex 2**. The number of on-street parking spaces for MCs has also increased. The relevant information is set out at **Annex 3**. Note

Note: The various types of parking spaces are managed by different departments and operators, who are still collecting and compiling the relevant information. Therefore, the organisations concerned are unable to provide the data for this year to date.

(4) The numbers of parking spaces at car parks operated by the Transport Department (TD) in 2024 and 2025Note by District Council districts remained generally the same. The relevant numbers and utilisation rates are set out at **Annex 4**.

Note: The car parks operated by the TD are managed by the operators, who are still collecting and compiling the relevant information, and therefore the data for this year to date is not available.

(5) The numbers of parking spaces at fee-charging public car parks leased out by the Government Property Agency (GPA) from 2024 to January 2026 remained generally the same. Their numbers, percentage changes and utilisation rates on weekdays, weekends and public holidays by District Council districts are set out at **Annex 5**.

(6) The numbers of fixed penalty notices (FPNs) against illegal parking and the amounts of fixed penalties involved from 2024 to February 2026 are as follows:

Numbers of FPNs against illegal parking issued by the Hong Kong Police Force from 2024 to February 2026			
Year	**2024**	**2025**	**2026 (as at February) (Note)**
Number of FPNs against illegal parking	2 543 197	2 068 107	248 831
Amount of fixed penalties	$814 million	$662 million	$99.5 million

Note: The number of FPNs for 2026 is preliminary. Besides, the fixed penalty for illegal parking has been increased from $320 to $400 with effect from 1 January 2026.

Annex 1

Numbers and percentage changes of on-street metered parking spaces in 2024 and 2025 by District Council districts and vehicle types

District	Number of parking spaces			
	2024		2025	
	General vehicle[Note 1]	CV[Note 2]	General vehicle[Note 1]	CV[Note 2]
Central and Western	482	117	481	117
Eastern	500	92	497	92
Southern	598	87	601	87
Wan Chai	970	52	985	47
Hong Kong Island (Sub-total)	2 550	348	2 564	343
Kowloon City	2 300	276	2 322	310
Kwun Tong	537	93	544	94
Sham Shui Po	1 202	154	1 254	152
Wong Tai Sin	292	120	297	121
Yau Ysim Mong	1 564	430	1 530	425
Kowloon (Sub-total)	5 895	1 073	5 947	1 102
Islands	137	38	137	38
Kwai Tsing	443	142	442	158
North	968	157	958	157
Sai Kung	1 666	283	1 692	283
Sha Tin	1 435	270	1 434	268
Tai Po	1 420	196	1 435	198
Tsuen Wan	620	65	634	64
Tuen Mun	1 107	169	1 128	175
Yuen Long	944	285	942	284
New Territories (Sub-total)	8 740	1 605	8 802	1 625
Total	**17 185**	**3 026**	**17 313**	**3 070**

By comparing the total number of parking spaces in December 2025 with that in December 2024, the number of parking spaces in both Kowloon and New Territories recorded an increase of about 1%, while that on Hong Kong Island remained broadly unchanged.

Note 1: "General vehicle" refers to vehicles other than medium and heavy goods vehicles, buses, MCs and bicycles.

Note 2: "CV" refers to goods vehicles and buses.

Annex 2

Average utilisation rates of on-street metered parking spaces in 2024 and 2025 by District Council districts

District	2024		2025	
	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)
Central and Western	93	86	91	84
Eastern	91	92	91	92
Southern	68	73	68	73
Wan Chai	90	89	89	88
Hong Kong Island (Sub-total)	88	85	87	85
Kowloon City	91	91	90	90
Kwun Tong	92	93	93	92
Sham Shui Po	94	93	93	94
Wong Tai Sin	94	93	92	92
Yau Ysim Mong	96	94	95	96
Kowloon (Sub-total)	93	94	93	92
Islands	75	73	74	74
Kwai Tsing	96	91	95	91
North	88	89	88	89
Sai Kung	75	70	75	69
Sha Tin	86	90	86	89
Tai Po	82	90	83	91
Tsuen Wan	90	92	88	93
Tuen Mun	84	92	83	94
Yuen Long	89	85	90	86
New Territories (Sub-total)	85	86	86	87
Total	**88**	**88**	**88**	**88**

Annex 3

Numbers, percentage changes and utilisation rates[Note 1] of on-street parking spaces for MCs in 2024 and 2025 by District Council districts

District	2024		2025	
	Number of parking spaces	Average utilisation rate on weekdays (%)	Number of parking spaces	Average utilisation rate on weekdays (%)
Central and Western	651	100	651	100
Eastern	807	100	826	100
Southern	447	100	461	99
Wan Chai	779	100	784	100
Hong Kong Island (Sub-total)	2 684	100	2 722	100
Kowloon City	1 002	100	1 025	100
Kwun Tong	921	100	998	100
Sham Shui Po	884	100	919	100
Wong Tai Sin	545	100	570	100
Yau Ysim Mong	1 319	100	1 349	100
Kowloon (Sub-total)	4 671	100	4 861	100
Islands	261	83	261	89
Kwai Tsing	772	100	898	100
North	424	100	389	100
Sai Kung	505	100	530	99
Sha Tin	602	100	649	100
Tai Po	280	100	301	100
Tsuen Wan	700	100	755	100
Tuen Mun	892	100	876	100
Yuen Long	636	100	624	100
New Territories (Sub-total)	5 072	98	5 283	99
Total	**12 427**	**99**	**12 866**	**99**

By comparing the total number of parking spaces in December 2025 with that in December 2024, the number of parking spaces on Hong Kong Island recorded an increase of about 1%, while that in both Kowloon and the New Territories recorded an increase of about 4%.

Note 1: As some users of on-street parking spaces for MCs do not park their MCs according to the parking space lines, the number of parked MCs may be higher than the number of available parking spaces. Hence, the utilisation rate is shown as 100% in the above table. Besides, the TD does not maintain the statistics on the utilistion rates of on-street parking spaces for MCs on weekends and holidays.

Annex 4

Numbers and utilisation rates of parking spaces at car parks operated by the TD in 2024 and 2025 by District Council districts [Note 1]

District	Car park	Number of parking spaces (except those for MCs) [Note 2]	Average utilisation rate (%) of parking spaces			
			From 10:00 am to 6:00 pm		From 6:00 pm to 10:00 am	
			2024	2025	2024	2025
Central and Western	Star Ferry	377	81	80	28	28
	City Hall	170	58	51	24	18
	Rumsey Street	829	62	60	33	34
	Kennedy Town	195	85	87	80	88
Wan Chai	Tin Hau	428	75	73	62	61
Eastern	Shau Kei Wan	385	76	74	75	74
Southern	Aberdeen	293	63	62	78	78
Wong Tai Sin	Sheung Fung Street	267	74	72	80	79
	Wong Tai Sin	25	36	33	39	44
Kwai Tsing	Kwai Fong	511	73	77	68	74
Tsuen Wan	Tsuen Wan	545	79	77	77	76

District	Car park	Number of MC parking spaces	Average utilisation rate (%) of parking spaces for MCs			
			From 10:00 am to 6:00 pm		From 6:00 pm to 10:00 am	
			2024	2025	2024	2025
Central and Western	Star Ferry	37	65	65	47	45
	City Hall	27	74	77	67	68
	Rumsey Street	164	83	74	75	68
	Kennedy Town	37	75	72	82	77
Wan Chai	Tin Hau	75	76	79	77	80
Eastern	Shau Kei Wan	72	72	71	78	78
Southern	Aberdeen	51	71	69	77	75
Wong Tai Sin	Sheung Fung Street	74	65	68	73	79
Kwai Tsing	Kwai Fong	93	75	80	71	78
Tsuen Wan	Tsuen Wan	34	69	69	68	67

The total number of parking spaces (except those for MCs) decreased by about 0.2% by comparing the number in December 2025 with that in December 2024.

Note 1: The TD does not maintain the statistics on the utilisation rates of parking spaces at car parks operated by the TD on weekends and holidays.

Note 2: The number of parking spaces at Wong Tai Sin Car Park is the number of parking spaces for coaches/goods vehicles (over 5.5 tonnes); and the numbers of parking spaces at the remaining 10 car parks are the numbers of parking spaces for PCs/van-type light goods vehicles.

Annex 5

Numbers, percentage changes and average utilisation rates of parking spaces at public car parks under the management of GPA from 2024 to January 2026

District	Car park	Numbers, percentage changes and average utilisation rates on weekdays, weekends and holidays of parking spaces (%)[Note 1]										
		2024			2025				2026[(Note 2)]			
		Number of parking spaces	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays
Central & Western	Queensway Government Offices	182	25%	26%	181	-1%	25%	25%	181	0%	- (Note 9)	- (Note 9)
Wan Chai	Wanchai Tower, Immigration Tower and Revenue Tower (Note 3)	Ceased operation from 15 March 2024	2%	10%	-	-	-	-	-	-	-	-
Eastern	North Point Government Offices	95	5%	21%	95	0%	3%	15%	95	0%	4%	11%
	Chai Wan Municipal Services Building	45	26%	39%	45	0%	38%	55%	45	0%	- (Note 9)	- (Note 9)
Southern	No car park under GPA's management											
Yau Tsim Mong	West Kowloon Government Offices	50	21%	45%	50	0%	20%	41%	50	0%	20%	42%

District	Car park	Numbers, percentage changes and average utilisation rates on weekdays, weekends and holidays of parking spaces (%)[Note 1]										
		2024			2025				2026[(Note 2)]			
		Number of parking spaces	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays
Sham Shui Po	Cheung Sha Wan Government Offices	263	24%	59%	263	0%	24%	59%	263	0%	24%	61%
Kowloon City	Tokwawan Market and Government Offices	32	50%	65%	32	0%	70%	70%	32	0%	67%	64%
	Trade and Industry Tower (Note 4)	24	1%	2%	22	-8%	1%	1%	22	0%	0%	2%
Wong Tai Sin	No car park under GPA's management											
Kwun Tong	Shun Lee Disciplined Services Quarters	105	33%	46%	105	0%	40%	52%	105	0%	37%	56%
Tsuen Wan	No car park under GPA's management											
Tuen Mun	Tuen Mun Government Offices	42	6%	16%	42	0%	5%	14%	42	0%	7%	15%
Yuen Long	Yuen Long District Office Building	43	28%	32%	43	0%	20%	32%	43	0%	22%	33%

District	Car park	Numbers, percentage changes and average utilisation rates on weekdays, weekends and holidays of parking spaces (%)[Note 1]										
		2024			2025				2026[(Note 2)]			
		Number of parking spaces	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays
North	North District Government Offices	96	9%	57%	96	0%	9%	63%	96	0%	9%	66%
	Heung Yuen Wai Boundary Control Point	466	46%	51%	466	0%	50%	54%	466	0%	50%	54%
	Ka Fu Fong Public Car Park [(Note 5)]	326	19%		326	0%	54%		326	0%	70%	
Tai Po	Tai Po Government Offices	73	11%	76%	73	0%	13%	86%	73	0%	21%	89%
Sai Kung	Sai Kung Government Offices	70	8%	30%	70	0%	25%	25%	70	0%	- [(Note 9)]	- [(Note 9)]
	Tseung Kwan O Government Offices [(Note 6)]	-	-	-	-	-	-	-	388	-	65%	
	Chinese Medicine Hospital of Hong Kong [(Note 7)]	-	-	-	-	-	-	-	146	-	75%	

District	Car park	Numbers, percentage changes and average utilisation rates on weekdays, weekends and holidays of parking spaces (%)[Note 1]										
		2024			2025				2026[(Note 2)]			
		Number of parking spaces	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays	Number of parking spaces	Percentage change	Average utilisation rate on weekdays	Average utilisation rate on weekends and holidays
Sha Tin	Sha Tin Government Offices	143	2%	35%	140	-2%	1%	17%	140	0%	1%	11%
	New Territories (Shatin) Forensic Medicine Centre	50	20%	21%	50	0%	22%	27%	50	0%	26%	27%
Kwai Tsing	No car park under GPA's management											
Islands	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port [(Note 8)]	733	15%	31%	733	0%	13%	29%	-	-	-	-

Note 1: The contractors could only provide the average utilisation rates of hourly parking spaces but not the relevant data for the parking spaces as a whole (including monthly and hourly parking spaces).

Note 2: These are the average utilisation rates of parking spaces of the car parks during the operating hours in January 2026 provided by the contractors.

Note 3: The fee-charging public car park at Wanchai Tower, Immigration Tower and Revenue Tower ceased operation from 15 March 2024. The relevant data are the average utilisation rates of PC parking spaces of the car park during the operating hours in January 2024.

Note 4: The fee-charging public car park at Trade and Industry Tower resumed operation on 25 April 2024. The relevant data are the average utilisation rates of thr parking spaces during the operating hours from May 2024.

Note 5: Ka Fu Fong Public Car Park commenced operation in mid-November 2024. The relevant data are the average utilisation rates of the parking spaces during the operating hours from December 2024.

Note 6: The car park at Tseung Kwan O Government Offices commenced operation in mid-December 2025. The relevant data are the average utilisation rates of the parking spaces during the operating hours in January 2026.

Note 7: The car park at The Chinese Medicine Hospital of Hong Kong commenced operation in mid-December 2025. The relevant data are the average utilisation rates of the parking spaces during the operating hours in January 2026.

Note 8: The lease of the fee-charging public car park at Hong Kong-Zhuhai-Macao Bridge Hong Kong Port has been managed by the Airport Authority Hong Kong since 16 July 2025. The relevant data are the average utilisation rates of the parking spaces during the operating hours from Jaunary to June 2025.

Note 9: The contractors are unable to provide the average utilisation rates of parking spaces of the car parks concerned during the operating hours in Jaunary 2026 at the moment.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB194

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0288)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) is responsible for handling matters relating to vehicle licences and driving licences (DLs). In this connection, will the Government inform this Committee of the following:

1. The TD expects that the target of conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle DL will be decreased to 95% in 2026, which is 5% lower than the actual percentage in 2024 and 2025. Although the Annual Transport Digest 2025 shows a year-on-year declining trend in the number of applicants for the private car (combined test) and light goods vehicle (combined test) since 2021, the service level target cannot be maintained. Has the TD reviewed the staff establishment in order to expedite the processing of the applications? What are the number of relevant staff and the expenditure?

2. In recent months, the number of applications for direct issue of Hong Kong DLs has increased after the launch of the online appointment booking system by the TD. Has the TD increased the manpower and expenditure to process these applications? If yes, what are the number of relevant staff and the expenditure? If no, what are the reasons?

3. The TD enhanced the taxi written test by updating the test content and adjusting the number of questions at the end of last year. What is the number of applicants?

4. Features like low-floor design and active safety systems are available in new taxi models but not in older models. Besides, public light buses registered before September 2023 are not installed with the Seat Belt Fastening Detection and Alert System. What are the numbers of relevant registered public vehicles (please provide breakdown by classification such as urban taxis, New Territories taxis, Lantau taxis, red minibuses and green minibuses)?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 22)

Reply:

1. The Transport Department (TD) has, over the years, set the target waiting time for conducting road tests upon receipt of applications for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences at 82 days, with a compliance rate of 95%. The actual compliance rate in respect of waiting time in 2024 and 2025 was 100%. The TD will continue to maintain the waiting time for road tests to be arranged in 2026 for the above-mentioned vehicles at 82 days with the compliance rate at 95%. The TD will continue to deploy resources flexibly to provide driving test services, with a view to meeting the demand for driving tests of various vehicle types and shortening the waiting time as far as possible.

   In 2026-27, the establishment of Driving Examiners I (DEsI) and Driving Examiners II (DEsII) in the TD will remain unchanged at 19 and 65 respectively, while the strength is expected to stand at 19 and 63 respectively. The annual staff cost (notional annual mid-point salary) of DEsI and DEsII will be about $12.87 million and $30.71 million respectively. The TD is preparing for a new recruitment exercise to ensure sufficient manpower for the grade of DEs in order to meet the demand.

2. The TD has been proactively conducting process re-engineering of licensing services through digitalisation of licensing services to enhance efficiency and the effective use of counter resources, while at the same time saving applicants the time of visiting the Licensing Offices for application processing in person. Among them, the TD has fully implemented the online appointment for counter services for applications for direct issue of Hong Kong Full Driving Licence (Direct Issue), with the appointment quota increased to 550 per working day starting from 16 March 2026 and the extension of the services to the four Licensing Offices across the territory at the same time, providing greater convenience to applicants and making better use of resources. The TD handles the above work with existing resources, including deployment of manpower saved from promoting digitisation of licensing services, to cope with the work arising from the increased appointment quota for Direct Issue.

3. The TD has further enhanced the taxi written test since 3 November 2025 by reducing the questions on locations and routes, and adding new questions related to enhancement of taxi service quality, with the aim of maintaining assessment standards while better aligning with the practical needs of the trade. As at 28 February 2026, the average monthly number of applicants increased from about 1 380 prior to the enhancement of the taxi written test to about 1 820 after the enhancement, representing an increase of about 30%. This shows that the measures effectively attract more people to apply for the taxi written test.

4. The numbers of barrier-free taxis accessible by wheelchairs and taxis equipped with active safety system were 6 289 and 852 respectively as at end-February 2026.

   Newly registered public light buses (PLBs) are required to be installed with a seat belt fastening detection and alert system starting from 1 September 2023 in accordance with the licensing conditions set out by the Commissioner for Transport under the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E). According to the TD's record, there were a total of 213 PLBs newly registered after September 2023

that were installed with a seat belt fastening detection and alert system as at end-February 2026.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB195

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0976)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has indicated that it will continue to monitor the implementation of time-varying tolls at the three road harbour crossings (RHCs). In this connection, will the Government inform this Committee of the following:

1. the respective numbers of trips made by and revenues generated from various vehicle types through the three RHCs in the past five years;

2. the total expenditures of the three RHCs in the past five years, with a breakdown of the specific amounts for each expenditure item;

3. whether the Government has completed a comprehensive, objective and independent assessment of the effectiveness of traffic diversion, changes in duration of congestion during peak hours, changes in average travelling cost of the public, associated impacts on the capacity of public transport, and changes in road safety conditions for the three RHCs since the implementation of rationalisation of traffic distribution among them; and

4. as some members of the public consider the uniform toll for commercial vehicles after the rationalisation of traffic distribution among the three RHCs unfair for light goods vehicles, substantially increasing their costs for crossing the harbour and affecting their livelihood; in this connection, whether the Government will consider reviewing the toll level and making adjustments; if yes, the details; if no, the reasons.

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 23)

Reply:

1. The average weekday daily traffic flows of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), with a breakdown by vehicle type, in the past five years (i.e. 2021 to 2025) are set out at **Annex 1**.

The revenue of the three RHCs in the past five financial years is tabulated below:

RHC	Annual Revenue ($m)				
	2020-21	2021-22	2022-23	2023-24[2]	2024-25
CHT	642	639	653	867	1,073
EHC	709	737	728	762	777
WHC[1]	N/A	N/A	N/A	879	1,272

Note 1: The WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Note 2: Upon the takeover of WHC on 2 August 2023, the Government implemented the 633 fixed toll plan at the three RHCs in the first stage, which was followed by the time-varying toll plan in the second stage at the three RHCs starting from 17 December 2023.

2. The operating expenditure of the three RHCs in the past five financial years is tabulated below:

RHC	Annual Operating Expenditure[2] ($m)				
	2020-21	2021-22	2022-23	2023-24	2024-25
CHT	143	154	158	199	196
EHC	165	177	179	228	240
WHC[1]	N/A	N/A	N/A	241	328

Note 1: The WHC was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Note 2: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charges of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

3. According to the traffic data for 2025, the daily traffic flows of the three RHCs as compared with December 2023 (before implementation of the new tolls) were as follows: the traffic flow of WHC increased by about 24% to 109 000 vehicles; the traffic flow of CHT decreased by 11% to about 94 000 vehicles; the traffic flow of EHC decreased by about 10% to 71 000 vehicles. After the implementation of the new tolls, the cross-harbour traffic flows on weekdays have remained relatively stable and the traffic has been more evenly distributed among the three RHCs, thereby making better use of each tunnel's capacity. In fact, the overall congestion at the three RHCs has been alleviated after the implementation of time-varying tolls. The traffic queues at the CHT and EHC during peak hours have generally reduced by about 1 km and 0.3 km respectively. During normal and off-peak time slots, which account for nearly 80% of the day, the traffic at the three RHCs (including CHT which used to be frequently

congested in the past) has been significantly smoother than before. The non-cross-harbour traffic near the tunnel portals has also improved significantly, thus reducing the impact on traffic near the Gascoigne Road and Kwun Tong Bypass. These diversion effects have a positive impact on the overall commuting experience of the public, as well as on transport and logistics and the operation of public transport services.

The Government will continue to monitor traffic conditions and observe the impact arising from the full commissioning of the Central Kowloon Bypass on the overall urban traffic in order to review the traffic situation and toll arrangement of the three RHCs more comprehensively and implement science-based traffic management measures in a timely manner, including consideration of toll adjustment to peak periods through the mechanism stipulated in the legislation.

4. Under the time-varying tolls, the Government has simplified the toll structure for different classes of commercial vehicles. Consistent with the principle of "efficiency first", the Government lowered tolls for goods vehicles to levels broadly comparable to those for private cars. This approach enabled goods vehicles with higher transport efficiency to benefit more significantly from the toll adjustments. For instance, the tolls for medium and heavy goods vehicles have decreased by 17% and 39% respectively, compared with the average tolls of the RHCs in the past.

At present, peak-hour cross-harbour traffic continues to exceed the combined capacity of the three RHCs. Given the lower operational expenses and more flexible operating mode of light goods vehicles / van-type light goods vehicles compared with other commercial vehicles, they tend to be relatively sensitive to price changes. Therefore, a reduction in tunnel tolls for light goods vehicles / van-type light goods vehicles may induce additional traffic and further increase the traffic burden on the RHCs. The Transport Department is continuing to monitor and review the traffic situation of the RHCs and the effectiveness of the tolls in managing traffic, and will report to the Legislative Council in a timely manner.

Annex 1

Average Weekday Daily Traffic Flows by Vehicle Type at the Three RHCs (in Two-way Vehicles)[1]

Year	WHC					
	Private car	**Motorcycle [2]**	**Taxi**	**Bus [3]**	**Light bus [4]**	**Goods vehicle**
2021	34 400	1 600	11 200	4 000	600	11 600
2022	27 900	1 400	10 100	3 600	400	10 500
2023	36 200	1 400	19 100	4 200	400	10 700
2024	51 300	2 100	22 700	5 700	500	20 200
2025	57 500	2 200	21 600	6 000	400	20 800

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. "Motorcycle" includes motor tricycles.
3. "Bus" includes public and private buses.
4. "Light bus" includes public and private light buses.

Annex 1

Average Weekday Daily Traffic Flows by Vehicle Type at the Three RHCs (in Two-way Vehicles)[1]

Year	CHT					
	Private car	**Motorcycle [2]**	**Taxi**	**Bus [3]**	**Light bus [4]**	**Goods vehicle**
2021	48 700	5 400	18 100	6 800	1 000	25 300
2022	46 600	4 800	17 800	6 000	800	24 800
2023	48 800	4 500	16 700	6 400	800	24 600
2024	53 600	3 900	17 200	5 400	600	14 100
2025	55 800	3 600	16 300	5 200	500	12 300

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. "Motorcycle" includes motor tricycles.
3. "Bus" includes public and private buses.
4. "Light bus" includes public and private light buses.

Annex 1

Average Weekday Daily Traffic Flows by Vehicle Type at the Three RHCs (in Two-way Vehicles)[1]

Year	EHC					
	Private car	**Motorcycle [2]**	**Taxi**	**Bus [3]**	**Light bus [4]**	**Goods vehicle**
2021	47 600	3 000	14 600	3 000	600	12 600
2022	41 500	2 600	13 700	2 700	500	11 400
2023	42 000	2 600	14 200	2 800	600	11 200
2024	40 800	2 700	12 800	3 100	600	12 000
2025	41 400	2 700	11 900	3 200	600	11 600

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. "Motorcycle" includes motor tricycles.
3. "Bus" includes public and private buses.
4. "Light bus" includes public and private light buses.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB196**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1116)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The HKeToll, a free-flow tolling service, was launched in 2023. Late payment of tunnel tolls will incur surcharges and may affect vehicle licence renewal. In this connection, will the Government advise this Committee of the following:

1. Serious defaulters will be referred to the court and may face a maximum penalty of a fine of $5,000 per trip. What were the respective numbers of cases that were referred to the court in each of the past three years?

2. Among the outstanding payment cases with the highest cumulative outstanding amounts, what were the numbers of unpaid trips and the total amounts owed by the top ten HKeToll accounts with the highest outstanding amounts? Were these cases eventually settled?

3. What were the respective numbers of applications submitted for exemption from tunnel tolls in each of the past three years? Among these, what were the respective numbers of applications approved each year?

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 115)

Reply:

1-2. The Transport Department (TD) has, according to the established procedures, referred cases of outstanding tolls to the magistrate. The magistrate is progressively hearing cases of outstanding tolls and surcharges and issuing orders to the registered vehicle owners involved, demanding them to settle all outstanding amounts (including tolls, initial surcharge of $175 and further surcharge of $350) in respect of each case, as well as relevant penalty and costs. The numbers of cases of outstanding tolls that were referred to the court by the TD were about 8 800, 18 000, and 3 800 in 2024, 2025 and 2026 (up to February) respectively. As at February 2026, based on the amounts claimed from individual registered vehicle owners by the magistrate, the number of transactions claimed ranged from 90 to 220, with the total amounts involved ranging

from about $100,000 to $270,000 for the ten highest amounts claimed. Of these, one registered vehicle owner has settled in full the amounts claimed by the magistrate. As for the remaining nine cases in which the vehicle owners failed to settle all/ part of the outstanding amounts, the magistrate has issued warrants of distress, authorising the distress and sale of the property of the vehicle owners by bailiffs to recover the outstanding amounts unless the amounts claimed by the magistrate are settled in full.

3. In the past three years, the toll service provider (TSP) received around 40 000 applications for toll refund, of which 34 000 were accepted. The main reasons include suspected fraudulent use of licence plate numbers, illegible licence plate numbers or occasional duplicated payment due to unstable network connection of payment platforms. With TSP's continuous enhancement of the automatic licence plate recognition system, the strengthening of training for frontline staff on techniques to accurately identify licence plates, and requests for the replacement of illegible licence plates by individual vehicle owners, the number of cases for toll refund has been on a decrease. The number of cases for toll refund by year is tabulated below:

	Number of applications for toll refund (accounting for the traffic flow in the same period)	**Number of applications for toll refund accepted (accounting for the traffic flow in the same period)**
2023 (May to December)	15 000 (0.017%)	12 000 (0.014%)
2024	17 000 (0.008%)	15 000 (0.007%)
2025	8 000 (0.004%)	7 000 (0.003%)
Total	**40 000 (0.008%)**	**34 000 (0.006%)**

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB197

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1117)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) will serve a Notice of Advice of Driving-offence Points (the Notice), which has a detailed record of points incurred, on drivers who have accumulated 8 points or more for driving offences within any two-year period in order to remind them to improve their driving behaviour. In this connection, will the Government inform this Committee of the following:

1. in each of the past three years, the number of Notices served;

2. the cost of serving each Notice;

3. since the TD launched the e-Licensing Portal, an online licensing platform, in 2024, the total number of logins to the portal to access the records of driving offence points in the past year; and

4. whether, in order to save public funds and protect the environment, the Government will consider serving the Notice in electronic format so as to reduce or even eliminate the delivery of the Notice in paper form; if yes, the details; if no, the reasons?

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.117)

Reply:

1. Under the Driving-offence Points (DOP) System, if a driver incurs 8 points or more but less than 15 points within a two-year period, the Commissioner for Transport shall issue a Notice of Advice of Driving-offence Points (the Notice) to that driver pursuant to the Road Traffic (Driving-offence Points) Ordinance (Cap.375) (the Ordinance). The Notice sets out the driver's record of points incurred in respect of the scheduled offences committed within the two-year period, informs the driver of the consequences of incurring more points, and reminds the driver to improve his driving behavior. The TD issued 44 603, 39 424 and 38 547 Notices in 2023, 2024 and 2025 respectively.

2. The TD issues the Notices by ordinary post. In 2025, the postage cost for each Notice is $2.2. The manpower and other expenditure for the preparation and issuance of Notices are absorbed under the overall provision and establishment of TD, and cannot be separately identified.

3. As at 31 December 2025, there were about 160 000 registered users of e-Licensing Portal (e-LP), the one-stop online licensing platform. The TD does not have a breakdown of access to driving-offence point records via e-LP.

4. Members of the public may enquire via e-LP about their records of points incurred since its implementation. According to the Ordinance, the Notices issued by the TD shall be served personally, by post or by registered post, but not by electronic means. Nevertheless, the TD will review the relevant arrangements in a timely manner, having regard to the actual needs.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB198

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2427)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

All roads on South Lantau are closed roads, motorists who wish to access the closed roads are required to hold a valid Lantau Closed Road Permit (LCRP). In this connection, will the Government inform this Committee of the following:

1. the number of LCRPs approved in each of the past three years;

2. further to the above, the number of LCRPs approved under the Driving on Lantau Island Scheme in each of the past three years;

3. the number of prosecution cases against illegal driving on South Lantau without valid LCRPs in each of the past three years;

4. further to the above, the number of prosecution cases against illegal driving on South Lantau without valid LCRPs involving cross boundary vehicles entering Hong Kong in each year; and

5. currently, the Government mainly relies on enforcement actions or setting up of road blocks on Tung Chung Road by the Police to verify whether the vehicles possess valid LCRPs for driving on South Lantau; whether the Government has explored the use of smart technologies for identifying if a vehicle possesses valid LCRP for driving on South Lantau; if yes, the details; if no, the reasons.

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 114)

Reply:

1. - 2.

The numbers of LCRPs issued by the Transport Department (TD) and those issued under the Driving on Lantau Island Scheme in the past three years are tabulated below:

Year	2023	2024	2025
(a) No. of LCRPs issued [including (b)]	36 800	37 200	37 300
(b) No. of LCRPs issued under the Driving on Lantau Island Scheme	12 500	12 200	12 400

3. - 4.

The Hong Kong Police Force (HKPF) does not maintain prosecution figures on illegal driving on South Lantau without valid LCRPs or those cases involving cross boundary vehicles entering Hong Kong in the past three years.

5. To strengthen the monitoring of traffic control over closed roads on Lantau Island, the Civil Engineering and Development Department, the TD and the HKPF commissioned the Electrical and Mechanical Services Department to conduct a proof-of-concept study on the application of technology for identifying vehicles without valid LCRPs entering the Lantau closed roads. The on-site devices were installed, and site trials were completed in September 2024. Law enforcement departments are currently upgrading and integrating the relevant law enforcement system, with a target to commission the system in mid-2026.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB199**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3211)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

When approaching a tram stop without traffic island, vehicles must stop behind the yellow line in accordance with the legislation to give way to passengers boarding and alighting from a tram. However, there are occasionally drivers, particularly those from outside Hong Kong Island, who do not pay attention and cause danger. In this connection, will the Government inform this Committee of the following:

1. the number of traffic accidents involving trams in each of the past three years;

2. the number of prosecutions against vehicles which fail to stop at a suitable place at a tram stop without traffic island in each of the past three years;

3. as the Transport Department has earlier on carried out improvement works at tram stops without traffic islands by painting the relevant road surface in red and adding road marking "Beware of Passengers"; the locations of improvement works completed or in progress and the relevant expenditure; and

4. apart from the above-mentioned improvement works, whether the Government will consider installing light signals or applying smart technologies to further enhance the safety of passengers boarding and alighting at tram stops without traffic islands.

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 116)

Reply:

1. According to records, the number of traffic accidents involving trams from year 2023 to 2025 is tabulated below:

Year	Number of traffic accidents
2023	37
2024	35
2025*	41

* Provisional figures

2. The Hong Kong Police Force does not maintain the statistics on the number of prosecutions against vehicles which fail to stop at a suitable place at the tram stop without traffic island.

3. The Highways Department has completed improvement works at seven tram stops without traffic islands. Their locations are tabulated below:

	Location	**Tram Stop Number**
1	Queen's Road West	96W
2	Kennedy Town Praya	98W
3	Wong Nai Chung Road	108
4	Hong Kong Cemetery	109
5	Nam Kong Street	99E
6	Chai Wan Road	101E
7	Shau Kei Wan Terminus (near 134 Shau Kei Wan Main Street East)	-

The improvement works concerned include painting the relevant road surface in red and adding road marking "Beware of Passengers". The total expenditure for the works is about HK$380,000.

4. The Hong Kong Tramways Limited has completed a research titled "Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway" to develop and implement an intelligent control management system for tramway based on Radio Frequency Identification (RFID) system and AI Optimizer, with a geo-fencing program to remind drivers to pay attention to the driving speed. Among them, the geo-fencing adopts the RFID technology, in-vehicle units and roadside equipment to enable positioning. When a tram approaches a pre-set location and potential speeding is detected, the system will automatically alert the driver to pay attention to the driving speed, thereby effectively enhancing overall driving safety. At present, the relevant system has been applied to daily operation of the Hong Kong Tramways to enhance management efficiency and achieve intelligent deployment.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB200

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1407)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding fostering a pedestrian-friendly environment and promoting "Walk in HK", will the Government inform this Committee of the following:

(1) the detailed information on implemented walkability enhancement measures at each selected area in the past three years, including for each project the title/location, brief description (e.g. Provision of cover to walkway, Pedestrian wayfinding signage system, etc.), duration of works and expenditure;

(2) regarding the follow-ups on the hillside escalator links and elevator systems proposals, the proposed project locations, estimated commencement dates of the works, and preliminary estimates of project costs?

Asked by: Hon CHIU Duncan (LegCo internal reference no.37)

Reply:

(1) The provision of cover to walkway and the pedestrian wayfinding signage system projects completed in various districts in the past three years are tabulated below:

(a) The provision of cover to walkway

District	Alignment of cover	Project cost[1] ($million)	Project commencement date	Completion date
Sham Shui Po	Walkway along Woh Chai Street between MTR Shek Kip Mei Station Exit A and Mei Leong House of Shek Kip Mei Estate	17.3	2020	2023

District	Alignment of cover	Project cost[1] ($million)	Project commencement date	Completion date
Sha Tin	Walkway along Lok King Street between MTR Fo Tan Station Exit A and Ficus Garden	23.0	2021	2023
Southern	Walkway along Pok Fu Lam Road northbound (connecting the cover completed under the first phase to the bus stop)	2.0	2022	2023
Tai Po	Walkway along Nam Wan Road between Plover Cove Road and MTR Tai Po Market Station	35.7	2021	2024
Tsuen Wan	Walkway between Tsuen Wan West Station and Hoi On Road	47.4	2022	2024
Kowloon City	Walkway cover near Hong Kong Children's Hospital	11.1	2022	2024
Kowloon City	Walkway cover near Hong Kong Eye Hospital	17.3	2023	2025

Note 1: Figure shown in money-of-the-day (MOD) prices.

(b) Pedestrian wayfinding signage system

District	Project cost[2] ($million)	Project commencement date	Completion date
Sham Shui Po, Central, Wan Chai and Causeway Bay	3.7	2022	2024

Note 2: Figure shown in money-of-the-day (MOD) prices.

(2) The implementation progress of the hillside escalator links and elevator systems (HEL) projects is set out below:

(i) Projects currently under planning and design

District	Project title / Proposed alignment	Implementation progress
Central & Western	From Smithfield along Pokfield Path to Pokfield Road	Currently under advance work for the preliminary technical feasibility studies
Southern	From Yue Fai Road to Yue Kwong Road	
Wong Tai Sin	Pedestrian Link near Chuk Yuen North Estate	Currently under investigation and design
Kwun Tong	Lift and Pedestrian Walkway System at Kung Lok Road	
Sai Kung	Pedestrian Link between Po Lam Road North and Po Hong Road, Tseung Kwan O	
Wanchai	From Wood Road to Queen's Road East near St. Joseph's Primary School	
Eastern	From Sai Wan Ho Street to Holy Cross Church	
	From Healthy Street East to Pak Fuk Road	
Sham Shui Po	From Ching Cheung Road footbridge near Mei Foo MTR Station to Lai King Hill Road near Ching Lai Commercial Centre	
Sha Tin	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	
	From the footway near Greenview Garden to Sha Tin Tau Road	
Tsuen Wan	From Kwok Shui Road Park to Kwok Shui Road	
Kwai Tsing	From Shek Yam Road near Kam Shek Building to Tai Pak Tin Street	

As the aforesaid projects are still at the planning and design stage, the relevant estimated project costs have yet to be confirmed.

(ii) Projects currently at the tendering stage or under construction

District	**Project title / Proposed alignment**	**Approved project estimate**[3] ($ million)	**Project commencement date**	**Anticipated completion date**
Wan Chai	Lift and Pedestrian Walkway System between Lau Sin Street and Tin Hau Temple Road	Projects are currently at the tendering stage. Project costs have yet to be confirmed.	Second quarter of 2026[4]	First quarter of 2029
Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road		Third quarter of 2026[4]	Third quarter of 2029
	Escalator Link System between Wah Sing Street and Castle Peak Road – Kwai Chung		Second quarter of 2026[4]	First quarter of 2029
Eastern	Braemar Hill Pedestrian Link	682.6	August 2021	will be completed in phases from mid-2026
Kwai Tsing	Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	192.5	July 2023	Third quarter of 2026

Note 3: Figure shown in money-of-the-day (MOD) prices.
Note 4: Anticipated commencement date.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB201

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1291)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2026-27, the Transport and Logistics Bureau will introduce legislative amendments for the wearing of helmets by cyclists. In this connection, will the Government inform this Committee of the following:

(a) please set out in table form (i) the number of traffic accidents involving bicycles, (ii) numbers of injuries and fatalities, (iii) number and proportion of head injuries, and (iv) number of injured persons wearing or not wearing helmet at the time of the accident in the past three years; and

(b) (i) the estimated expenditure on publicity work, (ii) estimated administrative costs, (iii) estimated number of enforcement staff and (iv) estimated staff costs for enforcement staff for this new legislation.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 23)

Reply:

(a) According to records, the numbers of traffic accidents involving bicycles and the number of cyclist casualties from 2023 to 2025 are tabulated as follows:

	2023	**2024**	**2025***
Number of traffic accidents	1980	1879	2098
Number of fatalities	6	9	9
Number of seriously injured	93	59	31
Number of slightly injured	1740	1623	1860
Number of persons and the percentage of sustaining head injuries (Note 1)	719 (39%)	666 (39%)	597 (31%)
Number of persons not wearing helmets (Note 2)	844	577	1084

Note:
* Provisional figures
(1) Figures in brackets represent the percentage of persons sustaining head injuries among all casualties.
(2) Figures represent the number of cyclist casualties not wearing a helmet among casualties, irrespective of whether they sustained head injuries.

(b) Studies indicate that helmets can provide effective protection for cyclists and reduce the chance of their sustaining head injury in a traffic accident. Furthermore, information shows that nearly 60 per cent of cyclists killed or seriously injured in traffic accidents in the past five years were not wearing helmets. The Government is carefully studying the statutory requirement for cyclists to wear helmets, and will listen to the views of the stakeholders with a view to forging consensus and proposing legislative amendments in a timely manner, while considering publicity, enforcement arrangements and necessary expenditures.

While the Government is examining the issue, the Transport Department (TD) will continue working closely with the Hong Kong Police Force and the Road Safety Council to enhance cyclists' understanding of the relevant laws and rules through multiple channels, including Announcements of Public Interests on television, radio broadcasts, the "Cycling Information Centre" website, and other promotional publications. The Road Users' Code (the Code) also provides the public with essential information on road safety, legal requirements, and related offenses when using bicycles. The Code also encourages them to use personal protective gear (including bicycle helmets, etc.), and promotes mutual respect among road users. These tasks are undertaken by existing staff of TD as part of their established duties and therefore no separate breakdown of resources involved.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB202**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1295)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is the duty of the Transport Department to plan and develop ride-hailing services, as well as formulate regulatory measures for the services and plan their related facilities. In this connection, will the Government inform this Committee of the following:

(a) whether the Government will consider setting the quota at not less than 10 000; if yes, the details; if not, the reasons;

(b) whether the Government will consider requesting the ride-hailing platforms to introduce facial recognition technology or other biometric authentication; if yes, the details; if not, the reasons; and

(c) regarding the "one-vehicle-one-driver" rule, whether the Government has assessed the effect of such rule on the vehicle efficiency and drivers' family income; if yes, the details; if not, the reasons.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 27)

Reply:

The Road Traffic (Amendment) (Ride-hailing Service) Bill 2025 was passed by the Legislative Council in October 2025. It stipulates a legal framework and key principles for regulating ride-hailing service, including the requirements for platforms, vehicles and drivers providing ride-hailing services to obtain licences or permits and to comply with the conditions of the relevant licences or permits, as well as the Government's imposition of control on the total number of ride-hailing vehicles.

Moreover, regarding the platforms, platforms holding ride-hailing service licences are responsible for conducting due diligence on their vehicles and drivers to ensure that the passenger transport services provided are in compliance with local legislation, with a view to safeguarding public safety and rights. As for vehicles and drivers, only private cars registered in the name of an individual may apply for ride-hailing vehicle permits (vehicle permits), and such vehicles can only be driven by their registered owners when providing

ride-hailing passenger transport services in the future. This requirement aims to prevent the emergence of a rental market and speculation of vehicle permits, thereby ensuring the quality of ride-hailing services.

The Government is now actively advancing the next stage of work and will continue to communicate with various stakeholders, with a view to finalising the technical details for regulating ride-hailing services, including the operation modes of platforms, vehicles and drivers (for instance, whether the platform can apply facial recognition or other biometric authentication to ensure that the ride-hailing vehicle drivers hold valid permits), the hardware facilities and the number of vehicle permits, and to incorporating them into the subsidiary legislation or conditions of licence or permit as appropriate. In considering the number of vehicle permits, the Government will balance various factors, including the travel needs and experiences of the public, the carrying capacity of the road network, the ecosystem of the public transport system, as well as the health and sustainable development of the overall personalised point-to-point transport service industry. The Government plans to submit the relevant subsidiary legislation to the Legislative Council for scrutiny in the first half of 2026.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB203

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1296)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In 2026-27, the Transport Department (TD) will continue to follow up on the legislative amendment proposals to regulate the use of electric mobility devices (EMDs) with a view to providing a proper regulatory arrangement for EMDs. In this connection, will the Government inform this Committee of the following:

(a) whether the TD will consider mandatorily requiring individual users or sharing enterprises providing rental services to take out Third Party Liability Insurance to protect pedestrian safety and provide accident compensation; if yes, the details; if no, the reasons;

(b) whether an assessment has been made of the safety risks to the users and pedestrians posed by EMDs; if yes, the details; if no, the reasons;

(c) as the Government carried out a trial scheme on the shared use of power assisted pedal cycles in Pak Shek Kok in 2023, what are the current findings; and

(d) whether an assessment has been made of the feasibility of popularising the operation of shared mode in Hong Kong; if yes, the details; if no, the reasons;

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 29)

Reply:

(a) & (b)

As EMDs are mechanically propelled, they fall within the current definition of "motor vehicles" under the Road Traffic Ordinance (Cap. 374). As such, the use of unregistered or unlicensed EMDs may contravene the relevant laws.

Having said that, the Government has always been open-minded on new technologies that promote green commuting whilst attaching great importance to road safety. We also note that EMDs are becoming increasingly popular around the world. Therefore, we plan to introduce a regulatory framework and a legislative bill for EMDs this year,

stipulating the technical and safety requirements for such devices, so as to enable their safe use within designated areas. To ensure the product quality and safety of EMDs, the TD and the Hong Kong Productivity Council are devising a product certification arrangement, having regard to the experience in various regions, as the core of the regulatory framework.

Under the proposed certification arrangement, compliant EMDs would operate in a manner similar to bicycles in many respects, and their associated risks are therefore expected to be comparable. Given that third-party insurance is not currently required for the use of bicycles, and most of other jurisdictions do not set third-party insurance as a mandatory requirement for the use of EMDs, we have no plans to impose such a requirement.

(c) & (d)

The TD has conducted site trials of EMDs on the cycle tracks in Tseung Kwan O South and those adjacent to the Hong Kong Science Park. In particular, the TD carried out a trial scheme for shared use of power-assisted pedal cycles in Pak Shek Kok from 2023 to 2024. The operation of the trial scheme was generally smooth, with findings indicating that suitable ancillary facilities and arrangements (e.g. battery facilities and charging frequency) will be required for the operation of shared arrangement. The TD is studying the relevant experience and will keep in view the actual usage of EMDs following the implementation of the proposed legislation, with a view to examining the feasibility and regulatory arrangements for the shared use of EMDs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2424)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is the duty of the Transport Department 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 inform this Committee of the following in the past three years:

(a) please set out in tabular form the maximum carrying capacity of each MTR line for both the heavy rail and the Light Rail (loading at four persons (standing) per square metre (ppsm));

(b) please set out in tabular form the patronage of each MTR line for both the heavy rail and the Light Rail (loading at four ppsm);

(c) please set out in tabular form the patronage of each MTR line during peak hours for both the heavy rail and the Light Rail (loading at four ppsm);

(d) please set out in tabular form the latest loading per hour per direction during morning peak hours for critical links of the MTR lines for both the heavy rail and the Light Rail (loading at four ppsm);

(e) please set out in tabular form the numbers of maintenance staff, on establishment and supernumerary, of each MTR line for both the heavy rail and the Light Rail;

(f) please set out in tabular form the numbers of trains and cars of each MTR line for both the heavy rail and the Light Rail;

(g) the nature and numbers of MTR incidents lasting 30 minutes or less, 31 minutes to one hour, more than one hour but less than or equal to two hours, more than two hours but less than or equal to three hours, more than three hours but less than or equal to four hours and more than four hours (if applicable); and

(h) please set out in tabular form the number of signalling failure in MTR in each year and the respective numbers of failure stemming from hardware and software problems.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 20)

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 the past three years are set out respectively at **Annexes 1 and 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 5 839 (2023), 6 261 (2024) and 6 356 (2025) respectively.

The MTRCL has adopted various arrangements to 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 432 (2023), 424 (2024) and 433 (2025) 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 enhanced Service Performance Rebate for the incidents in the past three years are set out at **Annex 4**.

(h) According to the existing railway incident reporting mechanism, the MTRCL is required to notify the Transport Department (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 (covering signalling system failure) or human factor. The TD has not maintained a further breakdown of the incidents caused by equipment failures and therefore cannot provide statistics on the breakdown of service disruption caused by signalling system failures.

Annex 1

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)
2023											
1.	Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (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.	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

		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	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
2024											
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.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 600	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	1 000	2 500	600
4.	Patronage (c)	42 800	36 200	38 400	44 100	9 900	34 200	38 400	2 800	20 900	2 000
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	68% {Tai Wai to Kowloon Tong}	62% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	59% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	51% {Sham Shui Po to Prince Edward}	33% {Sunny Bay to Disneyland Resort}	49% {Olympic to Kowloon}	48% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 5)	94%	86%	80%	77%	83%	67%	72%	46%	69%	N/A
7.	Monthly average patronage (million)	25.9	24.7	9.8	25.9	2.4	18.2	27.7	0.5	6.5	1.1
8.	Total patronage (million)	310.3	296.9	118.0	311.4	29.0	218.1	332.1	6.4	77.8	13.1
2025											
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 and 2)
	(Note 3)										
2.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	70 100	8 600	42 500	4 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	4 900	1 000	2 500	600
4.	Patronage (c)	44 400	38 400	38 700	43 900	10 100	33 800	38 400	3 000	22 200	1 900
5.	Loading (6 ppsm) [(c)/(b)] { } critical link	71% {Tai Wai to Kowloon Tong}	65% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	60% {Admiralty to Ocean Park}	47% {Choi Hung to Kowloon Bay}	55% {Sham Shui Po to Prince Edward}	35% {Sunny Bay to Disneyland Resort}	52% {Olympic to Kowloon}	45% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 5)	98%	92%	80%	77%	84%	66%	77%	49%	73%	N/A
7.	Monthly average patronage (million)	26.3	25.4	9.8	25.8	2.5	17.9	27.2	0.5	6.4	1.1
8.	Total patronage (million)	315.7	304.2	117.7	309.9	29.6	214.6	326.4	6.2	76.8	13.3

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 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, the 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 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.

Annex 2

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)		
	2023	**2024**	**2025**	**2023**	**2024**	**2025**
505	2 993	2 993	2 993	66%	79%	82%
506P(Note 2)	424	424	424	70%	45%	70%
507	2 827	2 827	2 625	83%	85%	86%
507P	212	212	212	90%	90%	50%
610	2 056	2 056	2 056	93%	93%	84%
614	1 122	1 122	1 156	77%(Note 3)	77%(Note 3)	90%(Note 3)
614P	1 363	1 363	1 368			
615	960	960	960	74%(Note 3)	87%(Note 3)	75%(Note 3)
615P	1 600	1 600	1 600			
705	4 240	4 240	4 240	63%	82%	72%
706	5 088	5 088	5 088	63%	80%	82%
720(Note 2)	N/A	212	212	N/A	20%	10%
751	2 993	2 993	2 857	64%	81%	85%
751P	398	398	424	60%	80%	95%
761P	4 240	4 240	4 240	64%	86%	76%

Patronage (million)

	2023	**2024**	**2025**
Monthly average patronage	12.5	12.9	12.9
Total patronage	150.0	154.6	154.4

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading or patronage of individual Light Rail routes by projecting the route chosen by passengers based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. The 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: The MTRCL introduced Routes 506P and 720 in September 2023 and September 2024 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.

Annex 3

The Numbers of Trains and Cars for Heavy Rail and Light Rail

As at December of the year	2023		2024		2025	
	Trains	**Cars per train**	**Trains**	**Cars per train**	**Trains**	**Cars per train**
East Rail Line	37	9	37	9	37	9
Tuen Ma Line	65	8	65	8	65	8
Tseung Kwan O Line	16	8	16	8	17	8
Island Line	36	8	36	8	38	8
South Island Line	10	3	10	3	10	3
Kwun Tong Line	39	8	39	8	39	8
Tsuen Wan Line	35	8	35	8	34	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 Light Rail Vehicles, the latter of which is formed by two cars. The total number of light rail cars stood at 149 in 2023, 2024 and 2025.

Annex 4

Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under the MTRCL's Control

Year	Number of incidents	Cause		Duration of disruption							
				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
2023	101	94	7	86	5	8	1	0	0	0	1
2024	89	82	7	77	7	5	0	0	0	0	0
2025	83	76	7	67	7	8	0	0	0	1	0

Note 1: According to the existing railway incident reporting mechanism, the MTRCL is required to notify the 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 the MTRCL is not required to notify the TD. Hence, the 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 (e.g. signalling system), rolling stock, etc.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB205

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2425)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

One of the aims of the Transport Department is to ensure the efficient management of services in respect of government tunnels and bridges. In this connection, will the Government inform this Committee of the following information on various government road tunnels, major suspension bridges and trunk roads:

(a) their respective annual operating expenditure in the past five years;

(b) the respective ratios of vehicular flow/design capacity during peak hours and non-peak hours in the past five years;

(c) the charging criteria of the Government when considering the adjustment or charging of tolls in future.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.21)

Reply:

(a) The expenditures of various government road tunnels and control areas in the past five financial years are set out at **Annex 1**.

(b) The peak-hour and non-peak hour utilisation rates (measured by ratios of traffic volume/design capacity) of various government road tunnels in the past five years (i.e. 2021-2025) are set out at **Annex 2**. Regarding the statistics on the government strategic routes and bridges, as the Annual Traffic Census 2025 is still under compilation, the traffic volume statistics from 2020 to 2024 are set out at **Annex 3**.

(c) In determining the tolls for tunnels and trunk roads, the Government will adhere to four major principles, namely traffic management needs, efficiency first, public transport first and "user pays", and will also carefully weigh factors such as public affordability and the prevailing social circumstances. At the same time, we will consider the specific circumstances of each tunnel and trunk road, such as geographical location, target users, traffic management needs, and strike a balance among the principles to

formulate appropriate tolls that reflect prevailing circumstances and are tailored to local conditions.

Annex 1

Operating Expenditures of Government Road Tunnels and Control Areas from 2020-21 to 2024-25

Tolled tunnel/ control area [1,4]	2020-21 ($ million)	2021-22 ($ million)	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)
Cross Harbour Tunnel	143	154	158	199	196
Eastern Harbour Crossing	165	177	179	228	240
Western Harbour Crossing [2]	N/A	N/A	N/A	241	328
Tate's Cairn Tunnel	142	144	143	167	175
Aberdeen Tunnel	95	97	97	125	134
Lion Rock Tunnel	74	76	91	136	121
Shing Mun Tunnels	109	114	125	152	135
Route 8	330	320	342	391	372
Tai Lam Tunnel [3]	N/A	N/A	N/A	N/A	N/A

Note 1: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 2: The Western Harbour Crossing was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Note 3: The Tai Lam Tunnel was returned to government management on 31 May 2025.

Note 4: The Central Kowloon Bypass (CKB) (Yau Ma Tei Section) commenced operation on 21 December 2025. An all-day fixed toll of $8 for all vehicle types will be charged upon the full commissioning of the Central Kowloon Bypass this year.

Toll-free tunnel/ control area [5]	2020-21 ($ million)	2021-22 ($ million)	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)
Tuen Mun-Chek Lap Kok Tunnel [6]	19	71	73	79	81
Tseung Kwan O Tunnel [7]	37	37	35	31	44
Tseung Kwan O–Lam Tin Tunnel [7]	N/A	N/A	19	62	62
Central–Wan Chai Bypass Tunnel	120	148	148	148	152
Lung Shan Tunnel	57	61	61	57	57
Cheung Shan Tunnel	18	19	19	25	26

Toll-free tunnel/ control area [5]	2020-21 ($ million)	2021-22 ($ million)	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)
Airport Tunnel	25	25	26	26	26
Scenic Hill Tunnel	54	54	55	55	58
Kai Tak Tunnel	54	54	54	54	49
Lantau Link[6]	133	133	139	142	147

Note 5: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees payable to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charge of the capital costs and the expenditure on government maintenance works of the tunnels and Lantau Link for the years concerned.

Note 6: The Tuen Mun – Chek Lap Kok Tunnel commenced operation on 27 December 2020, and the toll of Lantau Link was waived on the same day. The figure of Tuen Mun – Chek Lap Kok Tunnel for 2020-21 is for the period from 27 December 2020 to 31 March 2021.

Note 7: Tseung Kwan O – Lam Tin Tunnel commenced operation on 11 December 2022, and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O – Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

Annex 2

Design Capacities and Peak-hour [1] and Non-peak Hour [1] Utilisation Rates of Government Road Tunnels

Tunnel	Design capacity (vehicle/hour)	Utilisation rate [2]									
		2021		2022		2023		2024		2025	
		Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Aberdeen Tunnel	2 600	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Cross Harbour Tunnel	2 600	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.1	1.0
Eastern Harbour Crossing	2 600	1.1	1.1	1.1	1.0	1.0	1.0	1.1	0.9	1.1	1.0
Western Harbour Crossing	4 200	0.9	0.7	0.8	0.6	0.9	0.7	1.0	0.8	1.0	1.0
Lion Rock Tunnel	2 600	1.1	1.0	1.1	1.0	1.1	1.0	1.1	1.0	1.1	1.0
Tate's Cairn Tunnel	2 600	1.0	0.8	1.0	0.7	1.0	0.7	1.0	0.8	1.0	0.8
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	4 700	0.8	0.5	0.7	0.4	0.7	0.5	0.8	0.5	0.8	0.5
Shing Mun Tunnels	2 600	0.8	0.6	0.8	0.6	0.8	0.6	0.8	0.6	0.8	0.6
Tai Lam Tunnel [3]	4 200	0.7	0.4	0.6	0.3	0.6	0.3	0.6	0.3	0.9	0.5
Central Kowloon Bypass [4]	4 200	N/A								0.5	0.5

Note 1: The figures listed in the table represent the annual average traffic flow of the above tunnels from Mondays to Fridays (except public holidays) between 2021 and 2025 according to the toll collection system. Except for the three road harbour crossings (RHCs), "peak-

hour" refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction, while "non-peak hour" refers to the busiest one hour during the remaining hours in the busiest direction. To more accurately reflect the cross-harbour traffic flow, "peak-hour" of the three RHCs refers to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m.

Note 2: 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 reference to the actual vehicle mix after the Government's takeover of Tai Lam Tunnel and the toll reduction in 2025, the tunnel's design capacity is adjusted to 4 200 vehicles per hour, and the utilisation rate in 2025 is also calculated on the basis of the traffic flow after the takeover of Tai Lam Tunnel.

Note 4: The Central Kowloon Bypass (Yau Ma Tei Section) commenced operation on 21 December 2025. An all-day fixed toll of $8 for all vehicle types will be charged upon its full commissioning as the tenth tolled tunnel this year. Therefore, its utilisation rates during peak and non-peak hours in 2025 are calculated on the basis of the data from Mondays to Fridays (except public holidays) between 21 and 31 December 2025, and the traffic flow has yet to stabilise.

Annex 3

Design Capacities and Peak-hour [1] and Non-peak Hour [1] Utilisation Rates of Government Strategic Routes and Bridges

Road Section	Strategic route [2] and bridge	Design capacity (vehicle/hour)	Utilisation rate									
			2020		2021		2022		2023		2024	
			Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Hong Kong Island												
Harcourt Road (westbound between Tamar Street and Arsenal Street)	Route 4	9 450	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Central-Wan Chai Bypass	Route 4	4 700	0.5	0.4	0.5	0.4	0.4	0.3	0.5	0.4	0.5	0.4
Kowloon												
Princess Margaret Road (between Wylie Road and Pui Ching Road)	Route 1	4 700	0.6	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.6	0.5
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	Route 2	4 700	0.6	0.5	0.6	0.5	0.6	0.5	0.6	0.5	0.6	0.5
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	Route 3	4 700	0.9	0.7	0.8	0.7	0.7	0.7	0.8	0.7	0.9	0.7

Road Section	Strategic route [2] and bridge	Design capacity (vehicle/hour)	Utilisation rate									
			2020		2021		2022		2023		2024	
			Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	Route 5	3 000	0.9	0.9	1.0	1.0	1.0	0.9	1.0	0.9	1.1	1.0
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	Route 7	4 700	0.9	0.7	1.0	0.7	0.8	0.7	0.9	0.8	0.8	0.8
New Territories												
Ting Kau Bridge	Route 3	4 700	1.2	0.8	1.2	0.8	1.1	0.7	1.2	0.8	1.2	0.7
Nam Wan Tunnel	Route 8	4 700	0.4	0.3	0.5	0.3	0.4	0.3	0.5	0.4	0.5	0.4
Lantau Link	Route 8	4 700	0.6	0.4	0.5	0.3	0.6	0.4	0.7	0.5	0.8	0.6
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	Route 9	6 300	1.1	0.8	1.1	0.8	1.1	0.8	1.1	0.8	1.2	0.8
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	Route 9	4 700	0.5	0.4	0.6	0.4	0.6	0.4	0.6	0.6	0.7	0.6
Tuen Mun Road (eastbound between Sham Tseng and Tsing Long Highway,	Route 9	6 300	0.9	0.7	0.9	0.7	0.9	0.7	0.9	0.7	0.9	0.7

Road Section	Strategic route [2] and bridge	Design capacity (vehicle/hour)	Utilisation rate									
			2020		2021		2022		2023		2024	
			Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
including the slip road from Sham Tseng)												
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	Route 10	4 700	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2

Note 1: The figures listed in the table represent the traffic flow of various transport facilities from Mondays to Fridays (except public holidays) between 2020 and 2024. "Peak-hour" refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction, while "non-peak hour" refers to the busiest one hour during the remaining hours in the busiest direction

Note 2: Route 6 comprises the Central Kowloon Bypass (Yau Ma Tei Section), the Central Kowloon Bypass (Kowloon Bay Section) and Tseung Kwan O–Lam Tin Tunnel. Since the entire Route 6 is scheduled for commissioning this year, its utilisation rate is currently not available.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB206

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3086)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is the duty of the Transport and Logistics Bureau to promote "Smart Mobility", implement and maintain intelligent transport systems, and take forward automated parking system (APS) projects. In this connection, will the Government inform this Committee of the following:

(a) the numbers of various motor vehicles and non-motor vehicles registered and licensed respectively in 2024 and 2025;

(b) the total lengths of carriageways in Hong Kong in 2024 and 2025;

(c) regarding APS projects already completed and commissioned in the territory, their respective 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 respective 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;

(f) the number of Disabled Person's Parking Permits issued and the numbers of car parking spaces for the disabled and their utilisation rates, set out by District Council district; and

whether the Government will explore suitable locations for night-time parking spaces for commercial vehicles through a process of "trade's proposal for Government's approval"; if yes, the details; if no, the reasons?

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 28)

Reply:

(a) The numbers of various motor vehicles and non-motor vehicles registered and licensed in 2024 and 2025 are listed below:

Motorised Vehicles	**2024**		**2025**	
	Registered	**Licensed**	**Registered**	**Licensed**
Motor Cycles	108 883	73 494	110 284	72 943
Private Cars	630 711	578 001	635 933	584 914
Taxis	18 163	17 773	18 163	17 695
Franchised Buses	6 160	5 870	6 117	5 793
Non-franchised Public Buses	6 836	6 582	6 951	6 732
Private Buses	855	837	862	833
Public Light Buses	4 340	4 077	4 339	4 053
Private Light Buses	3 420	3 354	3 376	3 320
Goods Vehicles	115 677	109 885	113 932	107 611
Special Purpose Vehicles	2 209	1 892	2 197	1 852
Government Vehicles	7 006	7 006	7 221	7 221
Sub-total (i):	**904 260**	**808 771**	**909 375**	**812 967**
Non-Motorised Vehicles	**2024**		**2025**	
	Registered	**Licensed**	**Registered**	**Licensed**
Trailers	13 443	9 877	13 226	10 186
Sub-total (ii):	**13 443**	**9 877**	**13 226**	**10 186**
Total (i)+(ii):	**917 703**	**818 648**	**922 601**	**823 153**

(b) The total lengths of carriageways in Hong Kong are about 2 241 and 2 269 km [Note] in 2024 and 2025 respectively.

Note: Only carriageways maintained by the Highways Department are included.

(c) The information on the automated parking system (APS) projects currently in operation in short-term tenancy (STT) car parks and government car parks is set out at **Annex 1**. APS is subject to the regulatory control of the Lifts and Escalators Ordinance (Cap. 618), and is regularly examined and maintained by registered lift contractors. As the relevant STT car parks are operated by the tenants, the Transport Department (TD) does not keep such records of the APS concerned. Based on the experience of STT tenants, there have been only a few system failures in the APS, and it has continued to operate reliably. The Government's first public car park equipped with APS, located at the Tseung Kwan O Government Offices, was commissioned at the end of December 2025 and is currently at an early stage of adaptation and tuning.

(d) The information on public vehicle park (PVP) projects with APS already approved for construction is set out at **Annex 2**.

(e) The numbers of on-street parking spaces, parking spaces provided in Government and privately-operated car parks in the 18 districts by vehicle type in the past five years are tabulated in **Annex 3**, **Annex 4** and **Annex 5** respectively.

(f) As at February 2026, the number of valid Disabled Person's Parking Permits was 1 499. Information on the numbers and utilisation rates of on-street parking spaces designated for the disabled in various districts (by District Council district) is set out at **Annex 6** and **Annex 7**.

Regarding the site selection for on-street night-time parking spaces for commercial vehicles (CVs), the TD has been maintaining close communication with the trade through various channels, including regular meetings to listen to the trade's suggestions on suitable locations, and has been reviewing and implementing feasible options, subject to factors such as traffic flow, road safety, impact on residents, parking demand and engineering feasibility. Meanwhile, the TD will also closely monitor the changes in the supply of parking spaces in various districts and take into account the demand from various trades, with a view to implementing a series of short- and medium-to long-term measures to provide CV parking spaces. These measures include: designating daytime loading and unloading locations as night-time parking spaces for CVs; flexibly adjusting the operating hours of some on-street parking spaces; converting on-street daytime private car parking spaces for CV night-time parking; flexibly adjusting the operating hours of on-street night-time parking spaces for CVs, taking into account the general off-duty hours of goods vehicle and coach drivers; and opening public light bus (PLB) stands during non-business hours for PLB night-time parking. The TD will continue to step up its efforts, focusing on districts with a shortage of parking spaces and increasing the supply wherever feasible. Meanwhile, a dedicated scheme for night-time on-street parking spaces for CVs will be implemented at new development areas, and such facilities will be planned in advance at suitable road sections.

As announced in the Transport Strategy Blueprint, the TD will initiate a new round of parking demand and supply study in 2026 to review the existing parking facilities and the parking demand and supply for various types of vehicles, in particular CVs. The study results and recommendations are expected to be released in 2027. This study will analyse the operational patterns of CVs and their actual parking situations in locations such as private land, and take into consideration factors such as the future development of Hong Kong, thereby determining the shortfall in CV parking spaces. Targeted measures, taking into account the views from the transport trades, stakeholders and relevant government departments, will be proposed to ensure a proper match between supply and demand, with a view to achieving "every commercial vehicle having a suitable parking space at night" in the long run.

Annex 1

Parking Fees for APS Parking Spaces, Number of Parking Spaces and Estimated Expenditure of the APS Projects in Operation

Project	Parking Fee for APS Parking Space [Note 1]	Total Number of Parking Spaces (Number of APS Parking Spaces)	Estimated Expenditure
A. APS in STT car parks			
STT Car Park at Hoi Shing Road, Tsuen Wan	Monthly rate: $2,800 to $3,400 (No hourly parking)	245 (78)	Funded by the STT car park operator
STT Car Park at Pak Shek Kok, Tai Po	Monthly rate: $3,600 to $4,400 (No hourly parking)	250 (52)	Funded by the STT car park operator
STT Car Park at Tung Chau Street, Sham Shui Po	Hourly rate: $20 Monthly rate: $3,300	210 (52)	Funded by the STT car park operator

Project	Parking Fee for APS Parking Space [Note 1]	Total Number of Parking Spaces (Number of APS Parking Spaces)	Estimated Expenditure of the Entire Public Works Programme Item [Note 2]	
B. APS in public works projects				
Tseung Kwan O Government Offices Public Car Park (i.e. Joint-user Government Office Building in Area 67, Tseung Kwan O)	Hourly rate: $14 Monthly rate: $2,500	388 (225)	$5,228 M [Note 3]	

Note 1: The relevant STT car parks are funded and constructed by the tenants, and are operated on a commercial basis. The relevant government car parks are leased by the Government to operators for management and operation, and therefore the parking fees and mode of operations are determined by the operators subject to market conditions.

Note 2: The estimated expenditure is calculated in money-of-the-day (MOD) prices and is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee.

Note 3: Including the construction costs for government offices and facilities, general out-patient clinic, job centre, families clinic and dental clinic, child care centre and public car park.

Annex 2

Type, Construction and Commissioning Dates, Number of Parking Spaces and Estimated Expenditure of the APS Projects Approved for Construction

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure
A. APS in STT car parks					
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2026 (Tentative)	About 200 (117)	Funded by the STT car park operator
STT Car Park at Lok Wah Street, Tsz Wan Shan	Puzzle stacking	October 2025	2027 (Tentative)	About 180 (About 40)	Funded by the STT car park operator
STT Car Park at Po Tai Street, Ma On Shan	To be determined	October 2025	2027 (Tentative)	About 270 (About 100)	Funded by the STT car park operator

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure of the Entire Public Works Programme Item [Note 1]
B. APS in public works projects					
District Open Space, Sports Centre and PVP at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2027 (Tentative)	About 320 (About 160)	$1,605.0 M [Note 2]

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure of the Entire Public Works Programme Item [Note 1]
Open Space with PVP at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2028 (Tentative)	About 200 (About 170)	$778 M [Note 3]
Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	November 2024	2029 (Tentative)	About 350 (About 180)	$2,888 M [Note 4]
Town Park with PVP in Area 66, Tseung Kwan O	Puzzle stacking	May 2025	2029 (Tentative)	About 450 (About 300)	$1,208 M [Note 5]

Note 1: The estimated expenditure is calculated in MOD prices and is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee. The estimate includes car park and facilities such as open space, amenity complex and sports centre, etc.

Note 2: Including the construction costs for open space, sports centre and public car park.

Note 3: Including the construction costs for open space and public car park.

Note 4: Including the construction costs for sports centre, indoor heated swimming pools, Hong Kong Public Libraries New Book Centre, community hall, Sha Tin District Office's Ma On Shan Sub-office and public car park.

Note 5: Including the construction costs for town park and public car park.

Annex 3

Numbers of on-street parking spaces in 18 districts by vehicle type in the past five years

District	Situation as at end-December of each year	Private Car [Note 1]	Goods Vehicle	Coach/Bus	Motorcycle	Total [Note 2]
Central & Western	2025	509	202	11	651	1 373
	2024	509	202	11	651	1 373
	2023	508	193	11	651	1 363
	2022	443	193	9	618	1 263
	2021	516	191	12	609	1 328
Wan Chai	2025	1 040	24	43	784	1 891
	2024	1 029	25	53	779	1 886
	2023	1 017	24	48	761	1 850
	2022	990	24	22	711	1 747
	2021	986	24	17	684	1 711
Eastern	2025	535	101	66	826	1 528
	2024	536	101	65	807	1 509
	2023	529	91	75	818	1 513
	2022	523	91	62	777	1 453
	2021	479	84	62	776	1 401
Southern	2025	655	51	85	461	1 252
	2024	653	51	85	447	1 236
	2023	645	50	85	447	1 227
	2022	642	53	85	447	1 227
	2021	625	53	135	434	1 247
Yau Tsim Mong	2025	1 592	369	141	1 349	3 451
	2024	1 586	369	141	1 319	3 415
	2023	1 561	363	138	1 309	3 371
	2022	1 389	364	94	1 299	3 146
	2021	1 578	371	138	1 306	3 393
Sham Shui Po	2025	1 296	219	10	919	2 444
	2024	1 295	220	12	884	2 411
	2023	1 273	229	9	876	2 387
	2022	1 249	228	9	861	2 347
	2021	1 221	223	15	787	2 246
Kowloon City	2025	2 373	157	154	1 025	3 709
	2024	2 378	143	160	1 002	3 683
	2023	2 336	143	134	991	3 604
	2022	2 296	140	140	965	3 541
	2021	2 288	140	143	921	3 492
Wong Tai Sin	2025	321	133	0	570	1 024
	2024	316	129	0	545	990
	2023	306	129	0	519	954
	2022	303	128	0	475	906
	2021	301	144	0	440	885

District	Situation as at end-December of each year	Private Car [Note 1]	Goods Vehicle	Coach/Bus	Motorcycle	Total [Note 2]
Kwun Tong	2025	600	134	56	998	1 788
	2024	586	120	53	921	1 680
	2023	531	115	42	834	1 522
	2022	538	123	42	795	1 498
	2021	484	117	43	771	1 415
Tsuen Wan	2025	868	67	31	755	1 721
	2024	859	69	31	700	1 659
	2023	888	63	31	629	1 611
	2022	814	67	31	623	1 535
	2021	811	49	31	595	1 486
Tuen Mun	2025	1 321	338	113	876	2 648
	2024	1 297	329	113	892	2 631
	2023	1 267	330	113	886	2 596
	2022	1 274	354	112	886	2 626
	2021	1 297	332	44	849	2 522
Yuen Long	2025	1 240	445	78	624	2 387
	2024	1 266	419	110	636	2 431
	2023	1 308	427	114	626	2 475
	2022	1 274	426	114	617	2 431
	2021	1 203	433	89	681	2 406
North	2025	1 388	354	29	389	2 160
	2024	1 406	365	32	424	2 227
	2023	1 283	359	27	424	2 093
	2022	1 228	357	27	424	2 036
	2021	1 249	422	21	426	2 118
Tai Po	2025	1 603	339	86	301	2 329
	2024	1 601	352	86	280	2 319
	2023	1 556	359	84	270	2 269
	2022	1 614	353	72	266	2 305
	2021	1 539	336	84	218	2 177
Sai Kung	2025	1 941	319	159	530	2 949
	2024	1 930	316	146	505	2 897
	2023	1 932	305	155	481	2 873
	2022	1 971	316	146	479	2 912
	2021	1 954	332	165	439	2 890
Sha Tin	2025	1 474	338	61	649	2 522
	2024	1 600	337	67	602	2 606
	2023	1 600	335	64	514	2 513
	2022	1 570	335	68	506	2 479
	2021	1 550	302	56	506	2 414
Kwai Tsing	2025	484	376	31	898	1 789
	2024	484	360	21	772	1 637
	2023	424	353	21	726	1 524
	2022	416	364	21	721	1 522
	2021	411	368	21	694	1 494

District	Situation as at end-December of each year	Private Car Note 1	Goods Vehicle	Coach/Bus	Motorcycle	Total Note 2
Islands	2025	640	67	78	261	1 046
	2024	640	67	78	261	1 046
	2023	517	55	75	205	852
	2022	510	55	79	152	796
	2021	496	44	65	175	780
Total#	**2025**	**19 880**	**4 033**	**1 232**	**12 866**	**38 011**
	2024	**19 971**	**3 974**	**1 264**	**12 427**	**37 636**
	2023	**19 481**	**3 923**	**1 226**	**11 967**	**36 597**
	2022	**19 044**	**3 971**	**1 133**	**11 622**	**35 770**
	2021	**18 988**	**3 965**	**1 141**	**11 311**	**35 405**

Note 1: These parking spaces are for private cars and taxis, as well as light buses, tricycles and light goods vehicles of similar dimensions.

Note 2: Excluding about 370 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

Annex 4

Numbers of parking spaces provided at the Government car parks in 18 districts by vehicle type in the past five years [Note]

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2025	3 812	377	13	345	4 547
	2024	3 821	425	13	345	4 604
	2023	3 903	426	13	343	4 685
	2022	3 921	427	13	351	4 712
	2021	3 926	428	14	335	4 703
Wan Chai	2025	2 428	230	11	267	2 936
	2024	2 428	401	11	265	3 105
	2023	2 578	230	11	263	3 082
	2022	2 605	227	11	262	3 105
	2021	2 754	227	11	280	3 272
Eastern	2025	3 181	346	21	382	3 930
	2024	3 179	346	21	382	3 928
	2023	3 165	346	33	382	3 926
	2022	3 143	351	33	374	3 901
	2021	3 150	351	33	373	3 907
Southern	2025	2 648	177	10	488	3 323
	2024	2 676	177	10	488	3 351
	2023	2 681	182	10	488	3 361
	2022	2 670	182	11	483	3 346
	2021	2 670	182	11	483	3 346
Yau Tsim Mong	2025	875	172	18	34	1 099
	2024	900	180	18	34	1 132
	2023	976	253	20	34	1 283
	2022	1 066	254	20	39	1 379
	2021	1 064	254	20	39	1 377
Sham Shui Po	2025	4 125	1 170	26	512	5 833
	2024	4 021	1 175	26	512	5 734
	2023	4 050	1 175	33	504	5 762
	2022	4 073	1 178	33	498	5 782
	2021	3 844	1 183	33	481	5 541
Kowloon City	2025	3 131	111	7	253	3 502
	2024	3 183	135	5	257	3 580
	2023	3 179	134	7	247	3 567
	2022	3 183	134	7	247	3 571
	2021	3 198	134	5	237	3 574
Wong Tai Sin	2025	4 382	282	43	615	5 322
	2024	4 288	295	44	590	5 217
	2023	4 187	285	44	561	5 077
	2022	4 213	282	25	552	5 072
	2021	4 245	296	25	563	5 129

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwun Tong	2025	7 357	430	23	1 493	9 303
	2024	7 658	520	30	1 509	9 717
	2023	7 702	511	34	1 482	9 729
	2022	7 696	469	36	1 449	9 650
	2021	7 744	468	37	1 425	9 674
Tsuen Wan	2025	1 890	121	4	244	2 259
	2024	1 890	121	4	244	2 259
	2023	1 868	121	4	244	2 237
	2022	1 914	124	4	242	2 284
	2021	1 906	122	4	232	2 264
Tuen Mun	2025	3 804	179	48	239	4 270
	2024	3 801	179	48	239	4 267
	2023	3 769	179	46	232	4 226
	2022	3 501	142	46	166	3 855
	2021	3 494	142	46	166	3 848
Yuen Long	2025	3 346	111	36	242	3 735
	2024	3 346	111	36	242	3 735
	2023	3 301	112	46	238	3 697
	2022	3 315	107	49	238	3 709
	2021	3 353	104	39	236	3 732
North	2025	4 373	529	55	270	5 227
	2024	4 443	417	55	270	5 185
	2023	3 820	411	55	254	4 540
	2022	3 475	374	42	126	4 017
	2021	2 687	374	27	113	3 201
Tai Po	2025	1 112	208	8	96	1 424
	2024	1 121	208	8	96	1 433
	2023	1 110	208	15	96	1 429
	2022	897	213	8	80	1 198
	2021	787	210	8	73	1 078
Sai Kung	2025	2 239	121	63	230	2 653
	2024	1 945	73	51	208	2 277
	2023	1 941	73	66	206	2 286
	2022	1 938	73	61	206	2 278
	2021	1 841	70	62	167	2 140
Sha Tin	2025	4 532	161	32	492	5 217
	2024	4 642	182	32	501	5 357
	2023	4 479	179	31	482	5 171
	2022	4 420	183	33	481	5 117
	2021	4 378	170	33	441	5 022
Kwai Tsing	2025	4 777	575	12	893	6 257
	2024	5 049	579	12	901	6 541
	2023	4 905	564	12	855	6 336
	2022	4 836	563	12	845	6 256
	2021	4 836	563	10	840	6 249

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Islands	2025	2 220	71	39	136	2 466
	2024	2 222	71	39	136	2 468
	2023	2 111	242	17	114	2 484
	2022	1 601	115	17	109	1 842
	2021	1 717	181	17	102	2 017
Total	**2025**	**60 232**	**5 371**	**469**	**7 231**	**73 303**
	2024	**60 613**	**5 595**	**463**	**7 219**	**73 890**
	2023	**59 725**	**5 631**	**497**	**7 025**	**72 878**
	2022	**58 467**	**5 398**	**461**	**6 748**	**71 074**
	2021	**57 594**	**5 459**	**435**	**6 586**	**70 074**

Note: 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.

Annex 5

Numbers of parking spaces provided at the privately-operated car parks in 18 districts by vehicle type in the past five years [Note]

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2025	34 805	451	60	608	35 924
	2024	34 750	439	59	601	35 849
	2023	34 045	385	58	483	34 971
	2022	34 073	457	58	483	35 071
	2021	34 065	464	57	480	35 066
Wan Chai	2025	35 789	88	90	384	36 351
	2024	35 523	88	90	359	36 060
	2023	35 138	83	97	321	35 639
	2022	35 170	83	98	323	35 674
	2021	35 507	85	97	352	36 041
Eastern	2025	43 200	1 420	171	1 602	46 393
	2024	42 914	1 403	193	1 562	46 072
	2023	43 136	1 389	227	1 455	46 207
	2022	43 112	1 379	238	1 440	46 169
	2021	42 775	1 390	238	1 451	45 854
Southern	2025	37 780	910	188	1 111	39 989
	2024	36 970	894	179	1 079	39 122
	2023	36 751	892	177	1 053	38 873
	2022	37 059	861	188	1 016	39 124
	2021	36 564	877	189	1 008	38 638
Yau Tsim Mong	2025	33 217	775	88	836	34 916
	2024	33 153	773	86	786	34 798
	2023	33 421	774	101	797	35 093
	2022	33 280	770	94	753	34 897
	2021	33 351	869	107	745	35 072
Sham Shui Po	2025	26 376	1 731	392	968	29 467
	2024	26 215	1 820	386	929	29 350
	2023	25 305	1 905	387	854	28 451
	2022	24 774	1 891	387	817	27 869
	2021	24 469	1 902	362	794	27 527
Kowloon City	2025	49 994	1 140	92	1 352	52 578
	2024	47 634	1 171	104	1 186	50 095
	2023	46 646	1 090	154	1 045	48 935
	2022	45 911	977	91	896	47 875
	2021	44 141	962	112	834	46 049
Wong Tai Sin	2025	15 877	865	47	1 406	18 195
	2024	16 132	874	47	1 426	18 479
	2023	16 472	865	45	1 328	18 710
	2022	16 401	877	73	1 311	18 662
	2021	16 192	880	63	1 285	18 420

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Kwun Tong	2025	40 556	3 089	58	2 706	46 409
	2024	40 976	3 044	39	2 576	46 635
	2023	41 130	2 896	47	2 449	46 522
	2022	40 501	2 765	45	2 354	45 665
	2021	39 852	2 766	111	2 323	45 052
Tsuen Wan	2025	35 916	1 868	365	1 050	39 199
	2024	35 644	1 914	374	883	38 815
	2023	35 826	1 960	362	886	39 034
	2022	35 777	1 866	362	807	38 812
	2021	35 120	1 817	387	773	38 097
Tuen Mun	2025	39 120	2 036	91	1 102	42 349
	2024	38 655	2 047	91	1 097	41 890
	2023	38 658	2 038	93	958	41 747
	2022	38 177	2 012	93	872	41 154
	2021	37 585	2 007	93	804	40 489
Yuen Long	2025	40 134	1 475	287	1 276	43 172
	2024	39 363	1 621	288	1 149	42 421
	2023	39 436	1 524	287	1 110	42 357
	2022	39 196	1 512	281	1 099	42 088
	2021	38 004	1 516	237	989	40 746
North	2025	17 516	754	32	412	18 714
	2024	17 511	735	32	411	18 689
	2023	17 842	975	32	380	19 229
	2022	17 804	884	32	361	19 081
	2021	17 533	825	30	343	18 731
Tai Po	2025	31 561	653	79	906	33 199
	2024	29 771	613	58	875	31 317
	2023	29 763	641	54	850	31 308
	2022	29 446	638	54	845	30 983
	2021	28 674	619	54	827	30 174
Sai Kung	2025	41 849	1 233	163	3 000	46 245
	2024	41 071	1 176	146	2 955	45 348
	2023	40 415	1 076	148	2 759	44 398
	2022	40 472	1 103	139	2 657	44 371
	2021	40 273	1 129	132	2 553	44 087
Sha Tin	2025	70 125	2 181	102	2 482	74 890
	2024	70 266	2 204	102	2 407	74 979
	2023	71 024	2 310	101	2 376	75 811
	2022	69 538	2 234	101	2 208	74 081
	2021	68 768	2 224	144	2 139	73 275
Kwai Tsing	2025	30 848	9 094	348	1 540	41 830
	2024	30 845	8 628	181	1 478	41 132
	2023	31 004	9 658	396	1 378	42 436
	2022	30 887	9 883	399	1 358	42 527
	2021	30 715	9 876	399	1 350	42 340

District	Situation as at end-December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Islands	2025	18 891	870	174	604	20 539
	2024	17 541	870	174	370	18 955
	2023	18 022	708	176	390	19 296
	2022	13 835	700	190	386	15 111
	2021	13 732	697	190	370	14 989
Total	**2025**	**643 554**	**30 633**	**2 827**	**23 345**	**700 359**
	2024	**634 934**	**30 314**	**2 629**	**22 129**	**690 006**
	2023	**634 034**	**31 169**	**2 942**	**20 872**	**689 017**
	2022	**625 413**	**30 892**	**2 923**	**19 986**	**679 214**
	2021	**617 320**	**30 905**	**3 002**	**19 420**	**670 647**

Note: 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.

Annex 6

Numbers of on-street parking spaces designated for the disabled in 18 districts (as at February 2026)

District	Number of Parking Spaces Designated for the Disabled
Central & Western	28
Wan Chai	55
Eastern	38
Southern	27
Yau Tsim Mong	60
Sham Shui Po	42
Kowloon City	48
Wong Tai Sin	25
Kwun Tong	41
Tsuen Wan	40
Tuen Mun	18
Yuen Long	31
North	12
Tai Po	20
Sai Kung	24
Sha Tin	25
Kwai Tsing	33
Islands	14
Total	**581**

Annex 7

Utilisation rates of on-street parking spaces designated for the disabled in 18 districts (Survey data from September to December 2025)

District	Number of on-street parking spaces designated for the disabled[Note 1]	Utilisation rate [Note 2]
Central & Western	28	57%
Wan Chai	52	63%
Eastern	40	45%
Southern	27	33%
Yau Tsim Mong	56	88%
Sham Shui Po	41	71%
Kowloon City	47	64%
Wong Tai Sin	24	75%
Kwun Tong	37	78%
Tsuen Wan	39	59%
Tuen Mun	19	53%
Yuen Long	33	45%
North	12	67%
Tai Po	18	56%
Sai Kung	24	42%
Sha Tin	26	54%
Kwai Tsing	32	47%
Islands	14	14%
Total	**569** [Note 2]	**59%**

Note 1: The data was obtained from the surveys on the utilisation of on-street parking spaces designated for the disabled conducted from September to December 2025. Therefore, the data do not include the additional parking spaces after December 2025. When calculating the utilisation rate of parking spaces, illegal occupation of such parking spaces is not included.

Note 2: As at February 2026, the number of on-street parking spaces designated for the disabled has increased to 581.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB207

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3200)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The aims of the Transport Department (TD) are to operate an efficient vehicle and driver registration and licensing system, and to promote road safety through the efficient regulation of drivers. In this connection, will the Government advise this Committee of the following:

(a) the annual number of commercial vehicle (CV) drivers aged 60 or above in the past five years;

(b) (i) the number of traffic accidents; (ii) the number of casualties; and (iii) the number of cases where accidents were caused by illnesses after passing the medical assessment, which involved CV drivers aged 60 or above (set out in table form, with a breakdown by type of CV) in the past five years;

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 38)

Reply:

(a) There is no definition of "commercial vehicles" (CV) in the existing legislation. As far as driving licences are concerned, private and public light buses, taxis, private and public buses, franchised buses, medium goods vehicles, heavy goods vehicles, articulated vehicles and special purpose vehicles are generally regarded as CVs. The annual number of persons aged 60 or above who held valid full driving licences for various types of CVs in the past five years (as at the end of each year) is tabulated below:

Vehicle type	**Year**				
	2021	**2022**	**2023**	**2024**	**2025**
Private light bus	85 358	88 911	92 927	95 466	97 013
Public light bus	82 445	85 866	89 745	92 152	93 600
Taxi	117 356	122 139	127 592	130 621	131 884
Private bus	55 071	58 251	61 973	64 655	66 699
Public bus	55 025	58 157	61 823	64 455	66 445

Vehicle type	Year				
	2021	2022	2023	2024	2025
Franchised bus	10 746	11 090	11 554	11 878	12 007
Medium goods vehicle	79 813	83 647	87 681	90 413	92 220
Heavy goods vehicle	50 478	50 978	51 859	51 982	51 692
Articulated vehicle	19 703	21 186	22 662	23 722	24 586
Special purpose vehicle	5 424	5 985	6 536	7 017	7 467

Note: A person's driving licence may have endorsements of more than one class of vehicles.

(b) According to records, the number of traffic accidents and the number of casualties involving CV drivers aged 60 or above, with a breakdown by vehicle class, during the period from 2021 to 2025 are tabulated below:

Vehicle type	Year									
	2021		2022		2023		2024		2025*	
	No. of traffic accidents	No. of casualties	No. of traffic accidents	No. of casualties	No. of traffic accidents	No. of casualties	No. of traffic accidents	No. of casualties	No. of traffic accidents	No. of casualties
Private light bus	43	51	29	46	46	82	63	70	57	86
Public light bus	500	660	475	669	557	898	667	966	561	791
Taxi	1 966	2 558	1 820	2 381	2 346	3 316	2 530	3 369	2 227	2 958
Private bus	3	4	2	2	12	15	7	10	8	17
Public bus	353	424	321	419	421	653	531	680	475	619
Medium goods vehicle	213	267	197	249	228	379	229	291	226	289
Heavy goods vehicle	63	106	70	88	72	117	103	132	87	127
Special purpose vehicle	14	19	12	13	23	31	19	35	34	43

* Provisional figures

The Transport Department does not maintain data on the number of cases in which traffic accidents were caused by sudden illnesses of CV drivers aged 60 or above who had passed medical assessment.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB208

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0359)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. What is the utilisation rate of various vehicle types since the commissioning of the Central Kowloon Bypass?

2. Please list the ten major roads most impacted by the Central Kowloon Bypass since its commissioning, and provide the relevant data.

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 35)

Reply:

1. The Central Kowloon Bypass (Yau Ma Tei Section) (CKB(YMT)) was commissioned on 21 December 2025. As at February 2026, the average daily traffic flow of the CKB(YMT) on weekdays was 66 500 (in two-way vehicles). Upon the full commissioning of the Central Kowloon Bypass (CKB) this year, the vehicle detectors for identifying vehicle types will commence operation. Meanwhile, the Transport Department (TD) will carry out the annual census to collect traffic data of major roads in Hong Kong this year. Upon completion of the relevant data collection, the data on different types of vehicles using the CKB can be provided.

   As CKB(YMT) is still at an early stage of operation, its overall traffic flow is expected to gradually stabilise. The TD will continue to closely monitor the CKB(YMT) and related traffic conditions.

2. The CKB is a strategic route connecting Kowloon East and West. The first commissioned CKB(YMT) has helped divert the traffic along the east-west major roads. According to the traffic data as at February 2026, there has been a noticeable diversion effect on the traffic along Lung Cheung Road and Gascoigne Road. In particular, the eastbound and westbound traffic flows on Lung Cheung Road during morning peak hours has decreased by about 20%. A decrease of about 10% in the eastbound and westbound traffic flow along the Gascoigne Road Flyover has also been recorded, and it is noted that there are no significant traffic queues of eastbound and westbound traffic

during morning peak hours, in contrast to the traffic queues reaching 500 metres or more before the commissioning of CKB(YMT). The details are set out in the table below:

Average Hourly Traffic Flow During Morning Peak Hours on Weekdays (in Vehicle)

		Before Commissioning of the CKB(YMT) [1]	**After Commissioning of the CKB(YMT)**	
			January 2026[2]	**February 2026**[2]
Lung Cheung Road	Eastbound	3 680	3 160 [-14%]	3 260 [-11%]
	Westbound	4 070	3 230 [-21%]	3 090 [-24%]
	Average change in eastbound and westbound traffic:		**-18%**	**-18%**
West Kowloon Corridor (to and from Gascoigne Road Flyover)	Southbound	2 000	1 990 [-1%]	1 940 [-3%]
	Northbound	1 290	1 090 [-16%]	1 030 [-20%]
	Average change in southbound and northbound[5] **traffic:**		**-9%**	**-12%**

Note:

1. The highest hourly traffic flow during peak hours, according to the data of traffic surveys on 9 and 10 December 2025.
2. Mondays to Fridays throughout the period, excluding public holidays and the associated days affected.
3. Percentage in [ ] denotes the changes after the commissioning of CKB(YMT) as compared with before its commissioning.
4. The data on traffic queues for the road section during peak hours (if any) are not taken into account in the traffic flows.
5. Although the West Kowloon Corridor runs in a south-north alignment on the map, in terms of its function as a route connecting various districts in Kowloon, it should be considered together with the Gascoigne Road Flyover as a route for east-west traffic in Kowloon.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB209

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0361)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Will the Government consider setting up night-time parking spaces on roads with relatively low traffic volumes but high parking demand in the vicinity? If yes, please provide details.

2. Will the Government explore setting up night-time parking, for example, in the vicinity of Anderson Road?

3. Is the provision of parking spaces adequate in all 18 districts of Hong Kong? Please provide data for illustration.

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 37)

Reply:

1. 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). Where overall development permits, an appropriate number of private car (PC) parking spaces are also provided. Given the limited land resources in Hong Kong, in addition to suitably increasing the supply of parking spaces, it is also necessary to flexibly utilise and optimise the existing parking resources. The Transport Department (TD) has been actively implementing the "shared-use" strategy, while closely identifying suitable locations for additional on-street night-time parking spaces in various districts, and carefully balancing a range of factors such as geographical constraints, the impacts on road traffic, and the parking demand of various types of vehicles, with a view to increasing the supply of parking spaces within limited space. Regarding specific measures, the TD is actively designating daytime loading and unloading locations as night-time parking spaces for CVs, while converting certain on-street PC parking spaces for CV night-time parking and reverting their use to PCs during the day. As at December 2025, about 2 000 night-time on-street parking spaces for CVs have been provided across the territory. The TD will continue to step up its efforts, focusing on districts with a shortage of parking spaces and increasing the supply wherever feasible.

Meanwhile, a dedicated programme on night-time on-street parking spaces for CVs will be implemented at new development areas (NDAs), and such facilities will be planned in advance at suitable road sections.

2. The TD has kept under review the parking supply and demand in the Anderson NDA and is exploring the feasibility of providing additional night-time on-street parking spaces for CVs in light of the traffic conditions and public views. The TD has planned to provide additional night-time on-street parking spaces for CVs at suitable locations on On Yu Road and is currently conducting public consultation via the Sai Kung District Office. Subsequently, it will co-ordinate with the Highways Department to take forward the project. In addition, the TD has identified other suitable locations and is exploring the feasibility of setting up similar parking spaces. The TD will consult the public in due course, in tandem with the completion of the Anderson NDA.

   In addition to the night-time on-street parking spaces for CVs, the Joint-user Complex at Site G2, Anderson Road Quarry will include a public car park, providing some 300 parking spaces. Furthermore, most of the subsidised housing projects in the vicinity of Anderson NDA have been planned according to the revised standards of the Hong Kong Planning Standards and Guidelines (2021) (HKSPG), offering a higher proportion of ancillary parking spaces for PCs, motorcycles and CVs than before the revision, totalling about 980 parking spaces.

3. The TD has been reviewing the supply and demand of parking spaces in various districts and adopting a multi-pronged strategy to increase parking spaces in a holistic manner. The ratio of the number of parking spaces to the number of licensed vehicles across the territory has gradually rebounded in recent years, with the relevant initiatives gradually taking effect. For PCs, the ratio has steadily increased from 1:1.10 in 2020 to 1:1.14 in 2025; and that for CVs has also increased from 1:0.64 to 1:0.67. The number of additional parking spaces provided across the territory is anticipated to exceed 12 000, covering both PCs and CVs, within 2025 and 2026.

   As announced in the Transport Strategy Blueprint, the TD will initiate a new round of parking demand and supply study in 2026 to review the existing parking facilities and the parking demand and supply for various types of vehicles, in particular CVs. The study results and recommendations are expected to be released in 2027. This study will analyse the operational patterns of CVs and their actual parking situations in locations such as private land, and take into considerations factors such as the future development of Hong Kong, thereby determining the demand gap of parking spaces for CVs. Targeted measures will be proposed to ensure a proper match between supply and demand, with a view to achieving “every commercial vehicle having a suitable parking space at night” in the long run.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB210

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0307)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the ancillary facilities of public piers, will the Government inform this Committee of the following:

(a) the area, the number of berths provided and the utilisation of each public pier in table form; and

(b) the ancillary facilities of each public pier, including roof cover, catering facilities, landing facilities and number of toilets in table form.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.15)

Reply:

(a) & (b)

At present, there are approximately 130 public piers in Hong Kong. The Transport Department (TD) is responsible for the daily management of 65 of them, while relevant works departments are responsible for repair and maintenance. These public piers are not equipped with catering facilities or toilets. Information on their area, number of landing (berths) facilities, whether roof cover is provided, and utilisation is set out in the table below. The remaining approximately 65 public piers are managed by different government departments. The TD does not maintain the relevant information.

	Structure Number	Name of public pier	Area (approx. m^2) (Note 1)	Number of landing (berths) facilities (Note 1)	Roof cover (Yes/-) (Note 1)	Daily utilisation of the pier (No. of vessels) (Note 2)	
						Weekdays or Saturdays	Sundays or public holidays
Hong Kong Island							
1	HP105	Tong Shui Road Pier	370	2	-	(Note 3)	
2	HP113	St. Stephen's Beach (South) Pier	50	1	-	0	0
3	HP148	Blake Pier at Stanley	690	2	Yes	0	0
4	HP116	Tai Tam Bay Pier	130	3	-	0	7
5	HP150	Central Pier No. 9	1 350	6	Yes	35	54
6	HP151	Central Pier No. 10	1 310	6	Yes	5	7
Kowloon							
7	KP058	Kwun Tong Public Pier	730	4	Yes	166	125
8	KP070	Kowloon Public Pier	4 620	6	Yes	39	102
New Territories							
9	IP026	Cheung Chau Public Pier	580	4	Yes	32	26
10	IP027	Sai Wan Jetty	Improvement works in progress				
11	IP031	Sok Kwu Wan Pier No. 2	540	2	Yes	8	8
12	IP035	Lo Tik Wan Pier	60	1	-	0	1
13	IP038	Pak Kok Pier	400	2	Yes	14	17
14	IP039	Sok Kwu Wan Public Pier	280	2	Yes	8	16
15	IP040	Yung Shue Wan Public Pier	Improvement works in progress				
16	IP047	Chi Ma Wan Pier	360	3	-	9	9
17	IP049	Sha Lo Wan Pier	380	1	-	7	16
18	IP050	Tai O Public Pier	Improvement works in progress				
19	IP051	Tai Shui Hang Pier	380	1	-	9	9

	Structure Number	Name of public pier	Area (approx. m^2) (Note 1)	Number of landing (berths) facilities (Note 1)	Roof cover (Yes/-) (Note 1)	Daily utilisation of the pier (No. of vessels) (Note 2)	
						Weekdays or Saturdays	Sundays or public holidays
20	IP053	Tung Chung Public Pier	270	2	-	3	5
21	IP055	Peng Chau Public Pier	390	3	Yes	18	43
22	IP056	Tai Lei Island Pier	340	1	-	0	0
23	IP058	Po Toi Public Pier	140	2	Yes	1	2
24	IP061	Tung Lung Chau Public Pier	160	1	-	0	8
25	IP069	Tung Lung Chau (North) Pier	210	2	-	1	2
26	IP075	Tai Pai Tsui Pier	470	1	-	0	0
27	IP076	Yung Shue Wan Development Pier	70	1	-	1	1
28	IP083	Luk Chau Tsuen Pier	210	1	-	2	2
29	IP101	Tung Chung Development Pier (Public)	760	1	Yes	29	18
30	KP092	Tsuen Wan Ferry Pier	470	1	Yes	0	0
31	KP093	Tsuen Wan Public Landing Steps	350	3	Yes	67	98
32	NP051	Joss House Bay Public Pier	610	2	-	0	0
33	NP053	Tung Ping Chau Public Pier	270	2	-	2	3
34	NP059	Pak A Pier	160	1	-	0	0
35	NP065	Yim Tin Tsai Pier	160	1	Yes	24	38
36	NP071	Hap Mun Bay Public Pier	60	1	-	4	7
37	NP073	Sai Kung Public Pier	1 070	6	Yes	25	71

	Structure Number	Name of public pier	Area (approx. m^2) (Note 1)	Number of landing (berths) facilities (Note 1)	Roof cover (Yes/-) (Note 1)	Daily utilisation of the pier (No. of vessels) (Note 2)	
						Weekdays or Saturdays	Sundays or public holidays
38	NP074	Sha Kiu Public Pier	70	1	-	0	0
39	NP075	Tai Tau Chau Pier	180	1	-	0	2
40	NP076	Tso Wo Hang Pier	430	2	-	2	0
41	NP082	Ap Chau Public Pier	160	1	-	7	7
42	NP083	Kat O Chau Pier	390	2	Yes	9	9
43	NP088	Wu Kai Sha Pier	160	1	Yes	0	1
44	NP091	Sham Tseng Public Pier	80	2	Yes	1	0
45	NP094	Sam Mun Tsai Village Pier	910	3	Yes	11	8
46	NP095	Tai Mei Tuk Pier No. 1	40	1	-	2	3
47	NP096	Tai Mei Tuk Pier No. 2	40	1	-	4	4
48	NP097	Tai Po Railway Pier	220	1	-	0	0
49	NP108	Chek Keng Pier	300	1	-	25	31
50	NP110	Kei Ling Ha Hoi Pier	330	2	-	0	0
51	NP111	Lai Chi Chong Pier	620	2	Yes	6	6
52	NP112	Sham Chung Pier	610	2	Yes	4	6
53	NP113	Tap Mun Pier	280	3	Yes	15	9
54	NP123	Tsing Yi Public Pier	1 350	1	Yes	20	29
55	NP125	Yau Kom Tau Pier	100	1	-	0	1
56	NP128	Kadoorie Pier	200	1	Yes	0	0
57	NP141	Ma Liu Shui Ferry Pier	440	2	Yes	6	15
58	NP147	Po Toi O Pier No. 2	290	1	-	1	3
59	NP149	Pak Sha Wan Pier No. 2	560	5	Yes	47	110

	Structure Number	Name of public pier	Area (approx. m^2) (Note 1)	Number of landing (berths) facilities (Note 1)	Roof cover (Yes/-) (Note 1)	Daily utilisation of the pier (No. of vessels) (Note 2)	
						Weekdays or Saturdays	Sundays or public holidays
60	NP161	Pier at Angler's Beach Sham Tseng	550	3	Yes	0	6
61	NP164	Tiu Keng Leng Pier	90	1	-	31	19
62	NP165	Sha Tau Kok Public Pier	1 730	4	Yes	14	20
63	NP166	Wong Shek Public Pier	610	3	Yes	47	107
64	NP167	Ko Lau Wan Public Pier	510	2	Yes	14	24
65	NP189	Ma Liu Shui New Ferry Pier	640	1	-	(Note 4)	

Note 1: The information on the area, number of landing (berths) facilities and whether roof cover of the relevant public piers is provided is supplied by the Civil Engineering and Development Department. "Yes" denotes that roof cover is provided; "-" denotes that roof cover is not provided.

Note 2: The surveys on utilisation were conducted between 7 a.m. and 8 p.m. on a normal weather day in 2023-2024.

Note 3: To facilitate construction works in the vicinity, Tong Shui Road Pier (HP105) was closed temporarily from May 2023 to June 2025. The TD does not have the relevant data on utilisation.

Note 4: Ma Liu Shui New Ferry Pier (NP189) commenced operation in September 2025. The TD does not have the relevant data on utilisation.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB211

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0290)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the first registration tax (FRT) concession arrangement for electric private cars (e-PCs), will the Government advise this Committee of the following:

(1) What are the numbers of various types of newly registered vehicles in Hong Kong since the implementation of the arrangement? Please set out the respective numbers and their percentages, with a breakdown by the fuel type they used in table form; and

(2) What are the numbers of e-PCs that have benefitted from basic FRT concessions each year since the implementation of the arrangement? Please list the amount involved in FRT concessions each year.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 1)

Reply:

The Government provides first registration tax (FRT) concession arrangement for electric private cars (e-PCs), electric commercial vehicles, electric motorcycles (including electric motor tricycles).

(1) In the past 5 years (2021-2025), the numbers and percentages of first registered vehicles by vehicle class and fuel type are tabulated as follows:

2021

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	9 013	0	79	0	0	**9 092 [15.78%]**
Private car	29 724	2	9 583	0	0	**39 309 [68.20%]**
Taxi	0	0	0	1 120	0	**1 120 [1.94%]**
Franchised bus	0	277	0	0	0	**277 [0.48%]**
Non-franchised public bus	0	277	0	0	0	**277 [0.48%]**
Private bus	0	74	0	0	0	**74 [0.13%]**
Public light bus	0	13	0	146	0	**159 [0.28%]**
Private light bus	0	63	0	46	0	**109 [0.19%]**
Goods vehicle	2	7 045	55	0	0	**7 102 [12.32%]**
Special purpose vehicle	0	91	13	11	0	**115 [0.20%]**
Total [Percentage of the fuel type in total number of vehicles]	**38 739 [67.22%]**	**7 842 [13.61%]**	**9 730 [16.88%]**	**1 323 [2.30%]**	**0 [0.00%]**	**Total number of First registered vehicles: 57 634**

2022

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	7 477	0	163	0	0	**7 640 [14.11%]**
Private car	17 683	0	19 795	0	0	**37 478 [69.20%]**
Taxi	10	0	1	1 094	0	**1 105 [2.04%]**
Franchised bus	0	217	19	0	0	**236 [0.44%]**
Non-franchised public bus	0	310	2	0	0	**312 [0.58%]**
Private bus	0	57	0	0	0	**57 [0.11%]**
Public light bus	0	14	0	115	0	**129 [0.24%]**
Private light bus	0	69	0	1	0	**70 [0.13%]**
Goods vehicle	0	6 913	80	0	0	**6 993 [12.91%]**
Special purpose vehicle	0	120	13	4	0	**137 [0.25%]**
Total [Percentage of the fuel type in total number of vehicles]	**25 170 [46.48%]**	**7 700 [14.22%]**	**20 073 [37.06%]**	**1 214 [2.24%]**	**0 [0.00%]**	**Total number of first registered vehicles: 54 157**

2023

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	4 632	0	211	0	0	**4 843 [8.66%]**
Private car	15 628	0	28 541	0	0	**44 169 [79.01%]**
Taxi	2	0	17	933	0	**952 [1.70%]**
Franchised bus	0	108	24	0	1	**133 [0.24%]**
Non-franchised public bus	0	401	15	0	0	**416 [0.74%]**
Private bus	0	90	0	0	0	**90 [0.16%]**
Public light bus	0	93	1	21	0	**115 [0.21%]**
Private light bus	0	81	1	0	0	**82 [0.15%]**
Goods vehicle	0	4 701	308	0	0	**5 009 [8.96%]**
Special purpose vehicle	0	81	7	5	0	**93 [0.17%]**
Total [Percentage of the fuel type in total number of vehicles]	**20 262 [36.25%]**	**5 555 [9.94%]**	**29 125 [52.10%]**	**959 [1.72%]**	**1 [0.00%]**	**Total number of first registered vehicles: 55 902**

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	3 726	0	307	0	0	**4 033 [7.25%]**
Private car	13 503	0	33 206	0	0	**46 709 [83.92%]**
Taxi	4	0	140	827	0	**971 [1.74%]**
Franchised bus	0	25	20	0	0	**45 [0.08%]**
Non-franchised public bus	0	307	10	0	0	**317 [0.57%]**
Private bus	0	63	3	0	0	**66 [0.12%]**
Public light bus	0	105	3	14	0	**122 [0.22%]**
Private light bus	0	132	1	0	0	**133 [0.24%]**
Goods vehicle	0	2 936	249	0	0	**3 185 [5.72%]**
Special purpose vehicle	2	71	3	5	0	**81 [0.15%]**
Total [Percentage of the fuel type in total number of vehicles]	**17 235 [30.96%]**	**3 639 [6.54%]**	**33 942 [60.98%]**	**846 [1.52%]**	**0 [0.00%]**	**Total number of first registered vehicles: 55 662**

2025

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	3 562	0	223	0	0	**3 785 [6.28%]**
Private car	13 568	0	37 467	0	0	**51 035 [84.61%]**
Taxi	93	0	899	812	0	**1 804 [2.99%]**
Franchised bus	0	45	1	0	0	**46 [0.08%]**
Non-franchised public bus	0	402	36	0	0	**438 [0.73%]**
Private bus	0	38	6	0	0	**44 [0.07%]**
Public light bus	0	41	11	1	0	**53 [0.09%]**
Private light bus	0	89	5	0	0	**94 [0.16%]**
Goods vehicle	0	2 383	551	0	0	**2 934 [4.86%]**
Special purpose vehicle	1	72	6	0	3	**82 [0.14%]**
Total [Percentage of the fuel type in total number of vehicles]	**17 224 [28.56%]**	**3 070 [5.09%]**	**39 205 [65.00%]**	**813 [1.35%]**	**3 [0.00%]**	**Total number of first registered vehicles: 60 315**

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 of e-PCs first registered in Hong Kong and granted the basic FRT concession* in the past five years (2021 to 2025) and the concession amount involved are set out in the table below:

Year	**Basic FRT concession***	
	Number	**Total amount of FRT concession granted ($m)**
2021	266	26
2022	427	42
2023	326	32
2024	636	52
2025	4 677	274

* An e-PC not registered under the "One-for-One" Replacement Scheme is, if eligible, entitled to basic FRT concession on or before 31 March 2026.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB212

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0302)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the enhancement of road safety at black spots and pedestrian safety, will the Government advise this Committee of the following:

1. whether the Government has conducted systematic studies or assessments on black spots across the territory; if yes, the relevant data of the studies and the expenditure involved;

2. the targeted road improvement works or traffic management measures implemented at various black spots in the past three years; please list by year the locations of the black spots involved, details of the improvement works, the relevant expenditure, and whether the Government has assessed the effectiveness of the works (such as changes in the number of traffic accidents);

3. whether the Government will deploy extra manpower to step up inspection and law enforcement so as to more effectively prevent traffic accidents at black spots in future; if yes, the estimated increase in manpower and relevant expenditure;

4. whether the Government will raise drivers' awareness by stepping up publicity, education and law enforcement efforts, or reviewing the penalty levels to increase the deterrent effect; and

5. whether the Government has any plan to introduce smart monitoring system or dynamic adaptive traffic signal system to improve the safety management of black spots in future; if yes, the specific plan, implementation timetable and estimated expenditure.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 13)

Reply:

1. and 2.

The Government has been enhancing road safety through a multi-pronged approach and is committed to reducing traffic accidents at the source. Key initiatives include improving road design and traffic management, reviewing legislation to strengthen

driving safety requirements and increase the deterrent effect of penalties, incorporating technology to enhance traffic oversight, and stepping up publicity, education, and enforcement action.

Regarding improvement to road designs and traffic management initiatives, the Transport Department (TD) analyses accident data of traffic black spots and other locations with a relatively high frequency of accidents to identify any distinct patterns or common causes, enabling the formulation of targeted improvement measures, such as adjusting traffic signals, adding central dividers, improving pedestrian facilities, and optimising traffic signage and road markings. The above tasks have been undertaken by the existing staff of TD as part of their established duties. There is no separate breakdown of resources involved.

Between 2023 and 2025, the TD drew up and implemented road improvement works at 65 accident black spots and locations with a relatively high frequency of accidents. As at the end of 2025, improvement works have been completed at 47 of these locations. Among them, 31 locations recorded a reduction in the overall numbers of traffic accidents and casualties by approximately 22% and 36% respectively one year following the completion of the works, compared with the year prior. For the remaining 16 locations, as improvement works were completed less than a year ago, the TD is currently continuing to collect and analyse further data in order to evaluate their effectiveness. The locations and improvement details are tabulated at Annex, and the estimated expenditure for the works is about $1.6 million.

3. "Road safety" is one of the selected traffic enforcement priorities of the Hong Kong Police Force (HKPF). Based on the accident data and analytical results of various black spots, the HKPF will review road design and traffic facilities with relevant government departments, and deploy resources in light of actual needs to step up enforcement actions, so as to strengthen the deterrent effect against offences. The HKPF will also enhance publicity and education efforts to further raise the safety awareness of all road users, including drivers and pedestrians.

4. and 5.

The Government attaches great importance to road safety and continues to introduce various enhancement measures. In the past few years, several legislative amendments submitted to the Legislative Council (LegCo) to strengthen road safety have gradually come into force, including requirements for electric vehicles to be equipped with an acoustic vehicle alerting system, for vehicles with extendable aerial structures to have an over-height warning system, for child passengers in private cars to use child restraining devices, and for tightening the use of mobile telecommunications devices by drivers while driving. These measures help further protect road users. In 2025, the Government proposed to increase fixed penalties for illegal parking and 19 traffic offences related to road safety, such as speeding, failure to comply with traffic signs and markings, crossing double white lines, etc., to enhance their deterrent effect. Such proposals were passed by the LegCo and came into effect in January 2026.

The TD and the HKPF will continue to leverage new technologies to improve traffic management and enhance road safety. The TD had, by the end of 2024, installed new auxiliary devices which project red light at signalised crossings at a total of about 100

locations across various districts, which are black spots with a relatively high number of vehicle-to-pedestrian collisions, with a view to reminding pedestrians no red-light running at crossings. Regarding zebra crossings, the TD has commissioned the Electrical and Mechanical Services Department to replace all traditional Belisha beacons at zebra crossings on public roads in Hong Kong, and the replacement works commenced at the end of 2024. 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 beacons to draw the attention of motorists to the presence of zebra crossings and remind them to stop and give way to pedestrians. To further facilitate smart traffic management and public commuting, the TD is implementing the real-time adaptive traffic signal system (RTATSS) at about 50 suitable independent signalised junctions across the territory. It is expected that the RTATSS will be installed and commissioned progressively starting from the second half of this year. The whole project is expected to be completed in 2027.

Overall speaking, most traffic accidents are attributed to driver-related factors, including inattentive driving, tailgating and careless lane changes. The TD will continue to collaborate with the HKPF and the Road Safety Council to promote road safety among different road users through publicity and education, such as production and broadcasting of television and online publicity video clips, publication and distribution of Road Safety Bulletins and leaflets, affixing publicity covers on traffic signal controllers, conducting road safety talks in primary and secondary schools and elderly centres, and disseminating information on social media platforms.

Annex

Road improvement works carried out at traffic accident black spots and locations with a relatively high frequency of accidents in the past three years

Year	Location	Details
2023	Junction of Salisbury Road and Kowloon Park Drive	Enlarging the signal heads of existing traffic lights
	Junction of Nam Cheong Street and Hai Tan Street	Adjusting existing traffic signals and improving road markings
	Junction of Repulse Bay Road and Island Road	Improving traffic signs
	Junction of Tai Chung Road Interchange and Tai Chung Road	Improving traffic signs and road markings
	Junction of Cheung Sha Wan Road and Hing Wah Street	Improving traffic signs and railings
	Tuen Mun Road eastbound near Tsing Long Highway	Improving traffic signs
	Junction of Kwan Mun Hau Street, Tsuen Fu Street and Tsuen Wan Market Street	Improving railings
	Junction of Camp Street and Un Chau Street	Improving railings
	Tuen Mun Road westbound near Chai Wan Kok	Improving road markings
	Junction of Tsuen Kam Interchange and Wai Tsuen Road	Improving traffic signs, road markings and railings
	Junction of Tsuen Kam Interchange and Tai Ho Road North	Improving traffic signs
	Junction of Tsuen Kam Interchange and Texaco Road North	Improving traffic signs and railings
	Junction of Cameron Road and Carnarvon Road	Improving railings
	Route Twisk near lamppost nos. FA5570 to FA5576	Improving traffic signs
	Route Twisk near Chuen Lung lamppost nos. FA5583 to FA5589	Improving traffic signs
	Island Road near Deep Water Bay Beach	Improving railings
2024	Junction of Shun Tung Road and Tat Tung Road	Installing additional backing boards at traffic lights
	Junction of Castle Peak Road and Tonkin Street	Installing additional backing boards at traffic lights
	Junction of Tai Po Road and Caldecott Road	Improving railings
	Clear Water Bay Road westbound near Ngau Chi Wan Market	Improving traffic signs
	Lung Cheung Road westbound near Hung Ngok House	Improving traffic signs
	Junction of Shung Wah Street and Wan Wah Street	Improving traffic signs and road markings

Year	Location	Details
	Junction of Kwun Tong Road and Hong Ning Road	Improving traffic signs
	Junction of Wo Yi Hop Road and Lei Muk Road	Improving railings
	Junction of Fa Yuen Street and Soy Street	Improving traffic signs and road markings
	Junction of Castle Peak Road and Fuk Wa Street	Improving railings
	Junction of Ap Lei Chau Bridge Road and Lee Nam Road	Improving traffic signs, road markings and railings
	Junction of Castle Peak Road and Cheung Fat Street	Improving railings
	Junction of Castle Peak Road and Tung Chau West Street	Improving railings
	Junction of Sha Tsui Road and Tai Chung Road	Improving road markings
	Junction of Tsuen Kam Interchange and Route Twisk	Improving traffic signs
	Junction of Wan Chai Road, Cross Street and Tai Wo Street	Improving traffic signs and road markings
	Junction of Morrison Hill Road and Sports Road	Improving traffic signs and narrowing the carriageway
	Junction of Chung On Street and Shiu Wo Street	Improving traffic signs and road markings
	Junction of Hing Fong Road and Kwai Yik Road	Improving road markings
	Tuen Mun Road westbound near Rhine Garden	Improving traffic signs
	Junction of Princess Margaret Road and Man Fung Path	Improving traffic signs
	Junction of Yen Chow Street and Tung Chau Street	Adjusting existing traffic signals and improving road markings
	Junction of Cheung Sha Wan Road and Lai Chi Kok Road	Improving traffic signs and road markings
	Junction of Yen Chow Street and Yee Kuk Street	Adjusting existing traffic signals and improving road markings
	Junction of Haiphong Road and Lock Road	Improving road markings
	Junction of Kimberley Road and Observatory Road	Improving traffic signs and road markings
	Tung Chung Eastern Interchange	Improving traffic signs
	Lung Cheung Road eastbound near Fung Mo Street	Improving traffic signs
	Junction of Wo Yi Hop Road and Cheung Wing Road	Improving road markings
	Cheung Tsing Highway eastbound near the western entrance of Cheung Tsing Tunnel	Improving traffic signs

Year	Location	Details
	Lung Cheung Road southbound near Mount Beacon	Improving traffic signs
2025	Junction of Princess Margaret Road and Man Fung Path	Improving traffic signs
	Junction of Sheung Heung Road and Kowloon City Road	Improving traffic signs and road markings
	Junction of Bonham Strand, Hillier Street and Mercer Street	Improving traffic signs and road markings
	Lung Cheung Road eastbound near Jockey Club Breast Health Centre	Improving traffic signs and road markings
	Junction of Ngau Tau Kok Road near Ngau Tau Kok MTR Station	Improving railings
	Junction of Castle Peak Road - Tsuen Wan, Kwan Mun Hau Street and Shing Mun Road	Improving road markings
	Junction of Tsing Yi Heung Sze Wui Road and Chung Mei Road	Improving road markings
	Long Yat Road near Yuen Long Station Public Transport Interchange	Improving traffic signs and road markings
	Clear Water Bay Road westbound near Jat's Incline	Improving traffic signs
	Junction of Clear Water Bay Road and Fung Shing Street	Improving traffic signs
	Junction of Morrison Hill Road and Sports Road	Improving traffic signs and narrowing the roadway
	Austin Road near Austin Avenue	Improving railings
	Junction of Castle Peak Road - Tsuen Wan and Sai Lau Kok Road	Improving road markings
	Ching Cheung Road westbound near Lai Chi Kok Park	Improving traffic signs
	Tai Po Tai Wo Road northbound near Po Nga Road	Improving traffic signs
	Junction of Harbour Road and Fleming Road	Improving traffic signs
	Junction of Kwai Chung Road, Kwai On Road and Kwai Yik Road	Improving road markings
	Fanling Highway southbound near chainage 20.6	Improving traffic signs
	Fan Kam Road near Ta Shek Wu Shek Tong	Improving traffic signs and road markings

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB213**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0312)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the facilities and efforts to improve pedestrians' safety at road crossings, will the Government advise this Committee of the following:

1. details of the expenditure involved (including but not limited to equipment procurement, installation cost, operating cost, maintenance fee, etc.) for the Transport Department's installation of auxiliary devices which project red light at signalised locations at specific road crossing black sites in various districts;

2. the numbers of accidents and incidents occurred at these locations after the installation of auxiliary devices; and

3. whether there will be a review of more road crossing locations across the territory in the future and a plan to expand the coverage of installation of auxiliary devices if the results are notable; if not, the reasons.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 15)

Reply:

1. Since November 2023, the Transport Department (TD) has started installing auxiliary devices which project red light (auxiliary devices) at signalised crossings at a total of 100 locations across various districts, which are black sites or where a relatively high number of vehicle-to-pedestrian collisions have occurred. The installation works were completed in December 2024. The total expenditures on installation of auxiliary devices at 100 locations are as follows:

Item	**Expenditure (HK$)**
Procurement and installation expenditures	About $21.66 million
Annual expenditure on electricity tariff (Note)	About $260,000
Annual maintenance cost (including inspections, repair and replacement of damaged devices) (Note)	About $100,000

Note: Expenditure between January and December 2025

2. The TD has engaged a professional team from the University of Hong Kong to evaluate the effectiveness of the auxiliary devices in enhancing pedestrian safety. The evaluation was completed in November 2025. The result revealed that the overall number of red-light running by pedestrians at crossings reduced by about 24% after the installation of auxiliary devices. Regarding traffic accidents, the numbers before the installation (2020-2023), during the installation (2024) and after the installation (2025) of auxiliary devices are tabulated as follows:

Year	2020	2021	2022	2023*	2024*	2025^
The number of traffic accidents involving vehicle-to-pedestrian collisions at the 100 locations installed with auxiliary devices	66	55	39	42	23	14

*The installation works of auxiliary devices were carried out between November 2023 and December 2024.

^The number of traffic accidents in 2025 is a provisional figure.

3. The current 100 locations installed with auxiliary devices have covered all road crossing black sites where a relatively high number of vehicle-to-pedestrian collisions had occurred during the site selection in late 2023. The TD will keep under review the traffic conditions at various junctions and the availability of its resources, and consider installing auxiliary devices at individual suitable locations (such as new road crossing black sites with a relatively high number of pedestrian accidents) so as to enhance pedestrian safety in a targeted and effective manner.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB214

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0330)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding public bus services provided under the Public Bus Services Ordinance (Cap. 230) (i.e. franchised buses), will the Government inform this Committee of the following:

(1) Among the routes operated by the current franchised bus operators in Hong Kong, what are the respective numbers of routes which offer section fares and the respective percentages of such routes in the company?

(2) For routes providing section fares, what are the respective numbers of routes that offer two-way section fares (i.e. the section fares offered to passengers irrespective of whether they board the bus in the front or end part of the bus journey) operated by each bus operator?

(3) Has the Government previously obtained information about two-way section fares usage on various routes from the franchised bus operators? If yes, what are the details? If no, whether there are any plans to collect such information from the operators in the future?

(4) Given that the fares of franchised bus routes are linked to the Government's reimbursement of the revenue forgone under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, enhanced implementation of two-way section fares by operators will help save public funds. Will the Government request the operators concerned to strengthen their policies on two-way section fares when examining the renewal of bus franchises in future? If not, will operators be required to maintain a certain level of short-haul bus services?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 34)

Reply:

(1) and (2)

An overview of the section fares provided by franchised bus operators (FBOs) as at mid-February 2026 is set out below:

Operator	Number of main routes (Note 1)	Number of main routes with section fares (Note 2)	Percentage of main routes with section fares	Number of main routes with section fares throughout the journey (Note 3)	Percentage of main routes with section fares throughout the journey
KMB	455	342	75%	97	21%
LW	43	40	93%	1	2%
CTB (F1)	208	189	91%	35	17%
CTB (F2)	32	27	84%	6	19%
NLB	29	15	52%	10	34%

Note 1: Including jointly operated routes.

Note 2: Generally speaking, there are two types of section fares, namely "front-part-journey section fare" and "end-part-journey section fare". Passengers need to tap their Octopus cards or scan QR codes at the on-board fare collection systems before alighting or at validators located at bus stops in order to receive the "front-part-journey section fare" rebate. In addition, some routes offer concessions through the driver who adjusts the fare to a lower one according to passengers' destination when they board the bus. "End-part-journey section fare" refers to fare concessions offered at designated stops at the latter section of the bus route journey. Passengers immediately enjoy fare concessions upon boarding a bus on a route with "end-part-journey section fare" by tapping their cards or scanning the QR code to pay the fare on board. Routes providing either type of section fare, i.e. "front-part-journey section fare" or "end-part-journey section fare", are included in the calculation.

Note 3: It means both "front-part-journey section fare" and "end-part-journey section fare" are provided.

(3) and (4)

The Government has all along been encouraging FBOs to provide fare concessions, including section fares, having regard to their operating and financial conditions, overall economic environment, passenger demands and vehicle resources, etc. In considering the introduction of section fares for bus routes, the Transport Department (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 to prevent short-haul passengers from taking up the capacity of long-haul routes or the occupancy rates from becoming too low when short-haul passengers alight midway to make effective use of public transport resources.

Measures to refine the "$2 Scheme" announced in the 2025-26 Budget will help reduce the public subsidy for the scheme. At the same time, the TD has been proactively co-ordinating with FBOs to introduce section fares on more suitable bus routes, and 100 "front-part-journey section fare" schemes have been introduced in phases in 2025-26. As at 28 February 2026, 88 schemes have been implemented, while the 12 remaining schemes will be implemented progressively within this year. The TD will maintain close liaison with FBOs to monitor the implementation of section fares.

In considering matters relating to bus franchises, the TD will continue to encourage FBOs to adopt various measures to enhance operational efficiency and maintain financial viability, with a view to further improving the quality of bus services, including the provision of more fare concessions. The TD will also review the bus routes provided by FBOs from time to time to cope with the travelling demand of passengers.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB215

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0331)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

According to the Annual Transport Digest 2025, as at the end of 2024, there were about 37 600 designated on-street parking spaces in the territory and a total of about 4 000 parking spaces for private cars and about 600 parking spaces for motor cycles were provided at ten multi-storey car parks operated by the Transport Department. In this connection, will the Government inform this Committee of the following:

1. the current progress and expenditure on introducing automated parking systems (APS) at public car parks to enhance the operational efficiency and increase the number of parking spaces; the estimates for promoting APS in the future?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 35)

Reply:

1. The Transport Department (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. Among them, three STT car parks with APS have already been commissioned. The first public works project with APS is located at the Tseung Kwan O Government Offices Public Car Park, which was commissioned in December 2025. Information of the relevant projects since 2020 is listed at **Annex**.

Annex

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure
A. APSs in STT car parks					
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	November 2021 (Commissioned)	245 (78)	Funded by the STT car park operator
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	December 2022 (Commissioned)	250 (52)	Funded by the STT car park operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	April 2024 (Commissioned)	210 (52)	Funded by the STT car park operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2026 (Tentative)	About 200 (117)	Funded by the STT car park operator
STT Car Park at Lok Wah Street, Tsz Wan Shan	Puzzle stacking	October 2025	2027 (Tentative)	About 180 (About 40)	Funded by the STT car park operator
STT Car Park at Po Tai Street, Ma On Shan	To be confirmed	October 2025	2027 (Tentative)	About 270 (About 100)	Funded by the STT car park operator

B. APSs in public works projects					
Project	**APS Type**	**Commencement of Construction**	**Expected Commissioning Date**	**Total Number of Parking Spaces (Number of APS parking spaces)**	**Estimated Expenditure of the Entire Public Works Programme Item** [Note 1]
Tseung Kwan O Government Offices Public Car Park (i.e. Joint-user Government Office Building in Area 67, Tseung Kwan O)	Puzzle stacking	September 2020	December 2025 (Commissioned)	388 (225)	$5,228.4 M [Note 2]
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2027 (Tentative)	About 320 (About 160)	$1,605.0 M [Note 3]
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2028 (Tentative)	About 200 (About 170)	$777.9 M [Note 4]
Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	November 2024	2029 (Tentative)	About 350 (About 180)	$2,888.4 M [Note 5]
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	May 2025	2029 (Tentative)	About 450 (About 300)	$1,208.0 M [Note 6]

Note 1: The estimated expenditure is calculated in money-of-the-day prices and is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee.

Note 2: Including the construction costs for government offices and facilities, general out-patient clinic, job centre, families clinic and dental clinic, child care centre and public car park.

Note 3: Including the construction costs for open space, sports centre and public car park.

Note 4: Including the construction costs for open space and public car park.

Note 5: Including the construction costs for sports centre, indoor heated swimming pools, Hong Kong Public Libraries New Book Centre, community hall, Sha Tin District Office's Ma On Shan Sub-office and public car park.

Note 6: Including the construction costs for town park and public car park.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB216

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1304)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the continuous monitoring of the operation of the licensed taxi fleets under Matters Requiring Special Attention in 2026–27, please advise this Committee of the following:

1. As there are five taxi fleets currently, the respective numbers of taxis registered under each fleet and the numbers of taxis in daily operation;

2. According to the licensing conditions, the taxi fleets are required to reach a total number of 3 500 taxis within four months after licensing, i.e. by the end of November last year, but this target has not been met up to the present, whether the Government will set a "deadline" for revocation of licences if the relevant terms remain unfulfilled; if yes, the details; if not, the reasons;

3. As the Government will officially legislate the regulation of ride-hailing services this year, whether it will consider requiring online ride-hailing platforms to include taxi fleets to increase their utilisation rate; if yes, the details; if not, the reasons.

Asked by: Hon IP Ngo-tung, Chris (LegCo internal reference no.: 5)

Reply:

1.-2.

The taxi fleet regime introduced by the Government aims to introduce a systematic and professional approach for fleet management to enhance the quality of taxi services. The Transport Department (TD) regulates the operation and management of taxi fleets through licensing conditions, and specifies the devices to be installed on fleet taxis and the requirements in relation to fleet size, age of vehicles and services to be provided by fleet licensees, such as the provision of online hailing channels (including mobile hailing applications, websites and telephone hotlines) and electronic payment means, as well as the installation of various in-vehicle safety devices (including dash cameras, driver monitoring system, etc.). Since the TD issued Taxi Fleet Licences to five taxi fleets in July 2025, the number of fleet taxis has continued to increase steadily. As at 13 March

2026, over 1 500 fleet taxis and about 2 000 fleet taxi drivers had been engaged in service, and more than 2.88 million trips had been completed.

The passengers' feedback on the taxi fleet services has been positive in general, noting a wider selection of vehicle models (including six-seater taxis and wheelchair-accessible taxis), newer vehicles, spacious and tidy compartments with enhanced equipment, and courteous drivers. Overall speaking, the taxi fleets have provided quality services, demonstrating a more professional management approach, bringing a positive new outlook to the taxi trade.

The Government has been actively co-ordinating and providing support for the operation of the fleets, including facilitating vehicle examination arrangements for fleet taxis, co-ordinating fleet operators' applications for Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis, promoting fleet services to the public and tourists, and facilitating each fleet to co-operate with third-party platform to provide centralised taxi-hailing service. In addition, to facilitate fleet taxis' picking up passengers with pre-booked service, the TD has set up about 90 designated fleet taxi stopping places across 16 locations, such as the airport, some of the boundary control points, Hong Kong West Kowloon Station of the Express Rail Link, some of the Airport Express stations, the Kai Tak Cruise Terminal, the Hong Kong Convention and Exhibition Centre Phase II, the Exhibition Centre Station Public Transport Interchange, and the M+ Museum. Furthermore, the TD has co-ordinated the co-operation among some fleet operators, power companies and other public transport operators to facilitate charging for electric taxis.

Regarding driver recruitment, the TD has been assisting fleet operators in participating in district and thematic job fairs organised by the Labour Department, enabling operators to explain in detail to job seekers the management, training and support provided to drivers, so as to attract existing drivers and new blood to join. Meanwhile, the fleets have put in place different measures to recruit more drivers, including placing advertisements on radio and social media platforms, offering new driver referral bonus and safe driving bonus, as well as flexible working hour arrangements. We understand that the job fairs and the above measures have attracted enquiries from job seekers outside the taxi trade, and have successfully recruited more than 100 newcomers to switch careers and become taxi fleet drivers. Besides, to attract more new blood to join the taxi trade, the TD has further enhanced the taxi written test on 3 November 2025 by substantially reducing and simplifying the questions on locations and routes, and adding new questions related to enhancement of taxi service quality, with the aim of maintaining assessment standards while better aligning with the practical needs of the taxi trade. As at 28 February 2026, the average monthly number of candidates applying for a taxi written test has increased from about 1 380 prior to the enhancement of the taxi written test to about 1 820 after the enhancement, representing an increase of about 30%, thereby bringing about a positive impact on overall manpower in the trade and the recruitment of fleet taxi drivers.

Furthermore, the TD is actively co-ordinating among the fleets and different stakeholders in the taxi trade (such as associations, trade unions, and taxi companies) to assist them in engaging drivers and taxi owners. The Government will, through the various co-ordination and support measures mentioned above, continue to urge the fleet

operators to actively enhance their services and expedite the engagement of drivers and taxi owners, so as to drive the fleets towards their committed scale and provide passengers with quality taxi services.

3. The Road Traffic (Amendment) (Ride-hailing Service) Bill 2025 (the Bill) was passed by the Legislative Council in October 2025. It stipulates the legal framework and key principles for regulating ride-hailing service, including the requirement for platforms, vehicles and drivers providing ride-hailing services to obtain appropriate licences or permits and to comply with the conditions of the relevant licences or permits. Quite a number of taxi drivers are now accustomed to accepting street-hailing and taking online bookings through ride-hailing platforms to increase their income. We welcome and encourage ride-hailing platforms to provide booking services for both private cars and taxis. This will enhance the competitiveness of taxi drivers and at the same time boost the overall capacity of platforms, offering passengers more choices and allowing them to book trips more conveniently and quickly through ride-hailing platforms.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB217

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1305)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the utilisation of parking meters, will the Government inform this Committee of the following:

1. the utilisation rates of the parking meters (by operating hours) for each district in Hong Kong in the past three years (set out by district in table form);

2. the monthly utilisation rates of parking meters (by operating hours) for each district in Hong Kong in 2025 (set out by district and month in table form); and

3. the total revenue generated from parking meters across the territory and the expenditure on their maintenance and replacement in each of the past three years (set out in table form).

Asked by: Hon IP Ngo-tung, Chris (LegCo internal reference no.8)

Reply:

1.&2. The average utilisation rates of parking meters for each district in the past three years are as follows:

District	2023		2024		2025	
	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)
Central & Western	90	81	93	86	91	84
Eastern	91	83	91	92	91	92
Southern	62	70	68	73	68	73
Wan Chai	91	91	90	89	89	88
Hong Kong Island (Sub-total)	84	82	88	85	87	85
Kowloon City	95	95	91	91	90	90
Kwun Tong	93	95	92	93	93	92

District	2023		2024		2025	
	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)
Sham Shui Po	96	91	94	93	93	94
Wong Tai Sin	91	91	94	93	92	92
Yau Tsim Mong	93	92	96	94	95	96
Kowloon (Sub-total)	95	93	93	94	93	92
Islands	68	76	75	73	74	74
Kwai Tsing	92	92	96	91	95	91
North	88	90	88	89	88	89
Sai Kung	74	76	75	70	75	69
Sha Tin	87	92	86	90	86	89
Tai Po	88	92	82	90	83	91
Tsuen Wan	88	92	90	92	88	93
Tuen Mun	88	92	84	92	83	94
Yuen Long	88	90	89	85	90	86
New Territories (Sub-total)	85	88	85	86	86	87
Total	**88**	**89**	**88**	**88**	**88**	**88**

The Transport Department has not maintained the statistics on the average monthly utilisation rates of parking meters.

3. Revenues and recurrent expenditures of the parking meter system in the past three financial years are as follows:

	2022-23	2023-24	2024-25
Revenue ($ million)	377	412	439
Recurrent expenditure ($ million)	47	51	58

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB218

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2428)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding regulating driving instructors' licences, will the Government inform this Committee of the following:

1. the percentage of active private driving instructor (PDI) among Group 1 to Group 3 Private Driving Instructor Licences (PDI licences) in each group in each of the past three years;

2. whether the Government has reviewed the demand and supply for PDIs of each group in the recent three years; if yes, what are the details;

3. noting that there had been discussions proposing the combination of the three groups of PDI licences, i.e. the "three-in-one" proposal, but the proposal has not been implemented, whether the Government has any intention to re-examine the said proposal; if yes, what are the details; if not, what are the reasons?

Asked by: Hon IP Ngo-tung, Chris (LegCo internal reference no.6)

Reply:

1. Whether a PDI has been providing training depends on various factors. According to the prevailing consensus between the Transport Department (TD) and the trade, a PDI who has accompanied a candidate to a driving test within one year will be regarded as active. The numbers and the percentages of active PDIs in their respective groups are as follows:

Year	Group 1		Group 2		Group 3	
	Average number of valid driving instructor's licences	**Number of active driving instructors (% in the group)**	**Average number of valid driving instructor's licences**	**Number of active driving instructors (% in the group)**	**Average number of valid driving instructor's licences**	**Number of active driving instructors (% in the group)**
2023	1 015	814 (80.2%)	96	33 (34.4%)	171	75 (43.9%)
2024	1 000	812 (81.2%)	91	37 (40.7%)	168	73 (43.5%)
2025	953	796 (83.5%)	80	35 (43.8%)	162	72 (44.4%)

2. The TD conducts reviews regularly to assess the need for issuing new PDI licences by taking all relevant factors into consideration, including the supply and demand for PDI's training services. The TD has completed the regular review in 2025 and will announce the findings in a timely manner.

3. The TD conducted a comprehensive review of driving training policy in 2020 and enhanced the issuing mechanism of PDI licences in 2021, including the introduction of a quota mechanism. Under the new mechanism, 75% of the new PDI licences are allocated as public quota for application to allow new blood to enter the trade, while 25% are allocated as driving instructor quota (DI quota) for application by holders of valid PDI licences of other groups and serving restricted driving instructors (RDIs) and ex-RDIs of designated driving schools and franchised bus companies. The quota mechanism, on the one hand, ensures that new blood can enter the trade through public quota (in particular PDIs for Group 2 and Group 3) so as to foster competition and improve service quality; on the other hand, DI quota helps **make better use of the experience of** driving instructors and allows driving training services to be provided flexibly among different groups, thereby maintaining overall supply stability.

   Regarding the "three-in-one" proposal of combining the three groups of driving instructor licences, the TD considers that different teaching skills are required of PDIs for different groups of vehicles. The current grouping arrangement, which classifies PDIs according to their technical expertise, was determined after thorough discussion with the trade. It is more preferable and reliable and is also in line with common practices in other places.

   The enhanced issuing mechanism for PDI licences has been operating smoothly since its launch. the TD will continue to monitor the effectiveness of the mechanism and the quota allocation method.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB219

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2429)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

One of the duties of the Transport Department is to monitor existing railway services, assess the impact of new railways on other public transport modes and maintain a coordinated network of public transport services along rail corridors. In this connection, will the Government advise this Committee of the following:

1. the nature and numbers of MTR incidents lasting 30 minutes or less, 31 minutes to three hours and more than three hours, and resulting penalty (if any) in the past three years;

2. the number of signalling failure in MTR in each of the past three years, and the respective numbers of failure stemming from hardware and software problems (broken down by various railway lines in table form);

3. as the MTR Corporation Limited (MTRCL) is replacing the signalling systems, and the signalling system for Tsuen Wan Line will be commissioned this year, the estimated timetable for the commissioning of the replaced signalling systems for various railway lines in table form;

4. the average frequencies of train services during peak and non-peak periods of Tseung Kwan O Line (including North Point - Po Lam, North Point - LOHAS Park and Tiu Keng Leng - LOHAS Park) in the past three years; and

5. given the increasing population in LOHAS Park, whether the Government has any plan to request the MTRCL to enhance its service in the area; if yes, the details; if no, the reasons?

Asked by: Hon IP Ngo-tung, Chris (LegCo internal reference no.: 7)

Reply:

1. The numbers of incidents which caused service disruption due to factors under the MTR Corporation Limited's (MTRCL) control, the causes and the amounts set aside under

the enhanced Service Performance Rebate for the incidents in the past three years are set out at **Annex 1**.

2. According to the existing railway incident reporting mechanism, the MTRCL is required to notify the Transport Department (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 (covering signalling system failure) or human factor. The TD has not maintained a further breakdown of the incidents caused by equipment failures and therefore cannot provide statistics on the breakdown of service disruption caused by signalling system failures.

3. The MTRCL is now replacing the signalling system of Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line to enhance operational and maintenance efficiency in the long run. The overall project is expected to be completed in 2029. The new signalling system for Tsuen Wan Line was commissioned on 15 March 2026. The remaining three railway lines will draw on the experience gained from the signalling system upgrading work for the Tsuen Wan Line and will be commissioned progressively as tabulated below:

Railway line	**Expected service commencement date of the new signalling system**
Tsuen Wan Line	Commissioned on 15 March 2026
Island Line	2027
Kwun Tong Line	2028
Tseung Kwan O Line	2029

4. The average train frequencies during peak and non-peak hours on weekdays of the Tseung Kwan O Line (including North Point – Tseung Kwan O, North Point – Po Lam, North Point – LOHAS Park and Tiu Keng Leng – LOHAS Park) in the past three years are set out at **Annex 2**.

5. Since the commissioning of LOHAS Park Station, the MTRCL has been making timely adjustments to train services to meet passenger demand, having regard to changes in patronage of Tseung Kwan O Line and the actual situation. The MTRCL has been operating a trial of using both platforms for boarding and alighting at LOHAS Park Station during morning peak hours on weekdays since August 2025, with a view to effectively separating arriving and departing passengers and facilitating a smoother travelling process. The operation has been generally smooth. To further rationalise passenger flow on the platforms, this arrangement has been extended with effect from 19 January this year, under which both platforms at LOHAS Park Station are operated simultaneously from 7:15 a.m. on weekdays. In addition, the MTRCL also continues to adopt a multi-pronged approach to improve passenger flow and enhance passengers' travelling experience, including flexible adjustments to train services, strengthening of passenger flow control measures, enhancement of the station layout, etc.

Annex 1

Numbers of Incidents which Caused Service Disruption of Eight Minutes or Above due to Factors under the 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	Equipment failure	Human factors	
2023	101	94	7	86	5	8	1	0	0	0	1	25
2024	89	82	7	77	7	5	0	0	0	0	0	5.2
2025	83	76	7	67	7	8	0	0	0	1	0	27.2

Note 1: According to the existing railway incident reporting mechanism, the MTRCL is required to notify the 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 the MTRCL is not required to notify the TD. Hence, the 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 (e.g. signalling system), 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.

Annex 2

Train Frequencies of the Tseung Kwan O Line (Note)

As at December of the year	2023		2024		2025	
	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)
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	4.5 - 6
North Point – LOHAS Park	6.7	--	6.7	--	6.7	--
Tiu Keng Leng – LOHAS Park	--	10 - 14	--	10 - 14	--	9 - 14

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

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB220

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0761)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding autonomous driving, will the Government inform this Committee of the following:

1. the current number of autonomous vehicles (AVs) issued with Movement Permits (MPs) under the Road Traffic Ordinance (Cap. 374) to conduct AV trials; and for each trial project, the trial commencement date, vehicle types, number of vehicles, trial locations or routes, and cumulative trial mileage;

2. up to the present, the number of trial projects issued with pilot licences under the new legislation on AVs enacted in 2024; and for each trial project, the trial commencement date, vehicle types, number of vehicles, trial locations or routes, and cumulative trial mileage; and

3. up to present, the number of projects related to autonomous driving subsidised by the Smart Traffic Fund; and for each project, the project theme, implementation timetable, funding amount and effectiveness (if applicable)?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.10)

Reply:

1. The Government has been promoting the development of autonomous vehicles (AVs) in Hong Kong in an active and orderly manner through a multi-pronged approach by providing policy support, regulatory backing and financial subsidy. To facilitate the development of AV technology and industry, the Transport Department (TD) has, since 2017, been facilitating AV trials by issuing Movement Permits (MPs) to individual AVs in accordance with the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E). Customised conditions were individually imposed on a case-by-case basis. Currently, to further promote research and development and facilitate other trials, the TD will continue to issue MPs having regard to the needs of individual trials. At the end of February 2026, four AVs issued with MPs continue to carry out trials at various locations. Details are as follows:

Item	Vehicle type (no. of vehicles)	Trial location	Trial commencement date	Cumulative trial mileage
1	Private light bus (2)	Fairview Park	Third quarter of 2024	About 13 200 km (including trial mileage on closed roads in the Mainland)
2	Special purpose vehicle (cleansing purpose) (1)	Yuen Long Tam Mei Construction Sector Imported Labour Quarters	23 April 2024	About 670 km
3	Special purpose vehicle (cleansing purpose) (1)	Light Public Housing project on Yau Pok Road	16 October 2025	About 6 km

2. The new regulatory regime for AVs came into operation in March 2024. At the same time, to facilitate the trial and pilot use of AVs, the TD has also promulgated the "Code of Practice for Trial and Pilot Use of AVs" outlining detailed technical, safety and operational requirements in trial and use of AVs. As at the end of February 2026, the TD has issued six pilot licences involving the trial of 62 AVs at six locations. Details are as follows:

	Vehicle type (no. of vehicles)	Trial location	Trial commencement date	Cumulative trial mileage (km)
1	Private car (30)	Airport Island	11 December 2024	About 137 800
		Tung Chung	18 June 2025	About 26 600
2	Private light bus (2)	West Kowloon Cultural District	3 October 2025	About 1 400
3	Private car (10)	Cyberport in Southern District	21 August 2025	About 7 600
4	Private car (10)	Kai Tak Development Area in Kowloon East	7 November 2025	About 2 500
5	Public light bus (7)	Airportcity Link at the Airport	Trial not yet commenced	0
6	Private car (3)	"Park & Fly" Car Park at the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge	Trial not yet commenced	0

3. The Government has been funding local research on and application of AVs through the Smart Traffic Fund. As at the end of February 2026, the Management Committee of the Smart Traffic Fund had approved five autonomous driving road trial projects, covering multiple road scenarios, with a view to steadily enhancing the capability of AVs to handle Hong Kong's complex road conditions. (see **Annex** for details).

Annex

Smart Traffic Fund approved AV's projects with road trials

	Project title	Project theme	Approved funding	Implementation schedule	Project results
1	Pilot Project of 5G-enabled Autonomous People Mover Service in a Residential Park	This project aims to develop autonomous light bus for operation in a Hong Kong low-density residential complex, with Fairview Park as the trial location.	$19,730,872.00	On-site trials have commenced in the third quarter of 2024 and operated until the end of March 2026.	The trial data and experience gathered from the project have laid an important foundation for local research and development, which will help enhance the capability of other AVs to handle Hong Kong's complex road conditions and promote the long-term development of AVs in Hong Kong at the same time.
2	Pilot Project of Autonomous AIBus Operation on Public Road with Real Traffic	This project aims to develop the first autonomous light bus for operation on public roads in Hong Kong, with WKCD as the trial location.	$19,998,500.00	Road trials (without passenger) have commenced in the fourth quarter of 2025.	Projects are in progress.
3	Dedicated Line Connected Autonomous Bus	This project aims to develop connected autonomous light bus for connecting between Hong Kong Science Park and the University MTR Station travelling in complex road environment such as roundabouts and public transport interchange.	$19,995,050.00	Road trials (without passenger) are expected to commence within 2026.	

	Project title	Project theme	Approved funding	Implementation schedule	Project results
4	Next Generation Safety Enhanced AI Bus with Self Intelligence	This project aims to develop autonomous bus capable of travelling long distance and adapting to changes in tunnel lighting luminance for connecting residential area at Discovery Bay and Sunny Bay public transport interchange.	$17,475,400.00	Road trials (without passenger) are expected to commence within 2027.	
5	Connected Autonomous Bus with Multi-system Compatibility	This project aims to develop autonomous bus that is compatible with different traffic systems, capable of handling different traffic system information and various geographical differences between the Chinese Mainland and Hong Kong, with Lok Ma Chau Loop as the trial location, in order to advance the development of future cross-border autonomous driving.	$18,673,861.00	Road trials (without passenger) are expected to commence within 2026.	

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Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB221**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0762)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding digital intelligence in traffic management, will the Government advise this Committee of the following:

(1) As indicated by the Government, it will explore the setting up of a traffic management platform integrating the use of big data analytics and artificial intelligence (AI), allowing comprehensive monitoring of real-time traffic conditions and enhancing management efficiency. What are the estimated manpower and expenditure involved in setting up such platform?

(2) As indicated by the Government, it will first conduct a trial of the traffic management platform in the urban area of Aberdeen and consider progressively extending it to more districts. What are the criteria for prioritising the roll-out districts and the trial schedule?

(3) The Government has implemented a pilot project on real-time adaptive traffic signal systems since 2019 and has launched the Smart Traffic Management System San Po Kong and Kwun Tong Business Areas respectively in 2025. Has any assessment been conducted to evaluate the effectiveness of these two schemes or projects? If yes, what are the details?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 11)

Reply:

(1) The Transport Department (TD) makes good use of big data analytics and AI technology to enhance the overall efficiency of the transport network, and plans to commence a study on the development of the Traffic Management Platform (the Platform) in 2026 in preparation for a regional pilot application.

The above study on the Platform includes examining the consolidation of a number of existing systems, data and operational workflows to support the functions of the Platform in future; setting out the functional, data and technical requirements for the

development and operation of the Platform; recommending the overall strategy, specific technical solution and timetable for the implementation of the Platform in various districts, and estimating the total cost for the long-term development of the Platform to full-scale. Moreover, the TD will implement the regional pilot application in suitable districts and review its effectiveness. The estimated expenditure for the above study and pilot application is $62 million. As the implementation of the above items involves additional tasks, such as the consolidation of a number of existing traffic management systems and the co-ordination of data exchange among various public transport operators and other departments, two time-limited civil service posts, including one Senior Transport Officer and one Electronics Engineer/Assistant Electronics Engineer, will be created from 2026-27 to 2030-31. As for the manpower required to conduct the study, the TD will arrange for existing TD staff to undertake the work through deployment of internal resources.

(2) In view of the recent development in Aberdeen, and the relatively heavy reliance of its transport network on individual roads and public transport services, the TD plans to select the Aberdeen area as the first trial site to test the practical applications and functions of the Platform in the road environment in Hong Kong. For example, in the event of an incident on the major roads, regional roads or public transport services in the district, or during major events held within the district, various traffic and transport data of the district can be collected and consolidated via the Platform, thereby enabling changes of traffic conditions to be predicted, incidents and traffic bottlenecks to be identified, and contingency plans to be formulated. The study will review and consider road networks of different districts, their public transport services, pedestrian and vehicular flow conditions at different times, and the impact of major events or unexpected incidents on traffic in those districts in the past, thereby exploring the criteria for prioritising the rollout to other districts, the specific trial site, the trial schedule, etc. in the future.

(3) The TD completed a pilot project on real-time adaptive traffic signal system (RTATSS) at five selected independent signalised junctions in 2021. Sensors and ancillary equipment such as computing systems were installed at specified signalised junctions to compute the appropriate signal timing using AI technology. According to the experience gained from the pilot project, the relevant signalised junctions can flexibly adjust signal timing in response to the instant vehicular and pedestrian flows after the system is implemented at those junctions, thereby making good use of the remaining green signal time and fully utilising the capacity of the junctions. Data show that, after the installation of RTATSS at the trial signalised junctions, the average waiting time for vehicles passing through those junctions decreased by about 5% to 10%, thereby enhancing the operational efficiency of the junctions. The TD is implementing the RTATSS at about 50 suitable independent signalised junctions across the territory. It is expected that the RTATSS will be installed and commissioned progressively starting from the second half of this year. The whole project is expected to be completed in 2027.

The “Wong Tai Sin Police Smart Traffic” project (the project) completed its trial at the San Po Kong Business Area in 2025, with the aim of alleviating traffic congestion in the area by optimising the deployment of traffic light settings and implementing strategic and targeted enforcement. Test results showed that it effectively improved traffic

efficiency, reduced the pedestrian waiting time, and enhanced the manpower resource deployment efficiency of the Hong Kong Police Force after implementation of the project. During peak hours, traffic delay time on Ng Fong Street was reduced by over 30%, while that on Choi Hung Road was improved by about 25%, and pedestrian waiting time on Tai Yau Street and Sam Chuk Street also decreased by an average of 10% to 20%. Meanwhile, the manpower required for traffic control operations in the Wong Tai Sin Police District was reduced by about 85%, making manpower deployment more flexible and highly efficient. Furthermore, the installation of the Smart Traffic Management System in the Kwun Tong Business Area has been completed and the system has commenced operation, collecting traffic data. The Government will continue to optimise the system and analyse traffic conditions, and will review and evaluate the project's effectiveness after sufficient data have been obtained.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB222

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0768)

Head: (186) Transport Department

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

Programme: (1) Planning and Development,
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the manpower of public light bus (PLB) drivers, will the Government inform this Committee of the following:

1. as it is learned that all 900 PLB driver quotas under the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme) have been approved, what is the number of drivers who have successfully obtained the local driving licence and have been deployed to services up to date;

2. as there are views that there is still a shortage of PLB drivers, will the Government consider increasing the PLB driver quotas under the Scheme and launching another round of applications;

3. (a) the number of holders of a valid full driving licence for PLB and (b) the number of new holders of a full driving licence for PLB (excluding imported drivers) in each of the past five years and this year to date, with a breakdown by age group and the respective percentages;

4. whether there are statistics on the number of in-service PLB drivers (excluding imported drivers) in each of the past five years and this year to date; if yes, the details with a breakdown by age group and employment type (full time or part-time) and the respective percentages; if no, whether there is a plan to compile the relevant statistics in the future; and

5. whether it has explored introducing more measures, including strengthening the assistance to the PLB trade in improving the operating environment, to attract more drivers to join the industry.

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 21)

Reply:

(1) The Government has all along been concerned about the long standing driver shortage problem faced by the PLB/coach trade. To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved 900 PLB driver quotas through two rounds of applications in September 2023 and July 2024 respectively. As at end-February 2026, a total of 862 imported PLB drivers had passed the local driving test and were currently deployed to driving duties on designated routes.

(2) In response to the gradual expiry of the contracts of the first batch of imported workers by the end of 2025, the TD has announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit renewal applications to the TD five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, 324 PLB driver quotas was granted with approval for renewal. At present, the TD has no plan to adjust the total number of quotas. In future, the TD will continue to pay attention to the changes in the local labour market and the manpower situation, review the implementation of the Scheme and assess the manpower demand of the industries. At the same time, the TD will maintain close liaison with various stakeholders, and enhance information dissemination through the stakeholders consultative group as well as review the Scheme in a timely manner with reference to the opinions.

(3) and (4) The information on the numbers and the age groups of persons holding a valid full driving licence for PLB in the past five years (as at the end of each year) and as at end-February in 2026 is set out at the table below:

Year	**Age groups**					
	29 or below	**30 to 39**	**40 to 49**	**50 to 59**	**60 to 69**	**70 or above**
2021	1 035 (0.6%)	8 707 (5.2%)	27 452 (16.3%)	48 291 (28.8%)	61 756 (36.8%)	20 689 (12.3%)
2022	1 258 (0.8%)	7 580 (4.5%)	26 204 (15.7%)	45 706 (27.4%)	63 491 (38.1%)	22 375 (13.5%)
2023	1 427 (0.8%)	6 776 (4.1%)	24 918 (15.0%)	43 109 (26.0%)	65 201 (39.3%)	24 544 (14.8%)
2024	1 445 (0.9%)	6 338 (3.8%)	23 700 (14.4%)	41 398 (25.1%)	65 655 (39.8%)	26 497 (16.0%)
2025	1 480 (0.9%)	6 003 (3.7%)	22 636 (13.9%)	39 514 (24.2%)	65 369 (40.0%)	28 231 (17.3%)
2026 (as at end-February)	1 492 (0.9%)	5 967 (3.7%)	22 438 (13.8%)	39 276 (24.1%)	65 164 (40.0%)	28 479 (17.5%)

The numbers and percentages of persons with newly issued with a valid full driving licence for PLB in the same period, with breakdown by age group, are set out below:

Year	**Age groups**					
	29 or below	**30 to 39**	**40 to 49**	**50 to 59**	**60 to 69**	**70 or above**
2021	482 (25.9%)	518 (27.8%)	493 (26.5%)	308 (16.6%)	57 (3.1%)	1 (0.1%)
2022	472 (26.9%)	512 (29.2%)	432 (24.7%)	282 (16.1%)	54 (3.1%)	0 (0%)
2023	433	524	556	374	71	2

Year	Age groups					
	29 or below	**30 to 39**	**40 to 49**	**50 to 59**	**60 to 69**	**70 or above**
	(22.1%)	(26.7%)	(28.4%)	(19.1%)	(3.6%)	(0.1%)
2024	340 (13.8%)	576 (23.4%)	898 (36.5%)	551 (22.4%)	94 (3.8%)	1 (0.1%)
2025	380 (16.3%)	560 (24.1%)	797 (34.3%)	480 (20.6%)	107 (4.6%)	2 (0.1%)
2026 (as at end-February)	62 (19.4%)	72 (22.6%)	93 (29.1%)	79 (24.8%)	12 (3.8%)	1 (0.3%)

Note: The TD does not maintain the statistics on those newly issued with a valid full driving licence for PLB who are imported drivers.

In response to the implementation of the Scheme, the Government ever conducted a public transport manpower study in 2023, which revealed that there were about 6 300 in-service PLB drivers in Hong Kong. The TD does not maintain the information on the age and employment type of PLB drivers.

(5) The Government has been paying close attention to the operating situation of the PLB trade and has implemented various measures to help the trade improve the operating environment. The TD will continue to provide appropriate support to the trade with a view to improving its operating environment and enhancing the service reliability. For example, the TD will introduce new green minibus (GMB) routes as appropriate when planning transport services for new development areas as well as improve the operational efficiency of GMB through adjustment of service schedule and routeing, etc. Where appropriate, the TD has permitted PLBs to park at the PLB stands during non-operating hours to better meet the actual operational needs of the trade. As for manpower, apart from the Scheme, the Government continues to implement various measures with a view to assisting and encouraging the trade to boost local driver recruitment, including the relaxation of application requirements for driving licence for commercial vehicles, co-ordination of the trade's participation in various employment schemes, promotion of diversified local recruitment channels and introduction of relevant training courses of the trade, etc. At the same time, through the collaboration of the TD and the Employees Retraining Board (ERB), ERB as well as the PLB operators and third-party training organisations jointly launched the placement-tied driving training scheme in 2024 with the GMB trade as a pilot with a view to encouraging local workers to join the PLB trade. The first batch of trainees was deployed to driving duties for designated GMB routes (after completion of the training courses and obtaining the required driving licences) in the second quarter of 2025. The ERB continued the placement-tied driving training scheme for the GMB trade in 2025. Some trainees of the second batch who have obtained the required driving licences and completed route training, are already deployed to driving duties for designated GMB routes in January 2026.

The Government will continue to encourage the PLB operators to improve the remuneration package of their staff through various means, such as increasing wages and paid leave so as to create a more desirable working environment and attract more new blood to join the trade, as well as to employ part-time drivers to meet the manpower demand for services during peak hours.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB223

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0769)

Head: (186) Transport Department

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

Programme: (1) Planning and Development,
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the manpower of local coach and cross-boundary coach drivers, will the Government inform this Committee of the following:

(1) as it is learned that all 800 coach driver quotas under the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme) have been approved, the number of drivers who have successfully obtained the local driving licence and have been deployed to services up to date, with a breakdown by driver job type;

(2) as there are views that there is still a shortage of local coach and cross-boundary coach drivers, whether consideration will be given to increasing the relevant driver quotas under the Scheme and launching another round of applications;

(3) (a) the number of persons holding a valid full driving licence for public bus and (b) the number of persons newly issued with a full driving licence for public bus (excluding imported drivers) in each of the past five years and this year to date, with a breakdown by age group and the respective percentages;

(4) whether there are statistics on the number of in-service local coach and cross-boundary coach drivers (excluding imported drivers) in each of the past five years and this year to date; if yes, the details with a breakdown by age group and employment type (full time or part-time) and the respective percentages; if no, whether there is a plan to compile the relevant statistics in the future; and

(5) whether it has explored introducing more measures to attract more new drivers to join the industry.

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 22)

Reply:

(1)
The Government has all along been concerned about the long standing driver shortage problem faced by the local and cross-boundary coach trade. To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD)). Imported drivers must pass the relevant vehicle type driving test, complete a pre-service course and receive its certification before they can obtain a formal driving licence for the relevant vehicle type. As at end-February 2026, a total of 735 imported coach drivers had passed the local driving test and were deployed to driving duties.

(2)
In response to the gradual expiry of the contracts of the first batch of imported workers by the end of 2025, the TD has announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit renewal applications to the TD five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, 265 local and cross-boundary coach driver quotas was granted with approval for renewal. At present, the TD has no plans to adjust the total number of quotas. In future, the TD will continue to pay attention to the changes in the local labour market and the manpower situation, review the implementation of the Scheme and, assess the manpower demand of the industries. At the same time, the TD will maintain close liaison with various stakeholders, and enhance information dissemination through the stakeholders consultative group, as well as review the Scheme in a timely manner with reference to the opinions.

(3)
The numbers and percentages of persons holding a valid full driving licence for public bus in the past five years (as at the end of each year) and in 2026 up to end-February, with breakdown by age group, are set out below:

Year	Age groups					
	29 or below	30 to 39	40 to 49	50 to 59	60 to 69	70 or above
2021	1 583 (1.2%)	10 250 (7.5%)	28 770 (21.0%)	41 351 (30.2%)	42 989 (31.3%)	12 036 (8.8%)
2022	1 636 (1.2%)	9 047 (6.6%)	27 651 (20.2%)	40 237 (29.5%)	44 828 (32.8%)	13 329 (9.7%)
2023	1 687 (1.2%)	8 183 (6.0%)	26 449 (19.3%)	39 061 (28.5%)	46 800 (34.1%)	15 023 (10.9%)
2024	1 621 (1.2%)	7 649 (5.6%)	25 303 (18.4%)	38 478 (28.0%)	47 875 (34.8%)	16 580 (12.0%)
2025	1 602 (1.2%)	7 156 (5.2%)	24 301 (17.7%)	37 626 (27.5%)	48 431 (35.3%)	18 014 (13.1%)
2026 (as at end-February)	1 606 (1.2%)	7 102 (5.2%)	24 093 (17.6%)	37 500 (27.4%)	48 403 (35.3%)	18 234 (13.3%)

The numbers and percentages persons newly issued with a valid full driving licence for public bus in the same period, with breakdown by age group, are set out below:

Year	Age groups					
	29 or below	30 to 39	40 to 49	50 to 59	60 to 69	70 or above
2021	432 (29.5%)	420 (28.6%)	378 (25.8%)	213 (14.5%)	24 (1.6%)	0 (0%)
2022	454 (28.8%)	463 (29.4%)	388 (24.6%)	241 (15.3%)	31 (1.9%)	0 (0%)
2023	429 (22.4%)	509 (26.6%)	574 (30.0%)	348 (18.2%)	53 (2.7%)	1 (0.1%)
2024	349 (14.8%)	544 (23.2%)	934 (39.8%)	448 (19.1%)	73 (3.1%)	0 (0%)
2025	390 (17.5%)	522 (23.4%)	800 (35.9%)	455 (20.4%)	61 (2.7%)	1 (0.1%)
2026 (as at end-February)	60 (21.2%)	72 (25.4%)	83 (29.3%)	61 (21.6%)	7 (2.5%)	0 (0%)

Note: The TD does not maintain the statistics on those newly issued with a valid full driving licence for public bus who are imported drivers.

(4)
In response to the implementation of the Scheme, the Government ever conducted a public transport manpower study in 2023, which revealed that there were about 7 400 in-service coach drivers in Hong Kong. The TD does not maintain the information on the age and employment type of public bus drivers. The TD has been maintaining close communication with the trade and keeping tracks of the situation of driver shortage through regular meetings and monitoring of daily services.

(5)
Apart from the Scheme, the Government continues to implement various measures to assist and encourage the trade in local driver recruitment, including the relaxation of application requirements for driving licence for commercial vehicles, co-ordination of the trade's participation in various employment schemes, promotion of diversified local recruitment channels and introduction of relevant training courses of the trade, etc.

The Government will also continue to encourage the local and cross-boundary coach operators to improve the remuneration package of their staff through various means, such as increasing wages and paid leave so as to create a more desirable working environment and attract more new blood to join the trade, as well as to employ part-time drivers to meet the manpower demand for services during peak hours.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB224

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2423)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding various road tunnels and strategic routes, will the Government advise this Committee of the following:

(1) (i) the design capacities, and (ii) peak-hour and (iii) non-peak hour utilisation rates of various (a) road tunnels and (b) strategic routes in each of the past three years;

(2) the operating and maintenance expenditures for various (a) road tunnels and (b) strategic routes in each of the past three years;

(3) a comparison of (a) the average daily traffic flow on weekdays (with a breakdown by vehicle type) and (b) the average longest traffic queues in the morning peak hours on weekdays at the three road harbour crossings (RHCs) before and after the implementation of time-varying tolls.

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 9)

Reply:

(1) The design capacities, and peak-hour and non-peak hour utilisation rates (measured by ratios of traffic volume/design capacity) of various road tunnels in the past three years (i.e. 2023-2025) are set out at **Annex 1.** Regarding the statistics on the government strategic routes, as the Annual Traffic Census 2025 is still under compilation, the traffic volume statistics from 2022 to 2024 are provided and set out at **Annex 2**.

(2) The expenditures of various government road tunnels in the past three financial years are set out at **Annex 3**.

The Highways Department does not maintain separate statistics on the maintenance cost of individual road (including strategic routes).

(3) 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 average daily traffic flows on weekdays and the average longest traffic queues in the morning peak hours on weekdays by vehicle type before and after the implementation of the new tolls are set out at **Annex 4** and **Annex 5** respectively.

Annex 1

Design Capacities and Peak-hour [2] and Non-peak Hour [2] Utilisation Rates of Road Tunnels

Tunnel[1]	Design capacity (vehicle/hour)	Utilisation rate [3]					
		2023		2024		2025	
		Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Aberdeen Tunnel	2 600	0.8	0.8	0.8	0.8	0.8	0.8
CHT	2 600	1.1	1.1	1.1	1.0	1.1	1.0
EHC	2 600	1.0	1.0	1.1	0.9	1.1	1.0
WHC	4 200	0.9	0.7	1.0	0.8	1.0	1.0
Lion Rock Tunnel	2 600	1.1	1.0	1.1	1.0	1.1	1.0
Tate's Cairn Tunnel	2 600	1.0	0.7	1.0	0.8	1.0	0.8
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	4 700	0.7	0.5	0.8	0.5	0.8	0.5
Shing Mun Tunnels	2 600	0.8	0.6	0.8	0.6	0.8	0.6
Tai Lam Tunnel [4]	4 200	0.6	0.3	0.6	0.3	0.9	0.5
Central Kowloon Bypass [5]	4 200	N/A				0.5	0.5

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

Note 2: The figures listed in the table represent the annual average traffic flow of the above tunnels from Mondays to Fridays (except public holidays) between 2023 and 2025, according to the toll collection system. Except for the three RHCs, "peak hour" refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction, while "non-peak hour" refers to the busiest one hour during the remaining hours in the busiest direction. To more accurately reflect the cross-harbour traffic flow, "peak-hour" of the three RHCs refers to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m.

Note 3: 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 4: With reference to the actual vehicle mix after the Government's takeover of Tai Lam Tunnel and the toll reduction in 2025, the tunnel's design capacity is adjusted to 4 200 vehicles per hour, and the utilisation rate in 2025 is also calculated on the basis of the traffic flow after the takeover of Tai Lam tunnel.

Note 5: The Central Kowloon Bypass (Yau Ma Tei Section) commenced operation on 21 December 2025. All-day fixed toll of $8 for all vehicle types will be charged upon its full commissioning as the tenth tolled tunnel this year. Therefore, its utilisation rates during peak and non-peak hours in 2025 are calculated on the basis of the data from Mondays to Fridays (except public holidays) between 21 and 31 December 2025, and the traffic flow has yet to stabilise.

Annex 2

Design Capacities and Peak-hour [1] and Non-peak Hour [1] Utilisation Rates of Strategic Routes

Road section	Strategic route [2]	Design capacity (vehicle/hour)	Utilisation rate					
			2022		2023		2024	
			Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Hong Kong Island								
Harcourt Road (westbound between Tamar Street and Arsenal Street)	Route 4	9 450	0.6	0.6	0.6	0.6	0.6	0.6
Central-Wan Chai Bypass	Route 4	4 700	0.4	0.3	0.5	0.4	0.5	0.4
Kowloon								
Princess Margaret Road (between Wylie Road and Pui Ching Road)	Route 1	4 700	0.5	0.5	0.6	0.5	0.6	0.5
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	Route 2	4 700	0.6	0.5	0.6	0.5	0.6	0.5
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	Route 3	4 700	0.7	0.7	0.8	0.7	0.9	0.7
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	Route 5	3 000	1.0	0.9	1.0	0.9	1.1	1.0
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	Route 7	4 700	0.8	0.7	0.9	0.8	0.8	0.8
New Territories								

Road section	Strategic route [2]	Design capacity (vehicle/hour)	Utilisation rate					
			2022		2023		2024	
			Peak-hour	Non-peak hour	Peak-hour	Non-peak hour	Peak-hour	Non-peak hour
Ting Kau Bridge	Route 3	4 700	1.1	0.7	1.2	0.8	1.2	0.7
Nam Wan Tunnel	Route 8	4 700	0.4	0.3	0.5	0.4	0.5	0.4
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	Route 9	6 300	1.1	0.8	1.1	0.8	1.2	0.8
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	Route 9	4 700	0.6	0.4	0.6	0.6	0.7	0.6
Tuen Mun Road (eastbound between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	Route 9	6 300	0.9	0.7	0.9	0.7	0.9	0.7
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge)	Route 10	4 700	0.1	0.1	0.1	0.1	0.2	0.2

Note 1: The figures listed in the table represent the traffic flow of various transport facilities from Mondays to Fridays (except public holidays) between 2022 and 2024. "Peak hour" refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction, while "non-peak hour" refers to the busiest one hour during the remaining hours in the busiest direction.

Note 2: Route 6 comprises the Central Kowloon Bypass (Yau Ma Tei Section), the Central Kowloon Bypass (Kowloon Bay Section), and the Tseung Kwan O–Lam Tin Tunnel. Since the entire Route 6 is scheduled for commissioning this year, its utilisation rate is currently not available.

Annex 3

Operating Expenditures of Government Road Tunnels from 2022-23 to 2024-25

Tolled tunnel/ Control area [1,4]	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)
CHT	158	199	196
EHC	179	228	240
WHC [2]	N/A	241	328
Tate's Cairn Tunnel	143	167	175
Aberdeen Tunnel	97	125	134
Lion Rock Tunnel	91	136	121
Shing Mun Tunnels	125	152	135
Route 8	342	391	372
Tai Lam Tunnel [3]	N/A	N/A	N/A

Note 1： The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charges of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 2： WHC was returned to the government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Note 3： The Tai Lam Tunnel was returned to government management on 31 May 2025.

Note 4： The Central Kowloon Bypass (Yau Ma Tei section) commenced operation on 21 December 2025. All-day fixed toll of $8 for all vehicle types will be charged upon the full commissioning of the Central Kowloon Bypass this year.

Toll-free tunnel [5]	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)
Tuen Mun-Chek Lap Kok Tunnel	73	79	81
Tseung Kwan O Tunnel [6]	35	31	44
Tseung Kwan O-Lam Tin Tunnel [6]	19	62	62
Central-Wan Chai Bypass Tunnel	148	148	152
Lung Shan Tunnel	61	57	57
Cheung Shan Tunnel	19	25	26
Airport Tunnel	26	26	26
Scenic Hill Tunnel	55	55	58
Kai Tak Tunnel	54	54	49

Note 5： Government toll-free tunnels are not included in the Operating Account of Government Toll-Tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charges of capital costs and the

expenditure on government maintenance works of the tunnels for the years concerned.

Note 6： Tseung Kwan O − Lam Tin Tunnel commenced operation on 11 December 2022, and the toll of Tseung Kwan O Tunnel was waived on the same day. The figure of Tseung Kwan O − Lam Tin Tunnel for 2022-23 is for the period from 11 December 2022 to 31 March 2023.

Annex 4

Average Daily Traffic Flows on Weekdays by Vehicle Type
at the Three RHCs Before and After the Implementation of New Tolls (in Two-way Vehicles) [1]

	WHC					
	Private car	**Motorcycle [4]**	**Taxi**	**Bus [5]**	**Light bus [6]**	**Goods vehicle**
Before the implementation of new tolls [2]	43 200	1 600	26 400	4 500	400	11 200
After the implementation of new tolls [3]	57 500	2 200	21 600	6 000	400	20 800

Note:
1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays)
2. Referring to the period from 4 to 8 December 2023
3. Referring to the period between January and December 2025, before excluding the days affected by summer holidays and long holidays
4. "Motorcycle" includes motor tricycles
5. "Bus" includes both public and private buses
6. "Light bus" includes both public and private light buses

Annex 4

Average Daily Traffic Flows on Weekdays by Vehicle Type
at the Three RHCs Before and After the Implementation of New Tolls (in Two-way Vehicles) [1]

	CHT					
	Private car	**Motorcycle [4]**	**Taxi**	**Bus [5]**	**Light bus [6]**	**Goods vehicle**
Before the implementation of new tolls [2]	51 800	5 000	13 500	7 100	900	26 700
After the implementation of new tolls [3]	55 800	3 600	16 300	5 200	500	12 300

Note:
1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays)
2. Referring to the period from 4 to 8 December 2023
3. Referring to the period between January and December 2025, before excluding the days affected by summer holidays and long holidays
4. "Motorcycle" includes motor tricycles
5. "Bus" includes both public and private buses
6. "Light bus" includes both public and private light buses

Annex 4

Average Daily Traffic Flows on Weekdays by Vehicle Type
at the Three RHCs Before and After the Implementation of New Tolls (in Two-way Vehicles) [1]

	EHC					
	Private car	**Motorcycle [4]**	**Taxi**	**Bus [5]**	**Light bus [6]**	**Goods vehicle**
Before the implementation of new tolls [2]	46 100	3 100	14 000	3 000	700	12 300
After the implementation of new tolls [3]	41 400	2 700	11 900	3 200	600	11 600

Note:
1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays)
2. Referring to the period from 4 to 8 December 2023
3. Referring to the period between January and December 2025, before excluding the days affected by summer holidays and long holidays
4. "Motorcycle" includes motor tricycles
5. "Bus" includes both public and private buses
6. "Light bus" includes both public and private light buses

Annex 5

Average Longest Traffic Queues
in the Morning Peak Hours on Weekdays at the Three RHCs (km)

	WHC [3]	**CHT**	**EHC [6]**
Before the implementation of new tolls [1]	1.2	3.0 [4]	1.7
After the implementation of new tolls [2]	1.8	1.9 [5]	1.4

Note:
1. During the period in December 2023
2. The period between January and December 2025, excluding the days affected by summer holidays and public holidays
3. Comparison with the traffic queue at West Kowloon Highway
4. Longest traffic queue forming at Gascoigne Road Flyover
5. Longest traffic queue forming at Princess Margaret Road
6. Comparison with the traffic queue at Kwun Tong Bypass

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB225

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3027)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the numbers of parking spaces for private cars, motorcycles and commercial vehicles (CVs) in each of the past three years (up to the end of that year); and the ratios of the total number of parking spaces to the number of the corresponding type of licensed vehicles during the same period;

2. The numbers of on-street parking spaces, parking spaces provided at government and privately-operated car parks in various districts in Hong Kong in each of the past three years (up to the end of that year), with a breakdown by vehicle type (e.g. goods vehicles, coaches/ buses);

3. the specific work done by the Government to increase the provision of parking spaces for CVs, including the measures adopted, the total number of newly provided parking spaces, and the applicable vehicle types in the past three years ; and

4. the estimated increase in parking spaces for CVs in the coming year, and the relevant details.

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 8)

Reply:

1. The numbers of licensed private cars, licensed motorcycles and licensed CVs in Hong Kong, and the corresponding numbers of parking spaces and the ratios to these vehicles in the past three years, are tabulated below:

Vehicle type	Year (as at 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
Private car	2025	633 988	723 666	1 : 1.14
	2024	628 790	715 518	1 : 1.14
	2023	632 174	713 240	1 : 1.13
Motorcycle	2025	72 134	43 442	1 : 0.60
	2024	72 614	41 775	1 : 0.58
	2023	73 480	39 864	1 : 0.54
Commercial Vehicle	2025	66 753	44 565	1 : 0.67
	2024	67 243	44 239	1 : 0.66
	2023	69 737	45 388	1 : 0.65

2. The numbers of on-street parking spaces, parking spaces provided at the Government and privately-operated car parks in the 18 districts by CV type in the past three years are tabulated in **Annex 1**, **Annex 2** and **Annex 3** respectively.

3. The measures taken to provide additional CV parking spaces and the progress made in the past three years are set out at **Annex 4**.

4. The Government expects to provide over 12 000 additional parking spaces across the territory in 2025 and 2026, covering both private cars and CVs, including more than 220 metered parking spaces and a minimum of 100 on-street night-time parking spaces for CVs by 2026. Furthermore, in addition to providing about 600 parking spaces at short-term tenancy (STT) car parks, a minimum number of CV parking spaces will also be specified for suitable car parks over the next two years. The Transport Department (TD) and relevant departments are actively taking forward these measures in accordance with the targets.

Besides, the first three public vehicle parks (PVPs) [Note] implemented under the "single site, multiple use" (SSMU) principle have been commissioned, providing a total of 140 CV parking spaces. With the successive commissioning of more PVP projects, including District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street, the redevelopment of Yuen Long Stadium, and the Kwun Tong Composite Development Project, etc., which are expected to be completed between 2026 and 2027, a total of about 70 CV parking spaces will be provided. Together with other development projects and the ongoing short- and medium-term parking measures, the provision of new CV parking spaces will further increase in the future. The TD will continue to step up its efforts, focusing on areas with a shortage of parking spaces to increase the provision of on-street parking spaces as far as practicable. It will also continue to stipulate the provision of a minimum number of parking spaces for CVs in suitable STT car parks.

Note: Including Ka Fu Fong Public Car Park in Sheung Shui, the Pak Shing Kok Road Public Car Park in Tseung Kwan O and the Tseung Kwan O Government Offices Public Car Park

Annex 1

Numbers of on-street parking spaces in 18 districts by vehicle type in the past three years

District	As at December of each year	Private Car [Note 1]	Goods Vehicle	Coach/ Bus	Motorcycle	Total [Note 2]
Central & Western	2025	509	202	11	651	1 373
	2024	509	202	11	651	1 373
	2023	508	193	11	651	1 363
Wan Chai	2025	1 040	24	43	784	1 891
	2024	1 029	25	53	779	1 886
	2023	1 017	24	48	761	1 850
Eastern	2025	535	101	66	826	1 528
	2024	536	101	65	807	1 509
	2023	529	91	75	818	1 513
Southern	2025	655	51	85	461	1 252
	2024	653	51	85	447	1 236
	2023	645	50	85	447	1 227
Yau Tsim Mong	2025	1 592	369	141	1 349	3 451
	2024	1 586	369	141	1 319	3 415
	2023	1 561	363	138	1 309	3 371
Sham Shui Po	2025	1 296	219	10	919	2 444
	2024	1 295	220	12	884	2 411
	2023	1 273	229	9	876	2 387
Kowloon City	2025	2 373	157	154	1 025	3 709
	2024	2 378	143	160	1 002	3 683
	2023	2 336	143	134	991	3 604
Wong Tai Sin	2025	321	133	0	570	1 024
	2024	316	129	0	545	990
	2023	306	129	0	519	954
Kwun Tong	2025	600	134	56	998	1 788
	2024	586	120	53	921	1 680
	2023	531	115	42	834	1 522
Tsuen Wan	2025	868	67	31	755	1 721
	2024	859	69	31	700	1 659
	2023	888	63	31	629	1 611
Tuen Mun	2025	1 321	338	113	876	2 648
	2024	1 297	329	113	892	2 631
	2023	1 267	330	113	886	2 596
Yuen Long	2025	1 240	445	78	624	2 387
	2024	1 266	419	110	636	2 431
	2023	1 308	427	114	626	2 475
North	2025	1 388	354	29	389	2 160
	2024	1 406	365	32	424	2 227
	2023	1 283	359	27	424	2 093

District	As at December of each year	Private Car [Note 1]	Goods Vehicle	Coach/ Bus	Motorcycle	Total [Note 2]
Tai Po	2025	1 603	339	86	301	2 329
	2024	1 601	352	86	280	2 319
	2023	1 556	359	84	270	2 269
Sai Kung	2025	1 941	319	159	530	2 949
	2024	1 930	316	146	505	2 897
	2023	1 932	305	155	481	2 873
Sha Tin	2025	1 474	338	61	649	2 522
	2024	1 600	337	67	602	2 606
	2023	1 600	335	64	514	2 513
Kwai Tsing	2025	484	376	31	898	1 789
	2024	484	360	21	772	1 637
	2023	424	353	21	726	1 524
Islands	2025	640	67	78	261	1 046
	2024	640	67	78	261	1 046
	2023	517	55	75	205	852
Total	**2025**	**19 880**	**4 033**	**1 232**	**12 866**	**38 011**
	2024	**19 971**	**3 974**	**1 264**	**12 427**	**37 636**
	2023	**19 481**	**3 923**	**1 226**	**11 967**	**36 597**

Note 1: These parking spaces are intended for parking private cars, taxis, and light buses, tricycles and light goods vehicles of similar dimensions.

Note 2: The figures exclude about 370 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

Annex 2

Numbers of parking spaces provided at the Government car parks in 18 districts by vehicle type in the past three years [Note 1]

District	As at December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2025	3 812	377	13	345	4 547
	2024	3 821	425	13	345	4 604
	2023	3 903	426	13	343	4 685
Wan Chai	2025	2 428	230	11	267	2 936
	2024	2 428	401	11	265	3 105
	2023	2 578	230	11	263	3 082
Eastern	2025	3 181	346	21	382	3 930
	2024	3 179	346	21	382	3 928
	2023	3 165	346	33	382	3 926
Southern	2025	2 648	177	10	488	3 323
	2024	2 676	177	10	488	3 351
	2023	2 681	182	10	488	3 361
Yau Tsim Mong	2025	875	172	18	34	1 099
	2024	900	180	18	34	1 132
	2023	976	253	20	34	1 283
Sham Shui Po	2025	4 125	1 170	26	512	5 833
	2024	4 021	1 175	26	512	5 734
	2023	4 050	1 175	33	504	5 762
Kowloon City	2025	3 131	111	7	253	3 502
	2024	3 183	135	5	257	3 580
	2023	3 179	134	7	247	3 567
Wong Tai Sin	2025	4 382	282	43	615	5 322
	2024	4 288	295	44	590	5 217
	2023	4 187	285	44	561	5 077
Kwun Tong	2025	7 357	430	23	1 493	9 303
	2024	7 658	520	30	1 509	9 717
	2023	7 702	511	34	1 482	9 729
Tsuen Wan	2025	1 890	121	4	244	2 259
	2024	1 890	121	4	244	2 259
	2023	1 868	121	4	244	2 237
Tuen Mun	2025	3 804	179	48	239	4 270
	2024	3 801	179	48	239	4 267
	2023	3 769	179	46	232	4 226
Yuen Long	2025	3 346	111	36	242	3 735
	2024	3 346	111	36	242	3 735
	2023	3 301	112	46	238	3 697
North	2025	4 373	529	55	270	5 227
	2024	4 443	417	55	270	5 185

District	As at December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
	2023	3 820	411	55	254	4 540
Tai Po	2025	1 112	208	8	96	1 424
	2024	1 121	208	8	96	1 433
	2023	1 110	208	15	96	1 429
Sai Kung	2025	2 239	121	63	230	2 653
	2024	1 945	73	51	208	2 277
	2023	1 941	73	66	206	2 286
Sha Tin	2025	4 532	161	32	492	5 217
	2024	4 642	182	32	501	5 357
	2023	4 479	179	31	482	5 171
Kwai Tsing	2025	4 777	575	12	893	6 257
	2024	5 049	579	12	901	6 541
	2023	4 905	564	12	855	6 336
Islands	2025	2 220	71	39	136	2 466
	2024	2 222	71	39	136	2 468
	2023	2 111	242	17	114	2 484
Total	**2025**	**60 232**	**5 371**	**469**	**7 231**	**73 303**
	2024	**60 613**	**5 595**	**463**	**7 219**	**73 890**
	2023	**59 725**	**5 631**	**497**	**7 025**	**72 878**

Note 1: 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.

Annex 3

Numbers of parking spaces provided at the privately-operated car parks in 18 districts by vehicle type in the past three years [Note 1]

District	As at December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2025	34 805	451	60	608	35 924
	2024	34 750	439	59	601	35 849
	2023	34 045	385	58	483	34 971
Wan Chai	2025	35 789	88	90	384	36 351
	2024	35 523	88	90	359	36 060
	2023	35 138	83	97	321	35 639
Eastern	2025	43 200	1 420	171	1 602	46 393
	2024	42 914	1 403	193	1 562	46 072
	2023	43 136	1 389	227	1 455	46 207
Southern	2025	37 780	910	188	1 111	39 989
	2024	36 970	894	179	1 079	39 122
	2023	36 751	892	177	1 053	38 873
Yau Tsim Mong	2025	33 217	775	88	836	34 916
	2024	33 153	773	86	786	34 798
	2023	33 421	774	101	797	35 093
Sham Shui Po	2025	26 376	1 731	392	968	29 467
	2024	26 215	1 820	386	929	29 350
	2023	25 305	1 905	387	854	28 451
Kowloon City	2025	49 994	1 140	92	1 352	52 578
	2024	47 634	1 171	104	1 186	50 095
	2023	46 646	1 090	154	1 045	48 935
Wong Tai Sin	2025	15 877	865	47	1 406	18 195
	2024	16 132	874	47	1 426	18 479
	2023	16 472	865	45	1 328	18 710
Kwun Tong	2025	40 556	3 089	58	2 706	46 409
	2024	40 976	3 044	39	2 576	46 635
	2023	41 130	2 896	47	2 449	46 522
Tsuen Wan	2025	35 916	1 868	365	1 050	39 199
	2024	35 644	1 914	374	883	38 815
	2023	35 826	1 960	362	886	39 034
Tuen Mun	2025	39 120	2 036	91	1 102	42 349
	2024	38 655	2 047	91	1 097	41 890
	2023	38 658	2 038	93	958	41 747
Yuen Long	2025	40 134	1 475	287	1 276	43 172
	2024	39 363	1 621	288	1 149	42 421
	2023	39 436	1 524	287	1 110	42 357
North	2025	17 516	754	32	412	18 714
	2024	17 511	735	32	411	18 689
	2023	17 842	975	32	380	19 229

District	As at December of each year	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	2025	31 561	653	79	906	33 199
	2024	29 771	613	58	875	31 317
	2023	29 763	641	54	850	31 308
Sai Kung	2025	41 849	1 233	163	3 000	46 245
	2024	41 071	1 176	146	2 955	45 348
	2023	40 415	1 076	148	2 759	44 398
Sha Tin	2025	70 125	2 181	102	2 482	74 890
	2024	70 266	2 204	102	2 407	74 979
	2023	71 024	2 310	101	2 376	75 811
Kwai Tsing	2025	30 848	9 094	348	1 540	41 830
	2024	30 845	8 628	181	1 478	41 132
	2023	31 004	9 658	396	1 378	42 436
Islands	2025	18 891	870	174	604	20 539
	2024	17 541	870	174	370	18 955
	2023	18 022	708	176	390	19 296
Total	**2025**	**643 554**	**30 633**	**2 827**	**23 345**	**700 359**
	2024	**634 934**	**30 314**	**2 629**	**22 129**	**690 006**
	2023	**634 034**	**31 169**	**2 942**	**20 872**	**689 017**

Note 1: 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.

Annex 4

Progress of providing additional CV parking spaces
(as at December 2025)

	Measure	Progress	Vehicle Type
1.	Designating suitable on-street locations as on-street parking spaces, including night-time parking spaces	● About 2 240 additional on-street parking spaces have been provided between 2023 and 2025 ● A total of about 38 010 on-street parking spaces are provided up to end-2025	goods vehicles, non-franchised buses, light buses, taxis
2.	Stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks	● At least about 180 parking spaces for CVs have been provided, as stipulated in the tenancy agreement between 2023 and 2025 ● At least about 2 030 parking spaces for CVs are involved up to end-2025	goods vehicles, non-franchised buses, light buses
3.	Encouraging schools to allow student service vehicles to park within school premises during non-school hours	● Seven more schools have provided a total of 26 parking spaces for student service vehicles between 2023 and 2025 ● 42 schools have provided a total of 126 parking spaces for student service vehicles to park during non-school hours up to end-2025	non-franchised buses, light buses
4.	Increasing public parking spaces including those for CVs in suitable "Government, Institution or Community" facilities and public open space projects	● The first three PVPs implemented under SSMU have been commissioned, of which Ka Fu Fong Public Car Park in Sheung Shui was commissioned in November 2024, while the Pak Shing Kok Road Public Car Park in Tseung Kwan O and the Tseung Kwan O Government Offices Public Car Park were commissioned in December 2025. The three projects have provided a total of 860 parking spaces, of which	goods vehicles, non-franchised buses, light buses

	Measure	Progress	Vehicle Type
		140 are CV parking spaces.	
5.	Opening up a certain number of ancillary parking spaces and loading/unloading bays in suitable new developments as night-time public parking spaces for CVs	● Ancillary parking spaces and loading/unloading bays have been opened up in four new developments for sale, providing about 270 night-time public parking spaces for CVs	goods vehicles, non-franchised buses, taxis

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB226

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3030)

Head: (186) Transport Department

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

Programme: (1) Planning and Development,
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding manpower of taxi drivers, will the Government inform this Committee of the following:

(1) the numbers of candidates attending and passing the taxi written test as well as the pass rate in each of the past five years and this year to date;

(2) the numbers of (a) holders and (b) new holders of a valid full driving licence for taxi in each of the past five years and this year to date, with a breakdown by age group and their respective percentages;

(3) the numbers of active taxi drivers in each of the past five years and this year to date, with a breakdown by age groups and mode of employment (full time or part-time) as well as their respective percentages; and

(4) whether the Government has assessed the shortage of drivers for the taxi industry in Hong Kong and what are the measures to increase the supply of taxi drivers, including whether consideration will be given to importing drivers?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 24)

Reply:

(1) The numbers of candidates attending and passing the taxi written test as well as the pass rate in the past five years (as at the end of each year) and up to end-February this year are as follows:

Year	No. of candidates attending the test	No. of candidates passing the test	Pass rate
2021	10 189	6 164	60%
2022	7 654	4 551	59%

Year	No. of candidates attending the test	No. of candidates passing the test	Pass rate
2023	11 398	6 874	60%
2024	13 813	8 259	60%
2025	13 816	8 009	58%
2026 (as at end-February)	2 888	1 793	62%

(2) The numbers of holders of a valid full driving licence for taxi broken down by age group and their respective percentages in the past five years (as at the end of each year) and up to end-February this year are set out below:

Year	Age group					
	29 or below	30 to 39	40 to 49	50 to 59	60 to 69	70 or above
2021	1 931 (0.9%)	9 224 (4.5%)	20 897 (10.3%)	54 472 (26.7%)	89 655 (44.0%)	27 701 (13.6%)
2022	2 260 (1.1%)	9 475 (4.7%)	20 897 (10.3%)	49 271 (24.1%)	91 483 (44.8%)	30 656 (15.0%)
2023	2 778 (1.3%)	10 343 (5.0%)	21 596 (10.4%)	44 575 (21.6%)	93 661 (45.3%)	33 931 (16.4%)
2024	3 424 (1.6%)	11 832 (5.6%)	22 568 (10.8%)	41 585 (19.8%)	93 867 (44.7%)	36 754 (17.5%)
2025	3 925 (1.9%)	13 075 (6.2%)	23 779 (11.2%)	39 185 (18.5%)	92 461 (43.6%)	39 423 (18.6%)
2026 (as at end-February)	4 062 (1.9%)	13 343 (6.3%)	24 038 (11.3%)	38 926 (18.3%)	92 126 (43.4%)	39 703 (18.8%)

The numbers of new holders of a valid full driving licence for taxi broken down by age group and their respective percentages in the same period are set out below:

Year	Age group					
	29 or below	30 to 39	40 to 49	50 to 59	60 to 69	70 or above
2021	1 022 (19.2%)	1 566 (29.5%)	1 402 (26.4%)	1 022 (19.2%)	295 (5.6%)	3 (0.1%)
2022	811 (18.1%)	1 361 (30.4%)	1 234 (27.5%)	838 (18.7%)	235 (5.2%)	6 (0.1%)
2023	1 067 (16.6%)	1 959 (30.6%)	1 838 (28.7%)	1 160 (18.1%)	370 (5.8%)	16 (0.2%)
2024	1 331 (16.5%)	2 416 (29.9%)	2 278 (28.2%)	1 462 (18.1%)	559 (6.9%)	22 (0.4%)
2025	1 371 (17.7%)	2 244 (29.0%)	2 068 (26.7%)	1 419 (18.3%)	608 (7.9%)	32 (0.4%)
2026	271 (18.8%)	383 (26.5%)	407 (28.2%)	280 (19.4%)	101 (7.0%)	2 (0.1%)

Year	Age group					
	29 or below	**30 to 39**	**40 to 49**	**50 to 59**	**60 to 69**	**70 or above**
(as at end-February)						

(3) The current number of active taxi drivers is about 46 000. The Government does not have the breakdown as mentioned in the question.

(4) The Government has been taking a multi-pronged approach to expand the overall taxi driver supply, including the further enhancement of taxi written test starting from 3 November 2025 by reducing the questions on locations and routes, and adding new questions related to enhancement of taxi service quality, with the aim of maintaining assessment standards while better aligning the questions with the practical needs of the taxi industry. As at 28 February 2026, the average monthly number of candidates applying for the taxi written test increased from about 1 380 prior to the enhancement of the taxi written test to about 1 820 after the enhancement, representing an increase of about 30%. This shows that the measures can effectively attract more people to apply for the taxi written test.

Apart from enhancing the taxi written test, the Government also relaxed the eligibility requirements for taxi driving licences in 2020. The period required for an applicant to hold a private car or light goods vehicle full driving licence has been shortened from a minimum of three years to at least one year. Besides, the Government has implemented a number of measures in recent years to enhance the service quality and overall image of the taxi industry, thereby bringing a positive impact on attracting new blood to join the industry. Such measures include introducing taxi fleets with systematic management, organising the Taxi Service Commendation Scheme, increasing the maximum passenger seating capacity of taxis, introducing a Taxi-Driver-Offence Points system, and relaxing no-stopping restrictions for taxis at designated restricted zones. In addition, the Employees Retraining Board also offers taxi-driver-related training courses to assist participants to join the taxi driver industry. Eligible persons may even receive tuition reductions.

Regarding labour importation for taxi drivers, taxi is a type of personalised point-to-point transport service, drivers should be familiar with the local road network and transport system, and should be able to select the most direct and practical routes to destinations having regard to real-time traffic conditions. Drivers also need to maintain communication with passengers, and adjust routes and drop-off points in accordance with their requests. The nature of taxi services is different from that of public light buses or non-franchised buses which have fixed stopping points and routes. The expectations and demands of passengers for taxi services are also different from those for other public transport modes. At present, the Government has no plans to import labour for the taxi industry.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB227**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0057)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under Matters Requiring Special Attention in 2026-27 that renewal of Belisha beacons at zebra crossings on public roads will be carried out. Please advise this Committee of the following:

(1) According to Item 8A4 under Subhead 603, the approved commitment for the renewal of Belisha beacons is $61.8 million and the accumulated expenditure as at the end of March 2025 is $6.3 million. What is the progress of the renewal of the Belisha beacons? What is the target timetable for replacing all Belisha beacons across Hong Kong? And

(2) What new technologies are adopted in the new generation of Belisha beacons? Has the Government conducted pilot data analysis to assess the reduction in traffic accident rate at zebra crossings resulting from the new Belisha beacons as compared with the old design? Or what indicators are used to evaluate the performance of the new design?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 23)

Reply:

(1) The Transport Department (TD) has commissioned the Electrical and Mechanical Services Department to replace all traditional Belisha beacons at zebra crossings on public roads in Hong Kong, and the replacement works commenced at the end of 2024. The initial stage of the works mainly involved detailed design and approval of the new Belisha beacons, review on adequacy of foundations of the existing Belisha beacons at various zebra crossings, and trial installations at individual locations. The works proceeded to the mass installation stage in 2025. As at the end of February 2026, replacement works at 148 zebra crossings, accounting for more than 60% of all zebra crossings on public roads across Hong Kong, had been completed. All replacement works are expected to be completed in 2027.

(2) 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 in drawing the attention of motorists to the presence of zebra crossings and reminding them to stop and give way to pedestrians.

In 2022, TD launched the trial scheme to enhance zebra crossing facilities by replacing traditional Belisha beacons with the above new beacons at five zebra crossings in Kwai Tsing, Sham Shui Po, Kowloon City and Tai Po Districts. Upon replacement of new Belisha beacons at the above locations, the proportion of motorists stopping in front of the zebra crossings to give way to pedestrians increased significantly from 42% to 80%. Before the replacement of Belisha beacons (i.e. from 2020 to April 2022), a total of five traffic accidents involving pedestrians (including two fatal, one serious and two slight accidents) occurred at the above trial locations. From the time the new Belisha beacons were installed until December 2024, the number of traffic accidents had decreased to three, and all of which were slight accidents.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB228

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0058)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding item 89P Set up a Smart Traffic Fund (the Fund) under the non-recurrent expenditure item, the accumulated expenditure is around $695 million as at 31March 2025, with a balance of about $354 million. Please advise this Committee of the following:

(1) What is the total number of projects approved by the Fund up to the present? What are the main areas of technology and application covered? Among the completed projects, how many deliverables have been successfully put into practical application and adopted by the industry or government departments?

(2) It is estimated in the Budget that the balance is $354 million for 2026-27. What plans does the Department have to expedite the utilisation rate of the Fund so as to promote more research on vehicle-related innovation and technology?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 25)

Reply:

(1) As at end-February 2026, the Management Committee of the Fund had approved 87 projects, which mainly cover areas including road safety, driving behaviour, traffic forecasting, parking, vehicle safety devices, and technologies related to autonomous vehicles.

Funded projects are classified into two categories, namely "Pure Research Project" and "Research and Application Project". The category "Pure Research Project" aims to provide funding support for local applicants 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" are required to, subject to their research deliverables, commercialise the results and put them into practical application upon completion of the projects. Currently, 12 research and application projects have completed their research respectively and entered the application stage (please refer to Annex for details). The Secretariat for the Fund (the

Secretariat) and the Management Committee will continue to closely monitor the implementation progress and usage status of all approved projects.

(2) The Fund accepts applications for research on vehicle-related innovation and technology. To further encourage collaboration among the industry, academia and research sector, the Fund increased the maximum funding percentage from the original 50% to 70% in November 2023 for joint applications from the corporate sector and R&D centres/ UGC-funded universities/ Government-established universities. The Secretariat also continues to promote the Fund through various channels to attract more quality innovative projects. Taking the year 2025 as an example, the Secretariat has organised four seminars and reached out to tertiary institutions and research institutions to promote the Fund to potential applicants and provide them with application information.

We will continue to review the operation of the Fund and make timely adjustments so as to further enhance the operational arrangements of the Fund.

Annex

Smart Traffic Fund
Research and Application Projects with Research Completed and Ongoing Application

	Project Title	Project Summary	Approved Funding	Related Practical Applications
1	Big data AI system for taxi safe driving	This project aims at developing a driving risk assessment model for evaluating taxi drivers' driving risk levels using data collected by the Smart On-Board Units to be installed in taxis. Online platform and mobile application for taxi owners and drivers will be developed for visualising the driving risk data. The project aims at reducing the taxi accident rate and alleviating the issue of high taxi insurance premiums.	$11,835,000.00	This system has been applied to taxis. It assesses drivers' driving risk levels and provides driving risk data to drivers via online platform and mobile application, thereby effectively enhancing overall driving safety.
2	Development of Departure Safety Checking System for Minibus	This project aims to develop a system for minibuses comprising sensors and controllers to monitor the minibus environment before and after passengers getting on/off the minibus. If a potential danger is detected, the system can take suitable safety control and alert the driver to check on specific area.	$3,240,000.00	This checking system has been applied to minibuses. If a potential danger is detected, the system will immediately alert the driver to check on specific area to prevent accidents at the departure of the minibus, thereby ensuring passenger safety.
3	Development of Crane Position Monitoring System	This project aims to develop a monitoring system to detect crane position on a truck (height of crane and side range) and alert driver when the crane is in a dangerous position that would affect road safety. Users can also check the status of a crane and the location of a vehicle on a system online platform.	$3,240,000.00	This monitoring system has been applied to crane trucks. When the crane reaches an excessive height, the system will issue an immediate alert to prevent collisions with overpasses while the vehicle is in motion, thereby enhancing the driving safety of crane trucks.

	Project Title	Project Summary	Approved Funding	Related Practical Applications
4	Pilot Project of 5G enabled Autonomous People Mover Service in a Residential Park	This project aims to develop a 5G-enabled autonomous people mover service in a Hong Kong low-density residential complex to enhance the mobility of the residents in the area. The Autonomous Vehicle (AV) platform can detect the presence of surrounding vehicles, pedestrians, cyclists and obstacles, and will timely and appropriately respond to avoid collisions. This project will build up talents and experience for local AV research and development.	$19,730,872.00	This autonomous minibus has completed the trial in a low-density residential complex. The trial data and experience gathered from the project have laid an important foundation for local research and development, which will help enhance the capability of other AVs to handle Hong Kong's complex road conditions and promote the long-term development of AVs in Hong Kong at the same time.,
5	AI driven Barrier-Free Smart mobility platform-BoBo	This project aims at using artificial intelligence, big data and machine learning to develop a ride-hailing mobile application for accessible transport, so as to assist the elderly and people with disabilities in booking wheelchair accessible taxi, Welcab, Rehabus, etc.	$3,387,108.00	This project has launched a mobile application to assist the elderly and people with disabilities in booking wheelchair-accessible taxis, Welcabs, Rehabuses, thereby enhancing their travel convenience.
6	Using Generalised Linear Model (GLM) and Machine Learning to develop an Analytical System Correlating Vehicle Usage, Driving Behaviour and Traffic Accident	This project aims to develop a system to analyse the correlation between vehicle usage, driving behaviour and traffic accident, with data collection via a on-board device, and conducting analysis with Generalised Linear Model and Machine Learning.	$11,254,796.94	This system has been applied to taxis. By analysing the correlation between vehicle usage, driving behaviour and traffic accident, the system provides drivers with suggestions for improvement, thereby effectively enhancing overall driving safety.

	Project Title	Project Summary	Approved Funding	Related Practical Applications
7	Advanced Intelligent Control Management and AI Optimisation Project for Hong Kong Tramway	This project aims to develop and implement an intelligent control management system for tramway based on RFID system and AI Optimizer, with a geo-fencing program to remind drivers of their speed.	$2,597,760.50	This system has been applied to the daily operation of the trams in Hong Kong to enhance management efficiency and enable intelligent deployment. Additionally, geo-fencing has effectively enhanced overall driving safety.
8	Development of Smart Meter System to Enhance Taxi Drivers' Convenience and Passengers' Travelling Experience	The project aims to develop a smart meter platform that will provide automated payment functions, real-time driver identity authentication, road-side hailing hotspot analytics, etc.	$9,602,315.46	This smart meter has been applied to taxis. By integrating the smart meter with the developed system, it enables automated payment, making the process of hailing a taxi and payment smoother, thereby enhancing the commuting experience of passengers.
9	Smart Minibus 2.0	This project aims to develop three technological components related to public light buses, namely, a dynamic speed limit mechanism, passenger counting system and smart bus stop.	$1,183,205.97	This system has been applied to private residential shuttle services, providing residents with real-time seat information, enhancing the transport operational efficiency of the housing estate and facilitating travel planning of passengers.

	Project Title	Project Summary	Approved Funding	Related Practical Applications
10	Development of an AI Computer Vision Solution to Facilitate Commuting for Visually Impaired Persons	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 more frequent use of public transport by the visually impaired persons.	$1,514,000.00	The smart glasses developed in this project have been distributed to some visually impaired persons and placed in centres for the visually impaired for loan to those in need, thereby effectively enhancing the travel safety and convenience for visually impaired persons.
11	Development of the Next Generation of Traffic Accident Risk Management Solution (ARM)	The project aims to develop a traffic Accident Risk Management Solution, which includes new generation of Advanced Driver Assistance System, Electronic Data Recording System, Speeding Alert System, Alert Button System, Predictive Maintenance system, and Driving Behaviour and Fleet Management Monitoring System.	$13,440,750.00	This traffic accident risk management solution has been applied to minibuses and coaches. The system provides risk heat maps and analyses driver behaviour, providing fleet management companies with comprehensive risk reference data, thereby effectively enhancing fleet monitoring efficiency and overall driving safety.
12	Smart Cloud Taximeter System	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. 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	This smart meter has been applied to taxis. The system remotely collects and analyses itinerary data and fare information, providing taxi owners and taxi fleet management companies with comprehensive reference data, thereby effectively enhancing fleet management and deployment efficiency.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB229**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0883)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department has stated that preparation work is underway for the implementation of HKeToll upon the full commissioning of the Central Kowloon Bypass (CKB). Please inform this Committee of the following:

1. What is the estimated total expenditure for the procurement, installation and trial run of the HKeToll system of the CKB?

2. What is the expected daily volume of traffic flow (in vehicles) to be handled and diverted upon the commissioning of the CKB and the implementation of HKeToll?

3. Will the Government, depending on the data collected by HKeToll, consider implementing a time-varying toll mechanism for the CKB and its adjoining roads?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 24)

Reply:

1. The estimated expenditure for implementing HKeToll at the Central Kowloon Bypass (CKB), including the procurement, installation and testing of related equipment, is about $78.6 million in money-of-the-day prices.

2. Upon full commissioning of the CKB and implementation of an $8 toll, we expect that the daily traffic flow (in two-way vehicles) on weekdays will be approximately 77 000. It is expected that about 20% traffic flow along the east-west major roads (such as Lung Cheung Road, Gascoigne Road Flyover and Kwun Tong Bypass) in Kowloon will be diverted.

3. The main purpose of implementing time-varying tolls is to suppress and divert traffic flow through charging different toll levels at different time slots (i.e. higher tolls during peak time-slots), and to encourage motorists to change their commuting behaviours and travel outside the peak hours, thereby reducing congestion during peak hours.

As for the CKB, the design capacity of the tunnel is expected to accommodate the peak-hour traffic at the initial commissioning stage. Therefore, we have adopted a fixed toll that applies to all vehicles throughout the day.

Upon full commissioning of the CKB, the Transport Department will continue to collect traffic data on the CKB and its adjoining roads through HKeToll and traffic surveillance systems, and will closely monitor the relevant traffic conditions in order to examine the diversion effect and toll arrangements in a timely manner.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB230

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0531)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The work of the Transport Department (TD) under Programme (2) involves arranging written and road tests for drivers and driving instructors. In this connection, will the Government advise this Committee of the following:

(a) the respective numbers of various driving tests conducted at driving test centres by the Driving Services Section of TD and of candidates passing the tests in 2025;

(b) in relation to the driving tests for (i) public light buses and (ii) buses for the imported labour under the Labour Importation Scheme for Transport Sector - PLB/Coach Trade in 2025, the respective numbers of candidates attending and passing the test, and their pass rate (broken down by number of attempts);

(c) the change in waiting time (number of days) for the end-of-list test appointment date for various driving tests in the past three years and the corresponding estimates up to the end of 2026 (broken down by month);

(d) the respective monthly numbers of applicants and ballot winners for those driving tests where the Repeater Early Test Appointment Booking Service is available in the past three years; and

(e) the respective establishment, salary, operation and equipment expenses of Driving Examiner I, Driving Examiner II and other staff in the Driving Services Section of TD in 2025-26 and 2026-27?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 29)

Reply:

(a) The Transport Department (TD) administers driving tests for various types of vehicles, among which the written test (Part A) and the taxi written test are conducted at the written test centre in Cheung Sha Wan Government Offices, while the road tests at the

driving test centres (DTCs). The numbers of candidates attending and passing various driving tests in 2025 are set out in the table below. The breakdown of the number of driving tests conducted at individual DTCs in 2025 is set out at **Annex 1**. The TD does not have statistics on candidates passing driving tests for individual DTCs.

Type of driving test	Number of candidates attending the driving tests in 2025	Number of candidates passing the driving tests in 2025
(i) Written test (Part A test)	50 074	43 327
(ii) Private car (combined test)	33 989	11 280
(iii) Private car (Part B test)	3 051	2 454
(iv) Private car (Part C test)	27 048	15 879
(v) Motorcycle (Part B test)	5 687	4 198
(vi) Motorcycle (Part C test)	10 498	4 846
(vii) Light goods vehicle (combined test)	31 145	8 914
(viii) Light goods vehicle (Part B test)	2 443	2 018
(ix) Light goods vehicle (Part C test)	32 122	17 266
(x) Taxi written test	13 816	8 009
(xi) Medium goods vehicle	6 987	2 371
(xii) Light bus	1 001	353
(xiii) Bus	4 365	1 543
(xiv) Heavy goods vehicle	3 400	792
(xv) Articulated vehicle	1 921	616

(b) For the driving tests for light buses and buses for the imported labour under the Labour Importation Scheme for Transport Sector - PLB/Coach Trade in 2025, the numbers of candidates (i) attending and (ii) passing the test, and the respective numbers and percentages of candidates passing the test at (iii) first attempt, (iv) second attempt and (v) third attempt or more are set out below:

	Light bus driving test	Bus driving test
(i) Number of candidates attending the test	659	532
(ii) Number of candidates passing the test	287	261
(iii) Number of candidates passing the test at first attempt (Percentage in the total number of candidates passing the test) ((iii)/(ii))	89 (31.0%)	112 (42.9%)
(iv) Number of candidates passing the test at second attempt (Percentage in the total number of	92 (32.1%)	89 (34.1%)

		Light bus driving test	Bus driving test
	candidates passing the test) ((iv)/(ii))		
(v)	Number of candidates passing the test at third attempt or more (Percentage in the total number of candidates passing the test) ((v)/(ii))	106 (36.9%)	60 (23.0%)

(c) The average waiting time (number of days) for the end-of-list test appointment date for various driving tests per month in the past three years and the monthly changes are set out at **Annex 2**. Overall speaking, the waiting times for the private car (combined test) and light goods vehicle (combined test) have both been shortened from about 12 months in January 2023 to about five months in December 2025.

As the waiting time for road tests hinges on a number of factors, such as the test demand for different vehicle types/ parts of the driving tests, the scheduling of tests, etc., the TD does not have an estimate of the monthly changes in the average waiting time (number of days) for 2026. The TD will keep closely in view the situation while allocating resources and taking feasible measures to shorten the waiting time for road tests as far as practicable.

(d) The TD has established the Repeater Early Test Appointment Booking Service (RETAS) with an aim to better utilise the vacant test slots released by candidates as a result of their application of test postponement or temporary cancellation of tests. With the introduction of computer balloting mechanism for allocation of the vacant test slots in RETAS on 28 March 2023, repeaters can register for the balloting. Since the implementation of the balloting arrangement up to December 2025, the total number of applicants for RETAS and number of ballot winners who have selected their test slot are listed below. Overall speaking, the ratio of ballot winners who have selected their test slot has increased from 28% in April 2023 (when the service was launched) to 73% in December 2025.

Month	Total number of applicants	Number of ballot winners who have selected their test slot
March 2023	6 215	321
April 2023	11 852	3 294
May 2023	15 652	3 471
June 2023	15 464	3 133
July 2023	14 875	2 427
August 2023	19 026	3 003
September 2023	18 298	2 272
October 2023	17 841	2 645
November 2023	16 901	4 736
December 2023	14 061	3 689
January 2024	14 810	4 616
February 2024	11 661	3 941
March 2024	11 458	4 305

Month	Total number of applicants	Number of ballot winners who have selected their test slot
April 2024	10 952	4 660
May 2024	10 843	4 138
June 2024	9 850	4 426
July 2024	11 143	4 318
August 2024	10 035	4 833
September 2024	9 304	4 082
October 2024	9 573	5 003
November 2024	8 354	4 092
December 2024	8 897	3 773
January 2025	7 774	3 849
February 2025	8 436	4 166
March 2025	8 131	3 386
April 2025	7 854	4 441
May 2025	6 870	4 222
June 2025	7 361	4 447
July 2025	6 851	4 751
August 2025	5 748	3 593
September 2025	6 017	3 201
October 2025	6 140	3 516
November 2025	5 148	3 997
December 2025	5 105	3 734

(e) In 2025-2026, there were 19 Driving Examiners I (DEIs), 65 Driving Examiners II (DEIIs) and 72 staff of other grades in the establishment of the Driving Service Section (DSS) under the TD. The staff cost (notional annual mid-point salary) is about $77.45 million.

In 2026-27, the establishment of DEIs and DEIIs in DSS under the TD will remain unchanged at 19 and 65 respectively, while that of the staff of other grades will be decreased to 71. The staff cost (notional annual mid-point salary) will be about $77.20 million.

The expenditure involved in the operation and equipment of DSS is absorbed under the overall provision for the TD, and cannot be separately identified.

Annex 1

Number of driving tests conducted at individual DTCs in 2025

Name of DTCs	Private car (combined test)	Private car (Part B test)	Private car (Part C test)	Light goods vehicle (combined test)	Light goods vehicle (Part B test)	Light goods vehicle (Part C test)	Motorcycle (Part B test)	Motorcycle (Part C test)	Medium goods vehicle	Light Bus	Bus	Heavy goods vehicle	Articulated vehicle
(I) Hong Kong Island													
Happy Valley	4 773	213	3 737	N/A									
So Kon Po	N/A			2 967	61	3 421	N/A	1 553	N/A				
Sheung On	N/A								1 855	176	1 448	N/A	
New Horizon School of Motoring	2 908	132	2 610	1871	41	2 342	1 030	962	N/A				
(II) Kowloon													
Chung Yee Street	5 792	N/A	2 830	2 204	N/A	1 225	N/A						
Tin Kwong Road	N/A			7 557	N/A	4 195	N/A	4 604	N/A				
Yau Tong	N/A		2 099	5 393	N/A	4 644	N/A						
Pui Ching Road	7 035	1	4 075	9	2	2	N/A						
Pak Wan Street	N/A					3 722	N/A						
New Kwun Tong Driving School	N/A	1 651	N/A		1 699		1 549	N/A					
(III) The New Territories													
Wing Hau Street	1 452	889	2 212	2 989	539	4 648	N/A						
Tsuen Wan	N/A								3 927	702	1 744	3 400	N/A
Shek Yam	3 496	N/A	2 968	N/A									
Yuen On	N/A												1 533
Container Port Road South	N/A												127
Hong Kong School of Motoring (Sha Tin)	5 767	111	4 129	4 876	58	4 467	1 778	1 678	455	123	493	N/A	

Name of DTCs	**Private car (combined test)**	**Private car (Part B test)**	**Private car (Part C test)**	**Light goods vehicle (combined test)**	**Light goods vehicle (Part B test)**	**Light goods vehicle (Part C test)**	**Motorcycle (Part B test)**	**Motorcycle (Part C test)**	**Medium goods vehicle**	**Light Bus**	**Bus**	**Heavy goods vehicle**	**Articulated vehicle**
Hong Kong School of Motoring (Yuen Long)	2 763	54	2 376	3 277	41	3 445	1 330	1 701	750	N/A	680	N/A	261
Ankor Driving School *	3	N/A	12	2	2	11	N/A						

*Ankor Driving School Driving Centre has commenced operation since 14 November 2025

Annex 2

The average waiting time (number of days) for the end-of-list test appointment date for various driving tests per month and the monthly changes between 2023 and 2025

2023												
Type of driving test	**Average waiting time (number of days) (Changes as compared with the preceding month)**											
	January	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**
Written test (Part A test)	40 (0)	43 (+3)	41 (-2)	41 (0)	41 (0)	44 (+3)	44 (0)	42 (-2)	40 (-2)	40 (0)	41 (+1)	41 (0)
Private car (combined test)	363 (+2)	356 (-7)	352 (-4)	347 (-5)	339 (-8)	328 (-11)	317 (-11)	310 (-7)	301 (-9)	290 (-11)	278 (-12)	275 (-3)
Private car (Part B test)	93 (-14)	89 (-4)	89 (0)	84 (-5)	88 (+4)	89 (+1)	95 (+6)	96 (+1)	103 (+7)	102 (-1)	93 (-9)	83 (-10)
Private car (Part C test)	348 (-5)	342 (-6)	335 (-7)	317 (-18)	306 (-11)	298 (-8)	286 (-12)	279 (-7)	274 (-5)	257 (-17)	243 (-14)	227 (-16)
Motorcycle (Part C test)	238 (-6)	237 (-1)	234 (-3)	226 (-8)	223 (-3)	220 (-3)	216 (-4)	216 (0)	213 (-3)	210 (-3)	210 (0)	202 (-8)
Light goods vehicle (combined test)	367 (+2)	363 (-4)	358 (-5)	351 (-7)	342 (-9)	331 (-11)	320 (-11)	311 (-9)	303 (-8)	292 (-11)	284 (-8)	280 (-4)
Light goods vehicle (Part B test)	97 (-12)	98 (+1)	92 (-6)	86 (-6)	86 (0)	87 (+1)	88 (+1)	98 (+10)	95 (-3)	99 (+4)	96 (-3)	89 (-7)
Light goods vehicle (Part C test)	347 (-3)	341 (-6)	334 (-7)	313 (-21)	298 (-15)	284 (-14)	273 (-11)	267 (-6)	260 (-7)	252 (-8)	239 (-13)	223 (-16)
Medium goods vehicle	100 (-4)	102 (+2)	100 (-2)	93 (-7)	89 (-4)	85 (-4)	83 (-2)	84 (+1)	78 (-6)	78 (0)	77 (-1)	73 (-4)
Light bus	71 (-17)	57 (-14)	81 (+24)	68 (-13)	49 (-19)	61 (+12)	44 (-17)	41 (-3)	67 (+26)	59 (-8)	48 (-11)	31 (-17)

2023												
Type of driving test	**Average waiting time (number of days) (Changes as compared with the preceding month)**											
	January	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**
Bus	97 (-4)	94 (-3)	99 (+5)	87 (-12)	79 (-8)	78 (-1)	79 (+1)	82 (+3)	76 (-6)	76 (0)	75 (-1)	69 (-6)
Taxi written test	43 (-2)	44 (+1)	47 (+3)	43 (-4)	42 (-1)	45 (+3)	43 (-2)	47 (+4)	45 (-2)	43 (-2)	44 (+1)	44 (0)
Heavy goods vehicle	100 (-9)	97 (-3)	90 (-7)	80 (-10)	72 (-8)	74 (+2)	78 (+4)	76 (-2)	75 (-1)	73 (-2)	68 (-5)	67 (-1)
Articulated vehicle	94 (-13)	94 (0)	93 (-1)	82 (-11)	89 (+7)	90 (+1)	92 (+2)	92 (0)	93 (+1)	79 (-14)	67 (-12)	77 (+10)

2024												
Type of driving test	**Average waiting time (number of days) (Changes as compared with the preceding month)**											
	January	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**
Written test (Part A test)	40 (-1)	39 (-1)	42 (+3)	38 (-4)	39 (+1)	41 (+2)	42 (+1)	43 (+1)	40 (-3)	37 (-3)	44 (+7)	44 (0)
Private car (combined test)	270 (-5)	259 (-11)	252 (-7)	243 (-9)	237 (-6)	227 (-10)	220 (-7)	212 (-8)	211 (-1)	210 (-1)	204 (-6)	197 (-7)
Private car (Part B test)	95 (+12)	86 (-9)	90 (+4)	87 (-3)	90 (+3)	83 (-7)	79 (-4)	79 (0)	80 (+1)	87 (+7)	87 (0)	79 (-8)
Private car (Part C test)	214 (-13)	205 (-9)	194 (-11)	186 (-8)	179 (-7)	173 (-6)	165 (-8)	162 (-3)	156 (-6)	156 (0)	168 (+12)	179 (+11)
Motorcycle (Part C test)	200 (-2)	198 (-2)	191 (-7)	186 (-5)	180 (-6)	175 (-5)	168 (-7)	161 (-7)	147 (-14)	155 (+8)	150 (-5)	149 (-1)
Light goods vehicle (combined test)	276 (-4)	265 (-11)	256 (-9)	249 (-7)	242 (-7)	230 (-12)	221 (-9)	211 (-10)	211 (0)	209 (-2)	202 (-7)	192 (-10)
Light goods vehicle (Part B test)	89 (0)	94 (+5)	77 (-17)	71 (-6)	85 (+14)	82 (-3)	82 (0)	80 (-2)	82 (+2)	86 (+4)	84 (-2)	77 (-7)
Light goods vehicle (Part C test)	216 (-7)	199 (-17)	201 (+2)	190 (-11)	184 (-6)	178 (-6)	166 (-12)	163 (-3)	161 (-2)	151 (-10)	160 (+9)	172 (+12)
Medium goods vehicle	74 (+1)	68 (-6)	60 (-8)	56 (-4)	59 (+3)	62 (+3)	50 (-12)	57 (+7)	58 (+1)	62 (+4)	62 (0)	59 (-3)
Light bus	41 (+10)	77 (+36)	54 (-23)	49 (-5)	62 (+13)	52 (-10)	64 (+12)	59 (-5)	58 (-1)	61 (+3)	52 (-9)	50 (-2)
Bus	66 (-3)	59 (-7)	55 (-4)	53 (-2)	59 (+6)	50 (-9)	55 (+5)	56 (+1)	63 (+7)	63 (0)	60 (-3)	55 (-5)
Taxi written test	43 (-1)	47 (+4)	45 (-2)	45 (0)	46 (+1)	46 (0)	44 (-2)	42 (-2)	49 (+7)	44 (-5)	43 (-1)	44 (+1)

2024												
Type of driving test	**Average waiting time (number of days) (Changes as compared with the preceding month)**											
	January	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**
Heavy goods vehicle	70 (+3)	61 (-9)	52 (-9)	51 (-1)	49 (-2)	51 (+2)	47 (-4)	54 (+7)	49 (-5)	46 (-3)	48 (+2)	48 (0)
Articulated vehicle	79 (+2)	67 (-12)	61 (-6)	68 (+7)	69 (+1)	70 (+1)	63 (-7)	66 (+3)	59 (-7)	68 (+9)	81 (+13)	60 (-21)

2025												
Type of test	**Average waiting time (number of days) (Changes as compared with the preceding month)**											
	January	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**
Written test (Part A test)	42 (-2)	39 (-3)	40 (+1)	40 (0)	40 (0)	40 (0)	37 (-3)	39 (+2)	40 (+1)	37 (-3)	38 (+1)	38 (0)
Private car (combined test)	205 (+8)	203 (-2)	197 (-6)	189 (-8)	180 (-9)	174 (-6)	178 (+4)	172 (-6)	172 (0)	169 (-3)	168 (-1)	161 (-7)
Private car (Part B test)	66 (-13)	72 (+6)	65 (-7)	72 (+7)	60 (-12)	58 (-2)	64 (+6)	65 (+1)	68 (+3)	62 (-6)	61 (-1)	61 (0)
Private car (Part C test)	186 (+7)	191 (+5)	200 (+9)	193 (-7)	177 (-16)	165 (-12)	151 (-14)	139 (-12)	133 (-6)	130 (-3)	126 (-4)	113 (-13)
Motorcycle (Part C test)	144 (-5)	142 (-2)	137 (-5)	131 (-6)	130 (-1)	128 (-2)	121 (-7)	122 (+1)	122 (0)	115 (-7)	113 (-2)	109 (-4)
Light goods vehicle (combined test)	194 (+2)	192 (-2)	188 (-4)	183 (-5)	182 (-1)	176 (-6)	178 (+2)	169 (-9)	169 (0)	166 (-3)	163 (-3)	158 (-5)
Light goods vehicle (Part B test)	67 (-10)	70 (+3)	64 (-6)	72 (+8)	57 (-15)	60 (+3)	66 (+6)	60 (-6)	62 (+2)	66 (+4)	58 (-8)	61 (+3)
Light goods vehicle (Part C test)	178 (+6)	186 (+8)	189 (+3)	177 (-12)	162 (-15)	148 (-14)	135 (-13)	124 (-11)	115 (-9)	117 (+2)	117 (0)	106 (-11)
Medium goods vehicle	49 (-10)	55 (+6)	62 (+7)	58 (-4)	52 (-6)	49 (-3)	52 (+3)	54 (+2)	51 (-3)	48 (-3)	46 (-2)	40 (-6)
Light bus	47 (-3)	40 (-7)	38 (-2)	42 (+4)	38 (-4)	37 (-1)	41 (+4)	33 (-8)	36 (+3)	34 (-2)	29 (-5)	36 (+7)
Bus	48 (-7)	57 (+9)	56 (-1)	53 (-3)	43 (-10)	41 (-2)	41 (0)	47 (+6)	44 (-3)	40 (-4)	45 (+5)	41 (-4)
Taxi written test	46 (+2)	45 (-1)	47 (+2)	47 (0)	46 (-1)	45 (-1)	46 (+1)	44 (-2)	42 (-2)	42 (0)	48 (+6)	48 (0)

2025												
Type of test	**Average waiting time (number of days) (Changes as compared with the preceding month)**											
	January	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**
Heavy goods vehicle	40 (-8)	38 (-2)	44 (+6)	42 (-2)	45 (+3)	39 (-6)	36 (-3)	39 (+3)	31 (-8)	31 (0)	36 (+5)	33 (-3)
Articulated vehicle	60 (0)	63 (+3)	66 (+3)	68 (+2)	61 (-7)	62 (+1)	55 (-7)	60 (+5)	51 (-9)	70 (+19)	56 (-14)	50 (-6)

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB231

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0533)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the statistics on commercial vehicle (CV) drivers, will the Government advise this Committee of the following:

(a) the numbers of people holding driving licences (DLs) for various classes of CVs in the past three years (set out by (i) vehicle type (taxi, minibus, bus, medium goods vehicle, heavy goods vehicle, special purpose vehicle) and (ii) age group (21 to 29, 30 to 39, 40 to 49, 50 to 59, 60 to 64, 65 to 69, 70 to 74, 75 to 79, 80 or above); same hereinafter);

(b) the numbers of people with new issue of various classes of CV DLsin the past three years (set out by vehicle type and age group);

(c) the numbers of traffic accidents and the accident rates involving holders of various classes of CV DLs in the past three years (set out by vehicle type and age group);

(d) whether there are statistics on the number of in-service drivers for different CVs in the past three years; if yes, the details (set out by vehicle type and age group); if no, the reasons, and whether a survey will be conducted to assist the Government and the trades in human resources planning with a view to avoiding excessive labour importation; and

(e) the numbers of free health check-up quotas and the expenditure involved under the Safe Driving and Health Campaign (the Campaign) by the Transport Department (TD) for commercial vehicle drivers in the past three years and in 2026 (estimate); whether TD will consider increasing the number of free health check-up quotas in light of the ageing of CV drivers in general and TD's recommendation to mandate annual health check for CV drivers aged 65 or above for licence renewal; if yes, the details and the estimated additional annual expenditure; if no, the reasons?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 30)

Reply:

There is no definition of "commercial vehicles" (CV) in the existing legislation. As far as driving licences (DLs) are concerned, the type of DLs mentioned (i.e. taxis, private and public light buses (PLBs), private and public buses, medium goods vehicles, heavy goods vehicles, and special purpose vehicles) are generally regarded as CVs.

(a) The number of holders of valid full DLs, with a breakdown by CV type and age group, in the past three years are is out at **Annex 1**.

(b) The number of persons with new issue of full DLs, with a breakdown by CV type and age group, in the past three years is set out at **Annex 2.**

(c) The number of drivers involved in traffic accidents and the traffic accident rates of drivers, with a breakdown by CV type and age group, in the past three years are set out at **Annex 3**.

(d) For the implementation of the Labour Importation Scheme for Transport Sector – Public Light Bus (PLB)/Coach Trade (the Scheme), the Government conducted a public transport manpower study in 2023, and the numbers of drivers of the local PLB/coach trade are set out in the table below:

Driver job type	**Number of drivers**
PLB driver	6 290
Local coach driver	7 380
Cross-boundary Coach Driver	
Total	**13 670**

The TD does not maintain the statistics on the age of PLB and coach drivers.

The TD has all along maintained liaison with the transport sectors via the stakeholder consultative group (comprising representatives of employees and employers) under the Scheme to keep in view of the opinions from the employees and employers as well as review the Scheme in a timely manner with reference to the relevant opinion.

As for other types of CVs, the TD will continue to take note of the needs and views of the trade and take follow-up action in a timely manner.

(e) The free health check-up services for CV drivers (free check-up services) under the Campaign of the TD aim to encourage CV drivers to undergo regular basic health check-ups so as to understand their own health conditions at an early stage. Each eligible CV driver can register once for the free check-up services provided by the TD within a year. In the past three years, the number of participants amounted to about 9 000, involving expenditures of around $5.3 million.

This year, the TD will continue to publicise the free check-up services through radio, social media and websites, with a view to encouraging CV drivers to maintain proper driving attitude, pay more attention to personal health and actively participate in the free check-up services.

The above free check-up services are intended for encouragement and are open to CV drivers of all ages. The check-ups only involved relatively basic health examination items, rather than a physical assessment specifically for determining fitness to drive. Therefore, the concerned check-up report cannot replace the medical certification required for aged drivers when applying for a DL. When the TD enhances the physical fitness certification requirements for CV drivers in the future, it will invite more doctors to provide health assessment services for aged drivers through publicity, thereby introducing market forces to make related service fees more competitive. The TD will also draw up a "list of doctors", and make available information on these doctors who provide relevant services, with a view to facilitating drivers to choose suitable doctors for their medical assessment according to their needs.

Annex 1

Number of Full Driving Licence Holders by CV Type and Age Group

(i) As at end-2023

Type of CV	Age group								
	21-29	**30-39**	**40-49**	**50-59**	**60-64**	**65-69**	**70-74**	**75-79**	**80 or above**
Taxi	2 778	10 343	21 596	44 575	47 508	46 153	23 710	8 302	1 919
Private light bus	2 112	8 778	27 669	45 836	34 633	32 768	16 660	6 926	1 940
Public light bus	1 427	6 776	24 918	43 109	33 373	31 828	16 026	6 662	1 856
Private bus	2 109	8 709	26 992	39 474	24 896	22 098	10 415	3 779	785
Public bus	1 687	8 183	26 449	39 061	24 789	22 011	10 371	3 783	869
Medium goods vehicle	2 648	12 945	32 387	48 261	33 509	30 694	15 844	6 113	1 521
Heavy goods vehicle	951	4 951	13 220	19 467	14 466	17 983	12 490	5 478	1 442
Special purpose vehicle	238	1 509	4 099	5 039	2 976	2 317	971	241	31

(ii) As at end-2024

Type of CV	Age group								
	21-29	**30-39**	**40-49**	**50-59**	**60-64**	**65-69**	**70-74**	**75-79**	**80 or above**
Taxi	3 424	11 832	22 568	41 585	45 495	48 372	24 814	9 785	2 155
Private light bus	2 091	8 452	26 886	44 361	33 615	34 317	17 568	7 855	2 111
Public light bus	1 445	6 338	23 700	41 398	32 352	33 303	16 940	7 528	2 029
Private bus	2 077	8 318	25 994	39 019	24 691	23 402	11 188	4 455	919
Public bus	1 621	7 649	25 303	38 478	24 563	23 312	11 148	4 444	988
Medium goods vehicle	2 637	12 567	31 392	46 588	32 732	32 240	16 717	7 040	1 684
Heavy goods vehicle	928	4 820	12 881	18 682	13 841	17 730	12 653	6 181	1 577
Special purpose vehicle	226	1 459	3 984	5 096	3 031	2 561	1 076	308	41

(iii) As at end-2025

Type of CV	Age group								
	21-29	**30-39**	**40-49**	**50-59**	**60-64**	**65-69**	**70-74**	**75-79**	**80 or above**
Taxi	3 925	13 075	23 779	39 185	42 372	50 089	25 413	11 622	2 388
Private light bus	2 125	8 103	26 114	42 696	32 172	35 555	18 116	8 856	2 314
Public light bus	1 480	6 003	22 636	39 514	30 886	34 483	17 504	8 500	2 227
Private bus	2 106	7 954	25 157	38 287	24 162	24 515	11 748	5 220	1 054
Public bus	1 602	7 156	24 301	37 626	24 010	24 421	11 701	5 198	1 115
Medium goods vehicle	2 605	12 226	30 800	44 858	31 410	33 606	17 185	8 135	1 884
Heavy goods vehicle	893	4 671	12 713	17 884	13 313	17 243	12 391	6 998	1 747
Special purpose vehicle	205	1 416	3 824	5 080	3 068	2 778	1 174	396	51

Note: A person may hold a driving licence with endorsement of more than one type of vehicles

Annex 2

Number of Persons with New Issue of Full Driving Licence by CV Type and Age Group

(i) As at end-2023

Type of CV	Age group								
	21-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80 or above
Taxi	1 067	1 959	1 838	1 160	287	83	15	1	0
Private light bus	537	674	748	436	68	15	1	0	0
Public light bus	433	524	556	374	58	13	2	0	0
Private bus	537	672	742	418	59	12	0	0	0
Public bus	429	509	574	348	44	9	1	0	0
Medium goods vehicle	789	1 117	860	327	37	2	0	0	0
Heavy goods vehicle	332	480	426	146	15	1	0	0	0
Special purpose vehicle	60	160	169	155	81	53	6	0	0

(ii) As at end-2024

Type of CV	Age group								
	21-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80 or above
Taxi	1 331	2 416	2 278	1 462	410	149	19	2	1
Private light bus	465	761	1 435	713	87	10	0	0	0
Public light bus	340	576	898	551	82	12	1	0	0
Private bus	454	670	1 098	541	75	6	0	0	0
Public bus	349	544	934	448	65	8	0	0	0
Medium goods vehicle	717	1 090	832	337	34	2	0	0	0
Heavy goods vehicle	242	474	448	147	10	1	0	0	0
Special purpose vehicle	74	186	262	259	111	60	16	2	0

(iii) As at end-2025

Type of CV	Age group								
	21-29	**30-39**	**40-49**	**50-59**	**60-64**	**65-69**	**70-74**	**75-79**	**80 or above**
Taxi	1 371	2 244	2 068	1 419	458	150	31	1	0
Private light bus	528	713	1 142	606	87	23	2	0	0
Public light bus	380	560	797	480	82	25	2	0	0
Private bus	520	658	954	537	63	9	1	0	0
Public bus	390	522	800	455	53	8	1	0	0
Medium goods vehicle	692	1 083	947	339	25	3	1	0	0
Heavy goods vehicle	233	431	517	183	10	2	1	0	0
Special purpose vehicle	61	162	175	179	78	35	7	1	0

Annex 3

Numbers of Drivers Involved in Traffic Accidents by CV Type and Age Group

Year	Age group	Type of CV							
		Taxi	PLB	Private light bus	Public bus	Private bus	Medium goods vehicle	Heavy goods vehicle	Special purpose vehicle
2023	21 - 29	150	1	0	139	0	34	16	8
	30 - 39	450	3	5	239	3	133	34	21
	40 - 49	794	48	9	504	7	201	50	25
	50 - 59	1 283	147	19	669	8	200	82	14
	60 - 64	989	163	15	305	8	140	44	11
	65 - 69	890	188	18	95	3	67	19	8
	70 - 74	491	137	10	20	1	22	10	5
	75 - 79	108	71	2	4	0	3	2	0
	≥ 80	27	9	1	0	0	0	0	0
2024	21 - 29	199	1	1	172	3	42	19	6
	30 - 39	595	14	0	290	1	152	42	18
	40 - 49	897	52	16	562	7	258	70	18
	50 - 59	1 253	129	24	770	13	251	74	26
	60 - 64	1 081	186	22	361	5	122	56	12
	65 - 69	941	217	19	137	2	84	33	7
	70 - 74	483	175	19	27	0	24	10	1
	75 - 79	142	91	3	9	0	4	5	0
	≥ 80	26	16	0	1	0	0	0	0
2025*	21 - 29	208	5	1	183	1	44	14	8
	30 - 39	554	15	1	266	4	152	51	18
	40 - 49	854	80	9	477	5	201	73	19
	50 - 59	1 023	133	18	742	14	255	96	19
	60 - 64	865	136	20	295	6	121	48	19
	65 - 69	779	177	21	152	2	86	30	10
	70 - 74	490	156	13	25	0	21	5	4
	75 - 79	178	84	3	4	0	1	4	1
	≥ 80	33	19	0	0	0	2	0	0

Note: *Provisional figures

Traffic Accident Rates of Drivers by Age Group and CV Type (per 1 000 Driving Licence Holders) ^

Year	Age group	Type of CV							
		Taxi	**PLB**	**Private light bus**	**Public bus**	**Private bus**	**Medium goods vehicle**	**Heavy goods vehicle**	**Special purpose vehicle**
2023	21 - 29	59.3	0.4	0.0	32.2	0.0	9.1	6.3	33.3
	30 - 39	45.2	0.3	0.5	17.1	0.3	8.6	4.3	13.1
	40 - 49	37.3	1.8	0.3	14.7	0.2	5.8	3.1	6.0
	50 - 59	27.3	3.2	0.4	14.0	0.2	4.0	3.8	2.8
	60 - 64	20.4	4.8	0.4	10.3	0.3	4.1	2.9	3.7
	65 - 69	20.0	6.1	0.6	3.7	0.1	2.3	1.1	3.7
	70 - 74	21.4	8.9	0.6	1.7	0.1	1.4	0.8	5.5
	75 - 79	14.5	11.5	0.3	1.0	0.0	0.5	0.4	0.0
	≥ 80	15.2	5.2	0.6	0.0	0.0	0.0	0.0	0.0
2024	21 - 29	64.1	0.4	0.3	41.3	0.9	11.7	8.5	24.4
	30 - 39	52.7	1.7	0.0	22.1	0.1	10.5	5.8	12.2
	40 - 49	40.6	2.0	0.6	16.9	0.2	7.6	4.5	4.5
	50 - 59	28.9	3.0	0.5	16.4	0.3	5.2	3.6	5.1
	60 - 64	23.1	5.6	0.6	12.4	0.2	3.7	3.9	4.0
	65 - 69	20.0	6.6	0.6	5.0	0.1	2.7	1.8	2.9
	70 - 74	19.9	10.7	1.1	2.1	0.0	1.5	0.8	1.0
	75 - 79	16.1	13.1	0.4	2.0	0.0	0.6	0.9	0.0
	≥ 80	13.1	8.4	0.0	1.0	0.0	0.0	0.0	0.0
2025*	21 - 29	56.4	2.2	0.4	45.2	0.3	12.7	6.7	37.9
	30 - 39	44.3	2.0	0.1	21.4	0.4	11.0	7.6	12.5
	40 - 49	37.0	3.2	0.3	14.9	0.2	6.2	4.9	4.9
	50 - 59	25.3	3.2	0.4	16.1	0.4	5.5	4.9	3.7
	60 - 64	19.5	4.2	0.6	10.3	0.2	3.7	3.5	6.2
	65 - 69	15.9	5.2	0.6	5.3	0.1	2.6	1.7	3.8
	70 - 74	19.5	9.0	0.7	1.8	0.0	1.2	0.4	3.5
	75 - 79	16.8	10.6	0.4	0.7	0.0	0.1	0.6	2.9
	≥ 80	14.7	8.9	0.0	0.0	0.0	1.1	0.0	0.0

Note: ^ The accident involvement rate of drivers refers to the number of drivers of specific CV type involved in traffic accidents per 1 000 driving licence holders of that CV type in the same age group (based on driving entitlement as at the middle of the year). The figures

in the table are calculated with reference to the numbers of driving licence holders (not the actual numbers engaged as drivers) of individual CV types in different age groups. The proportion of driving licence holders who are actually engaged as drivers of the corresponding types of CVs varies across age groups. Therefore, the accident involvement rate of CV drivers across different age groups may not be directly comparable.

* Provisional figures

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB232**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0535)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under Matters Requiring Special Attention in 2026-27 of Programme (2) that the Transport Department (TD) will continue to further enhance the operation of the Northbound Travel for Hong Kong Vehicles (the Scheme). In this connection, will the Government advise this Committee of the following:

(a) Since the implementation of the Scheme, what are the monthly numbers of (i) registration for balloting, (ii) closed road permits issued, (iii) travel bookings, (iv) arrivals at the boundary control point on time as booked, (v) arrivals at the boundary control point later than the booked time, (vi) cancelled bookings, and (vii) cases where the applicant, without cancelling the booking, fails to show up at the boundary control point;

(b) What are the staff establishment, and the expenditure on salary, equipment and operation incurred by the TD in processing the applications for licenses and permits under the Scheme since its implementation and in 2026-27;

(c) What are the staff establishment, salary expenditure and the system maintenance cost incurred by the TD (or the contractor) in providing support for the online application system of the Scheme in 2025-26 and 2026-27; and

(d) Has the Government explored with the Government of Guangdong Province to make another Hong Kong-Shenzhen land boundary control point available for the Scheme; if yes, what are the proposal and the implementation timetable; if not, what are the reasons?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 31)

Reply:

(a) The governments of Guangdong and Hong Kong have been closely monitoring the implementation situation of the Scheme and continuously taking enhancement measures to provide greater convenience for the applicants, including the enhancement measure

implemented by the Transport Department (TD) since 1 September 2025 to allow vehicles under the Scheme to travel to Guangdong Province via the Hong Kong-Zhuhai-Macao Bridge (HZMB) without travel bookings on Tuesdays and Wednesdays, except specified dates.

The monthly number of applications registered for balloting and Closed Road Permits (CRPs)/electronic approval letters issued since the launch of the Scheme are set out at **Annex 1.** The monthly numbers of travel bookings and cancelled bookings are set out at **Annex 2** which has reflected the figures after implementing the waiving booking arrangements on Tuesdays and Wednesdays. The TD does not maintain other information by month as requested in the question.

(b) The work relating to the processing of applications for licences and permits under the Scheme is mainly undertaken by the existing staff of the TD and the relevant expenditure involved is absorbed under the overall provision and establishment for the TD. Thus, no separate breakdown can be provided. To enhance the capability and efficiency in processing the applications under the Scheme, the TD has created posts filled by outsourced workers since 2023-24. The total expenditure of the relevant outsourced posts was about $7.7 million as at 2025-26. In 2026-27, the relevant estimated expenditure is about $3.6 million.

(c) The work relating to the online application system of the Scheme is mainly undertaken by the existing staff of the TD. The staff establishment involved has been absorbed under the overall establishment of the TD and there is no separate breakdown. In 2025-26, the TD's expenditure on system enhancement, upgrading and outsourced maintenance was about $1.5 million. For 2026-27, the estimated expenditure involved in system maintenance and upgrading is about $1.8 million.

(d) The Hong Kong Special Administrative Region Government has all along been maintaining close communication with the relevant Mainland authorities in respect of the Scheme to implement enhancement measures in a timely manner, with a view to providing the public with a more convenient travel experience. Regarding the extension of the Scheme to a Hong Kong/Shenzhen land-based boundary control point, the governments of Guangdong and the HKSAR have agreed to draw on the implementation experience of the Scheme at the HZMB and proactively study the extension of the Scheme to a Shenzhen/Hong Kong land-based boundary control point in due course, such that Hong Kong private cars can travel to both the eastern and western parts of Guangdong.

Annex 1

Number of registrations for balloting and Number of CRPs/electronic approval letters issued by the TD under the Scheme

Month[1]	**Number of registrations for balloting for applications under the Scheme [2]**	**Number of CRPs/ electronic approval letters issued[3]**
May 2023[4]	17 261	N/A[4]
June 2023[4]	24 795	474
July 2023	19 099	3 615
August 2023	14 788	5 169
September 2023	15 136	6 037
October 2023	7 311	8 428
November 2023	7 795	7 740
December 2023	7 709	5 957
January 2024	8 012	6 836
February2024	5 544	5 983
March 2024	12 253	5 696
April 2024	7 468	6 063
May 2024	7 196	5 897
June 2024	6 832	5 602
July 2024	6 359	7 986
August 2024	10 478	7 687
September 2024	8 648	7 285
October 2024	11 195	8 983
November 2024	13 148	7 754
December 2024	13 957	7 428
January 2025	18 181	9 161
February 2025	8 874	7 820
March 2025	6 409	9 095
April 2025	5 298	8 500
May 2025	5 790	7 319
June 2025	6 964	8 248
July 2025	6 089	9 838
August 2025	4 942	8 798
September 2025	4 673	8 726
October 2025	5 611	10 073
November 2025	5 734	10 054
December 2025	7 873	10 902
January 2026	6 279	9 964
February 2026	4 559	8 324

Note 1：Based on the date of balloting.

Note 2：As some applicants have registered for more than one round of balloting, registrations made by the same applicant are all counted into the figures.

Note 3: Starting from 13 October 2025, vehicles approved to participating in the Scheme

are not required to apply for a CRP. The TD will issue an electronic approval letter to successful applicants to confirm their eligibility for participation.

Note 4：The TD started receiving registrations for the Scheme on 29 May 2023 and has been issuing permits since June 2023, allowing successful applicants to travel to Guangdong Province via the HZMB from 1 July 2023 onwards.

Annex 2

Monthly number of travel bookings under the Scheme

Month	Number of travel bookings[#]	Number of cancelled bookings
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
February2024	54 529	7 287
March 2024	60 448	6 301
April 2024	54 959	6 439
May 2024	61 661	6 827
June 2024	65 364	7 924
July 2024	60 682	5 378
August 2024	72 954	5 562
September 2024	57 105	5 963
October 2024	72 262	7 664
November 2024	64 323	5 040
December 2024	70 827	8 816
January 2025	81 568	10 536
February 2025	60 659	5 813
March 2025	71 066	5 109
April 2025	87 210	11 578
May 2025	87 254	11 368
June 2025	73 836	7 176
July 2025	75 864	8 584
August 2025	90 122	8 036
September 2025[*]	52 861	6 428
October 2025[*]	84 831	11 858
November 2025[*]	58 281	6 690
December 2025[*]	63 361	17 080
January 2026[*]	65 022	10 519
February 2026[*]	88 000	21 330

Excluding cancelled bookings.

* From 1 September 2025 onwards, bookings are not required for vehicles travelling to Guangdong Province via the HZMB under the Scheme on Tuesdays and Wednesdays, except specified dates. Hence, the figures on travel bookings since that month should not be directly compared with those of the previous months.

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Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB233**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0544)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The original estimate for 2025-26 under Programme (4) of the Transport Department (TD) is $1,521.5 million while the revised estimate is 1,465.8 million, representing a decrease of $55.7 million or 3.7%. The estimate for 2026-27 is $1,678.9 million, representing an increase of $213.1 million or 14.5% over the revised estimate for 2025-26. As explained by the TD, this is mainly due to the increased cash flow requirement for replacement of plants, vehicles and equipment for tunnels and control areas as well as the increased provision for operating expenses. In this regard, will the Government inform this Committee of the following:

(a) What are the aforesaid plants, vehicles and equipment, and in which tunnels/control areas are they used?

(b) What are the reasons for the significant fluctuations between the estimates for this year and next year?

(c) What are the staff establishment, and the expenditure on salary, operation and equipment incurred by the TD in monitoring the management of government tunnels and bridges in 2025-26 and 2026-27 (estimate);

(d) What is the expenditure incurred by TD in awarding the management contracts for each of the government tunnels and bridges in the past three years and 2026-27(estimate)? Does the TD know about the staffing, salary expenditure, and salary adjustment mechanisms proposed by the contractors in the agreements? and

(e) What were the monthly traffic flows of various government tunnels and bridges with a breakdown by vehicle type over the past three years?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 34)

Reply:

(a) & (b)

The financial provision under Programme (4) of the Transport Department (TD) covers the Capital Account and Operational Expenses. The Capital Account mainly involves expenditure on procurement and replacement of plants, vehicles and equipment for transport infrastructure whereas Operating Expenses mainly involve expenditure on engaging operators for the management, operation and maintenance of government transport infrastructure.

The revised estimate for 2025-26 under Programme (4) is 1,465.8 million, representing a decrease of $55.7 million compared to the original estimate for 2025-26. It is mainly due to adjustments in response to the work progress and actual situation of procurement items under the Capital Account, and the lower-than-estimated contract prices for some items after open tendering. The estimate for 2026-27 is $1,678.9 million, representing an increase of $213.1 million over the revised estimate for 2025-26. It is primarily due to the increase in the overall cash flow requirement in 2026-27 under the Capital Account for the ongoing replacement works of plants, vehicles and equipment for tunnels and control areas, with expenditure incurred based on the actual progress of the works, as compared to 2025-26. It is also due to the proposed creation of five new projects under subhead 603 of the Capital Account, i.e. 8AE−Replacement of Supervisory Control and Data Acquisition System and Central Monitoring and Control System at the Tsing Ma Control Area; 8AF−Replacement of Central Monitoring and Control System at the Western Harbour Crossing; 8AG−Replacement of High Voltage, Low Voltage and Generator Power Supply System at the Tsing Ma Control Area; 8AH−Replacement of Tunnel Lighting System at the Tseung Kwan O Tunnel and 8AJ−Replacement and Enhancement of Security System for Lower Deck Service Walkway at the Tsing Ma Control Area. Furthermore, the increased provision for Operational Expenses for 2026-27 is mainly due to the increased provision required for the annual expenses for the management fee payable to the operator for the management, operation and maintenance of the Central Kowloon Bypass (Yau Ma Tei Section).

The cash flow requirement for capital account expenditure would be adjusted every year in response to the number, nature, scale, and progress of the items, thus it is difficult to compare the cash flow across different years directly.

(c) The TD is responsible for the monitoring the management of 23 government tunnels, the Tsing Ma Control Area and the Tsing Sha Control Area, as well as the daily operation of the Discovery Bay Tunnel which is built and operated by the private sector. In 2025-26 and in 2026-27 (estimate), two Chief Transport Officers, five Senior Transport Officers, six Transport Officers I, four Transport Officers II, four Senior Transport Controllers, eight Transport Controllers I, 14 Transport Controllers II are assigned to handle the above matters. The annual staff cost (notional annual mid-point salary) is about $31.55 million.

The expenditure involved in the monitoring of government tunnels and bridges is absorbed under the overall provision for the TD and there is no separate breakdown for the estimated expenditure involved.

(d) The expenditures of government road tunnels and control areas in the past three financial years and in 2026-27 (estimate) are set out at **Annex 1**.

The TD has specified the minimum staffing establishment in the management, operation, and maintenance agreements for all government road tunnels and control areas. The salary expenses incurred by the contractors are included in the management fees payable to them, there is no separate breakdown.

(e) The monthly traffic flows of various government tunnels and bridges by vehicle type in the past three years (i.e. 2023 to 2025) are set out at **Annex 2**.

Annex 1

Operating Expenditures of Government Road Tunnels and Control Areas from 2022-23 to 2024-25 and for 2026-27 (estimate)

Tolled tunnel/ control area[1 and 4]	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)	2026-27 Estimate ($ million)
Cross-Harbour Tunnel	158	199	196	216
Eastern Harbour Crossing	179	228	240	243
Western Harbour Crossing[2]	N/A	241	328	pending tender results[5]
Tate's Cairn Tunnel	143	167	175	208
Aberdeen Tunnel	97	125	134	pending tender results[5]
Lion Rock Tunnel	91	136	121	133
Shing Mun Tunnels	125	152	135	136
Route 8K	342	391	372	382
Tai Lam Tunnel[3]	N/A	N/A	N/A	291

Note 1: The expenditures set out in the table include the management fees payable to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for the implementation of HKeToll, depreciation charge of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

Note 2: The Western Harbour Crossing was returned to government management on 2 August 2023. The figure for 2023-24 is for the period from 2 August 2023 to 31 March 2024.

Note 3: The Tai Lam Tunnel was returned to government management on 31 May 2025.

Note 4: The Central Kowloon Bypass (CKB) (Yau Ma Tei Section) commenced operation on 21 December 2025. The toll for the CKB (an all-day fixed toll of $8 for all vehicle types) will be commenced when the entire CKB (including the Kowloon Bay Section) is fully commissioned. Its operating expenditure is expected to be included in the Operating Accounts of Government Toll-Tunnels starting from 2027-28.

Note 5: As the operating expenditures include the management fees for the management, operation and maintenance contractors of tunnels, while the management, operation and maintenance agreements concerned will expire in 2026-27 and open tendering will be conducted, the management fees for 2026-27 are subject to the tender results and the projected operating expenditures are not available at this stage.

Toll-free tunnel/ control area[6]	2022-23 ($ million)	2023-24 ($ million)	2024-25 ($ million)	2026-27 Estimate ($ million)
Tuen Mun–Chek Lap Kok Tunnel	73	79	81	89
Tseung Kwan O Tunnel[7]	35	31	44	52
Tseung Kwan O–Lam Tin Tunnel[7]	19	62	62	90
Central–Wan Chai Bypass Tunnel	148	148	152	171
Lung Shan Tunnel	61	57	57	64
Cheung Shan Tunnel	19	25	26	29
Airport Tunnel	26	26	26	28
Scenic Hill Tunnel	55	55	58	60
Kai Tak Tunnel	54	54	49	50
Lantau Link	139	142	147	158

Note 6: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-Tunnels. The expenditures set out in the table represent the management fees payable to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charge of the capital costs and the expenditure on government maintenance works of the tunnels and Lantau Link for the years concerned.

Note 7: Tseung Kwan O – Lam Tin Tunnel commenced operation on 11 December 2022 and the toll of Tseung Kwan O Tunnel was waived on the same day. The figures of Tseung Kwan O – Lam Tin Tunnel for 2022-23 cover the period from 11 December 2022 to 31 March 2023.

Annex 2

Monthly Traffic Flows of Government Tunnels and Bridges by Vehicle Type (in Millions of Two-way Vehicles)

Tolled Tunnel	Year	Private car and motorcycle [1]	Taxi	Other commercial vehicle	Monthly traffic flow [3]
Aberdeen Tunnel [2]	2023	1.28		0.55	1.83
	2024	1.02	0.38	0.44	1.85
	2025	1.03	0.36	0.43	1.81
Cross-Harbour Tunnel	2023	1.75	0.56	0.86	3.17
	2024	1.74	0.55	0.55	2.84
	2025	1.80	0.52	0.49	2.81
Eastern Harbour Crossing	2023	1.42	0.42	0.40	2.24
	2024	1.27	0.37	0.41	2.06
	2025	1.29	0.34	0.40	2.03
Western Harbour Crossing	2023	1.11	0.55	0.42	2.07
	2024	1.57	0.66	0.69	2.92
	2025	1.76	0.62	0.71	3.10
Lion Rock Tunnel [2]	2023	2.00		0.64	2.63
	2024	1.61	0.42	0.57	2.60
	2025	1.60	0.39	0.52	2.52
Tate's Cairn Tunnel [2]	2023	1.33		0.43	1.76
	2024	1.05	0.23	0.45	1.73
	2025	1.06	0.22	0.46	1.73
Shing Mun Tunnels [2]	2023	1.03		0.48	1.51
	2024	0.76	0.24	0.49	1.48
	2025	0.77	0.22	0.48	1.47
Eagle's Nest Tunnel and Sha Tin Heights Tunnel [2]	2023	1.26		0.55	1.81
	2024	1.03	0.30	0.60	1.93
	2025	1.07	0.28	0.58	1.93
Tai Lam Tunnel	2023	0.66	0.15	0.50	1.30
	2024	0.64	0.14	0.49	1.27
	2025	0.86	0.14	0.55	1.54
Central Kowloon Bypass [4]	2023	N/A			
	2024				
	2025	0.57			

Toll-free tunnel and bridge [5]	Year	Monthly traffic flow [3]
Tseung Kwan O Tunnel	2023	2.46
	2024	2.55
	2025	2.56
Tuen Mun – Chek Lap Kok Tunnel	2023	0.91
	2024	1.11
	2025	1.15

Toll-free tunnel and bridge [5]	Year	Monthly traffic flow [3]
Tseung Kwan O – Lam Tin Tunnel	2023	0.77
	2024	0.83
	2025	0.85
Central – Wan Chai Bypass Tunnel	2023	1.40
	2024	1.56
	2025	1.48
Lung Shan Tunnel	2023	0.61
	2024	0.70
	2025	0.77
Cheung Tsing Tunnel	2023	2.29
	2024	2.28
	2025	2.53
Nam Wan Tunnel	2023	1.69
	2024	1.93
	2025	1.90
Kai Tak Tunnel	2023	1.73
	2024	1.93
	2025	1.83
Cheung Shan Tunnel	2023	0.25
	2024	0.36
	2025	0.43
Scenic Hill Tunnel	2023	0.21
	2024	0.38
	2025	0.42
Airport Tunnel	2023	0.09
	2024	0.13
	2025	0.15
Ting Kau Bridge	2023	2.82
	2024	2.84
	2025	2.95
Stonecutters Bridge	2023	1.73
	2024	1.94
	2025	1.91
Lantau Link	2023	2.42
	2024	2.78
	2025	2.90

Note 1: "Motorcycles" include motor tricycles.

Note 2: Traffic data on relevant tunnels by vehicle type is not available for 2023.

Note 3: The figures include those on weekends and public holidays. Individual figures in the table may not add up to total due to rounding.

Note 4: The Central Kowloon Bypass (Yau Ma Tei Section) commenced operation on 21 December 2025. Therefore, its monthly traffic flow in 2025 is calculated only on the basis of data for the period between 21 and 31 December 2025, and the data

by vehicle type is not available.

The toll for the CKB will be commenced when the entire CKB (including the Kowloon Bay Section) is fully commissioned.

Note 5: Traffic data on toll-free tunnels and bridges by vehicle type is not available.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB234

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0956)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under Matters Requiring Special Attention in 2026–27 that the Transport and Logistics Bureau will continue to oversee the implementation of recommendations arising from the consultancy study on parking for commercial vehicles to address the anticipated parking demand and in the Transport Strategy Blueprint. In this connection, will the Government inform this Committee of the following:

(a) What are the respective numbers of new registrations and total number of licensed vehicles for various types of commercial vehicles (CVs) in the past three years and 2026 (set out by taxi, light bus, bus, medium goods vehicle, heavy goods vehicle, special purpose vehicle; same hereinafter);

(b) What are the respective numbers of additional and total on-street parking spaces and indoor parking spaces for various types of commercial vehicles in the past three years and 2026 (set out by District Council district);

(c) What were the respective numbers of fixed penalty notices (FPNs) issued against illegal parking by various types of commercial vehicles in the past three years;

(d) It is mentioned in the Transport Strategy Blueprint that in the long run, more than 6 000 goods vehicle parking spaces will be provided so as to realise "every commercial vehicle having a parking space at night". What is the distribution of those parking spaces (set out by District Council district, location, planned number of parking spaces provided);

(e) As the Government has stated that short-term measures will be launched, such as optimising the use of spaces underneath flyovers, opening up government properties, and encouraging schools to allow parking within school premises, so as to increase the supply of night-time parking spaces for CVs. What is the estimated increase in parking spaces for various types of CVs through the aforesaid measures in the coming three years; and

(f) Does the Government have any measures to ensure that vehicles can still park at nearby sites when short-term tenancy car parks for CVs are resumed?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.23)
Reply:

(a) The numbers of first registrations and the total numbers of various types of commercial vehicles (CVs) (i.e. taxi, light bus, bus, medium goods vehicle, heavy goods vehicle, special purpose vehicle) in the past three years and as at February 2026 are tabulated as follows:

Vehicle Class	**Number of first registered vehicles**			
	2023	**2024**	**2025**	**2026 (as at February)**
Taxi	952	971	1 804	226
Light bus	197	255	147	33
Bus	639	428	528	73
Medium goods vehicle	1 191	758	841	75
Heavy goods vehicle	596	541	383	40
Special purpose vehicle	93	81	82	19
Total	**3 668**	**3 034**	**3 785**	**466**

(b) The additional and total numbers of on-street parking spaces and parking spaces provided at car parks in 18 districts by type of CV in the past three years are set out at **Annex 1** and **Annex 2** respectively.

(c) The numbers of fixed penalty notices (FPNs) issued against illegal parking by various types of commercial vehicles in the past three years are as follows:

Vehicle Type	**Number of FPNs issued against illegal parking**		
	2023	**2024**	**2025**
Goods vehicle	875 438	768 055	614 005
Taxi	83 025	74 898	60 942
Public bus [note]	53 187	50 711	45 235
Public light bus	7 715	6 144	4 316
Other vehicles [note]	15 675	13 341	9 765

Note: According to the information on FPNs issued against illegal parking maintained by the Hong Kong Police Force, public buses include franchised buses and non-franchised public buses; while other vehicles include private buses, private light buses, special purpose vehicles and trailers.

(d) As mentioned in the Transport Strategy Blueprint, the Government will introduce a series of specific measures to accord priority to meeting the parking needs of commercial vehicles, including the allocation of corresponding commercial vehicle parking facilities for projects serving industrial and modern logistics uses (such as the Hung Shui Kiu Logistics Cluster and multi-storey buildings for modern industries) in

the planning of the New Development Areas (NDAs) such as the Hung Shui Kiu/Ha Tsuen NDA in the Northern Metropolis; the implementation of a dedicated scheme for night-time on-street parking spaces for commercial vehicles in NDAs through pre-designing night-time on-street commercial vehicle parking spaces in suitable road sections; and prioritising the provision of more commercial vehicle parking spaces when taking forward public vehicle park projects in areas with high concentrations of logistics activities. As more car park projects will be successively implemented, it is expected that more than 6 000 goods vehicles parking spaces will be provided in the long run. Since the relevant development projects of the aforesaid measures are still at the planning stage, no information on the specific locations or numbers of parking spaces is available at this stage. The Government will continue to carry out planning based on actual needs to ensure an adequate supply.

(e) The Government expects to provide over 12 000 additional parking spaces across the territory in 2025 and 2026, covering both private cars and CVs, including more than 220 metered parking spaces and a minimum of 100 on-street night-time parking spaces for CVs by 2026. Furthermore, in addition to providing about 600 parking spaces at short-term tenancy (STT) car parks, a minimum number of CV parking spaces will also be specified for suitable car parks over the next two years. The Transport Department (TD) and relevant departments are actively taking forward these measures in accordance with the targets.

Besides, the first three public vehicle parks (PVPs) implemented under the "single site, multiple use" (SSMU) principle have been commissioned [Note], providing a total of 140 CV parking spaces. With the successive commissioning of more PVP projects, including District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street, the redevelopment of Yuen Long Stadium, and the Kwun Tong Composite Development Project, etc., which are expected to be completed between 2026 and 2027, a total of about 70 CV parking spaces will be provided. Together with other development projects and the ongoing short- and medium-term parking measures, the provision of new CV parking spaces will further increase next year. The TD will continue to step up its efforts, focusing on areas with a shortage of parking spaces to increase the provision of on-street parking spaces as far as practicable. It will also continue to stipulate the provision of a minimum number of parking spaces for CVs in suitable STT car parks.

Note: Including Ka Fu Fong Public Car Park in Sheung Shui, Pak Shing Kok Road Public Car Park in Tseung Kwan O and Tseung Kwan O Government Offices Public Car Park.

(f) If a STT car park is to be resumed for long-term development, the TD will require the project proponent to review the impact of the development project on the supply and demand for parking spaces at the planning stage of the relevant project, and take appropriate short-term mitigation measures, including identifying an alternative location or providing an appropriate number of public parking spaces within the relevant development project, so as to make up for the shortfall in parking spaces.

Annex 1

Total and Additional Numbers[note] of on-street parking spaces in 18 districts by type of CV in the past three years

District	Situation as at December of each year	Total number of parking spaces		Number of additional parking spaces	
		Goods Vehicle	Coach/ Bus	Goods Vehicle	Coach/ Bus
Central & Western	2025	202	11	0	0
	2024	202	11	1	0
	2023	193	11	0	1
Wan Chai	2025	24	43	0	0
	2024	25	53	1	1
	2023	24	48	0	2
Eastern	2025	101	66	0	2
	2024	101	65	1	1
	2023	91	75	0	1
Southern	2025	51	85	0	0
	2024	51	85	0	0
	2023	50	85	0	0
Yau Tsim Mong	2025	369	141	2	0
	2024	369	141	1	2
	2023	363	138	1	9
Sham Shui Po	2025	219	10	1	0
	2024	220	12	1	1
	2023	229	9	1	0
Kowloon City	2025	157	154	2	3
	2024	143	160	0	1
	2023	143	134	2	0
Wong Tai Sin	2025	133	0	2	0
	2024	129	0	0	0
	2023	129	0	0	0
Kwun Tong	2025	134	56	14	4
	2024	120	53	1	4
	2023	115	42	1	3
Tsuen Wan	2025	67	31	2	0
	2024	69	31	2	1
	2023	63	31	0	0
Tsuen Mun	2025	338	113	3	0
	2024	329	113	0	0
	2023	330	113	0	0
Yuen Long	2025	445	78	25	0
	2024	419	110	1	0
	2023	427	114	2	1
North	2025	354	29	1	0
	2024	365	32	1	3

District	Situation as at December of each year	Total number of parking spaces		Number of additional parking spaces	
		Goods Vehicle	Coach/ Bus	Goods Vehicle	Coach/ Bus
	2023	359	27	1	0
Tai Po	2025	339	86	1	0
	2024	352	86	0	1
	2023	359	84	5	2
Sai Kung	2025	319	159	0	0
	2024	316	146	11	2
	2023	305	155	1	1
Sha Tin	2025	338	61	1	2
	2024	337	67	0	0
	2023	335	64	0	0
Kwai Tsing	2025	376	31	1	10
	2024	360	21	0	1
	2023	353	21	0	0
Islands	2025	67	78	0	0
	2024	67	78	0	0
	2023	55	75	0	0
Total	**2025**	**4 033**	**1 232**	**55**	**21**
	2024	**3 974**	**1 264**	**21**	**18**
	2023	**3 923**	**1 226**	**14**	**20**

Note: Currently, there are about 370 parking spaces reserved for special public services in Hong Kong. As both taxis and private light buses use private car on-street parking spaces, there is no breakdown of dedicated on-street parking spaces.

Annex 2

Total and Additional Numbers[note] of parking spaces provided at car parks in 18 districts by type of CV in the past three years

District	Situation as at December of each year	Total number of parking spaces		Number of additional parking spaces	
		Goods Vehicle	Coach/ Bus	Goods Vehicle	Coach/ Bus
Central & Western	2025	828	73	0	0
	2024	864	72	0	0
	2023	811	71	0	0
Wan Chai	2025	318	101	0	0
	2024	489	101	0	0
	2023	313	108	0	0
Eastern	2025	1 766	192	0	0
	2024	1 749	214	0	8
	2023	1 735	260	0	0
Southern	2025	1 087	198	0	0
	2024	1 071	189	0	0
	2023	1 074	187	0	0
Yau Tsim Mong	2025	947	106	0	0
	2024	953	104	0	6
	2023	1 027	121	0	20
Sham Shui Po	2025	2 901	418	9	0
	2024	2 995	412	0	0
	2023	3 080	420	0	0
Kowloon City	2025	1 251	99	7	0
	2024	1 306	109	74	0
	2023	1 224	161	104	0
Wong Tai Sin	2025	1 147	90	0	0
	2024	1 169	91	0	0
	2023	1 150	89	0	0
Kwun Tong	2025	3 519	81	0	3
	2024	3 564	69	136	0
	2023	3 407	81	0	0
Tsuen Wan	2025	1 989	369	0	1
	2024	2 035	378	0	0
	2023	2 081	366	0	0
Tuen Mun	2025	2 215	139	0	0
	2024	2 226	139	47	0
	2023	2 217	139	0	0
Yuen Long	2025	1 586	323	16	0
	2024	1 732	324	173	0
	2023	1 636	333	40	0
North	2025	1 283	87	151	0
	2024	1 152	87	6	0

District	Situation as at December of each year	Total number of parking spaces		Number of additional parking spaces	
		Goods Vehicle	Coach/ Bus	Goods Vehicle	Coach/ Bus
	2023	1 386	87	111	0
Tai Po	2025	861	87	65	0
	2024	821	66	1	0
	2023	849	69	0	0
Sai Kung	2025	1 354	226	132	41
	2024	1 249	197	5	0
	2023	1 149	214	0	0
Sha Tin	2025	2 342	134	60	0
	2024	2 386	134	0	0
	2023	2 489	132	69	0
Kwai Tsing	2025	9 669	360	244	32
	2024	9 207	193	1 044	0
	2023	10 222	408	91	0
Islands	2025	941	213	0	0
	2024	941	213	0	0
	2023	950	193	0	0
Total	**2025**	**36 004**	**3 296**	**684**	**77**
	2024	**35 909**	**3 092**	**1 486**	**14**
	2023	**36 800**	**3 439**	**415**	**20**

Note: The above parking information is collated from the data provided by various departments, car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as various departments, car park 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.

In general, taxis may use private car parking spaces, whereas most franchised buses, public light buses, private light buses, special purpose vehicles and government vehicles should be parked at the parking spaces at depots, bus stops within public transport termini, and the parking spaces at stands. Accordingly, such parking spaces are excluded from the calculation.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB235

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0958)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) mentioned in the Matters Requiring Special Attention in 2026-27 under Programme (1) that the TD will continue to administer the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade (the Scheme). In this connection, will the Government inform this Committee of the following:

(a) the staff establishment, and the expenditure on salary, operation and equipment involved in processing the applications under the Scheme by the TD for 2025-26 and 2026-27 (estimate);

(b) the number of applicants, routes, imported drivers quotas applied for and approved quotas in respect of the (i) the public light bus (PLB) and (ii) the coach trade in each round of application since the launch of the Scheme;

(c) amongst the approved imported drivers in the (i) PLB and (ii) coach trade, the numbers of drivers who have passed the driving test and been deployed o driving duties (by the number of tests taken), and those who were dismissed by the employer due to failure to pass the driving test or other reasons;

(d) further to the above, whether the TD knows if the fees for applying for a learner's driving licence and the driving test are borne by the employer or the imported labour; whether the Government has provided any subsidy scheme for this; if yes, the reasons and the amount of subsidy;

(e) whether the Government has maintained the statistics on the number of complaints lodged by imported workers regarding exploitation of rights and interests, and lack of occupational safety and health protection since the launch of the Scheme; if yes, the details; if not, the reasons;

(f) whether the Government has conducted surveys on the changes in the salaries, employment opportunities and unemployment/ underemployment situation of local drivers since the launch of the Scheme; if yes, the details; if not, the reasons; and

(g) please provide (i) the respective numbers of employers who were issued warning letters, had the approved quotas revoked and were temporarily prohibited from application due to violation of application guidelines or other legislation/ guidelines since the launch of the Scheme; and (ii) the number of warning letters, the number of quotas revoked and the longest period that an applicant is prohibited from application.

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 26)

Reply:

(a) In 2025-26 and 2026-27 (estimate), the manpower and expenditure of the TD involved in the implementation of the Scheme are absorbed under the overall provision and establishment for the TD, and cannot be separately identified.

(b) The Government approved a total of 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau (TLB), the Labour Department (LD) and the TD). Details of the two rounds of applications are set out at **Annex 1**.

(c) As at end-February 2026, the numbers of imported drivers who have passed the local driving test, who have commenced work and whose contracts were prematurely terminated are set out at **Annex 2**. The TD does not maintain a breakdown of termination of contracts of imported drivers by various reasons.

(d) The employer shall enter into a Standard Employment Contract (SEC) with the imported driver and provide relevant driving training before the driving test and pre-service driver training courses of public buses or PLBs for free in accordance with the requirements of the contract, so as to facilitate the imported driver to obtain and apply for the full driving licence of the relevant vehicle class and thereby acquire the qualification to engage in the work specified in the SEC. All fee in relation to examination and application for driving licence shall be paid in full by the employer without any deduction from the wages of the employee.

(e) TD has received five complaints relating to local coach and cross-boundary coach drivers since the launch of the Scheme, mainly concerning allegations that workers were subjected to wage rebates, employers failing to provide suitable accommodation according to the standards stipulated in the employment contract, and employers requiring them to work overtime without compensation. The TD has, according to the established procedures, referred the cases received to the LD for follow-up actions.

(f) The PLB/coach trade has long been facing the problem of shortage of drivers. The Government has all along been maintaining liaison with representatives of the transport sectors and labour unions via the stakeholder consultative group (comprising representatives of employees and employers) under the Scheme to keep in view the implementation of the Scheme. At the same time, the TD has been keeping in view the operation and manpower of individual routes through daily monitoring. The Government will continue to closely monitor changes in the local labour market and the

manpower situation, and will continue to review the implementation of the Scheme and assess the manpower demand of the industries.

(g) The Government has been protecting the rights and benefits of imported workers through a multi-pronged approach, including preparation of SEC, inspections, law enforcement, education and promotion. If employers have violated relevant labour/immigration laws, requirements under the Scheme or SEC, the Government will consider imposing administrative sanctions on the employers as appropriate, including refusal to process applications for labour importation under the Scheme and withdrawal of the approvals previously granted for importation of drivers. There is no case warranting administrative sanction by relevant enforcement departments since the launch of the Scheme.

Annex 1

Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68 (involving 68 route packages)	547	59	461
Local Coach Driver	32 (involving 6 service endorsements)Note(1)	689	23	262
Cross-boundary Coach Driver	18 (involving routes plying 6 road-based Boundary control points (BCPs))	365	16	246
Total	**118**	**1 601**	**98**	**969**

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied for	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	82 (involving 82 route packages)	842	82	467
Local Coach Driver	31 (involving 6 service endorsements)Note (1)	394	27	228
Cross-boundary Coach Driver	16 (involving routes plying 6 road-based Boundary control points (BCPs))	237	16	154
Total	**129**	**1 473**	**125**	**849** Note (2)

Notes:

(1) The six service endorsements include (i) tour service, (ii) hotel service, (iii) student service, (iv) employees' service, (v) residents' service and (vi) contract hire service.

(2) Including 118 approved quotas left unused in the first round and carried forward to the second round.

Annex 2

Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade
Numbers of imported drivers who have passed the local driving test, who have commenced work and whose contracts were terminated by driver job type
(as at end-February 2026)

Driver job type	Imported drivers who have passed the local driving test Note (1)		Number of imported drivers who have commenced work	Number of imported drivers whose contracts were prematurely terminated
	Number of tests taken	Number of drivers		
Public Light Bus Driver	1	335	862	149
	2	314		
	3	146		
	4	83		
	5 or more	35		
	Sub-total	**913**		
Local Coach Driver	1	165	365	64
	2	110		
	3	41		
	4	27		
	5 or more	17		
	Sub-total	**360**		
Cross-boundary Coach Driver	1	223	370	63
	2	107		
	3	43		
	4	10		
	5 or more	0		
	Sub-total	**383**		
	Total	**1 656**	**1 597** Note(2)	**276**

Notes:

(1) As some drivers have their contracts prematurely terminated for various reasons, the approved quotas can be used for importing replacement drivers. The total number of drivers who have passed the local driving test includes replacement drivers.

(2) Imported drivers who have passed the local driving test will gradually commence work after completing route training.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB236**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0959)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under Matters Requiring Special Attention in 2026-27 of Programme (2) that the Transport Department (TD) will continue to support the implementation of the "Southbound Travel for Guangdong Vehicles" (the Scheme). In this connection, will the Government inform this Committee of the following:

(a) Does the TD know from the information provided by the Guangdong Provincial Government, since the implementation of the Scheme, the monthly numbers of (i) registrations for balloting, (ii) closed road permits issued, (iii) travel bookings, (iv) arrivals at the boundary control point on time as booked, (v) arrivals at the boundary control point later than the booked time, (vi) cancelled bookings, and (vii) cases where the applicant, without cancelling the booking, fails to show up at the boundary control point?

(b) In relation to the handling of applications for Hong Kong permits/licences under the Scheme, what are the staff establishment, and expenditure on salary, equipment and operation incurred by the TD in 2026-27?

(c) The TD stated that vehicles under the Scheme are required to meet the vehicle examinations standards in Hong Kong. However, it is reported that the light transmission rate (LTR) of the window glasses on Guangdong vehicles is lower than that of the vehicles registered in Hong Kong, raising concerns about inconsistencies in the standards. Apart from LTR of the window glasses, are there any other aspects where local and Guangdong vehicles are subject to different technical standards? If yes, what is the legal basis, and will the TD formulate a set of unified technical standards? If no, what are the reasons?

(d) It is reported that Guangdong drivers are using the "Integrated Driver Control Assistance System", which has not been approved in Hong Kong, while driving around the city. Will the TD provide owners/drivers of Guangdong vehicles with a list of approved and unapproved driver assistance systems in Hong Kong to avoid breaches of the law? If a Guangdong vehicle is involved in any violation of the law in Hong Kong, how will the

HKSAR Government ensure that the vehicle owner/driver fulfils his/her legal obligations before leaving Hong Kong? If the vehicle owner/driver leaves Hong Kong before a fixed penalty notice is issued or an arrest is made, how will the HKSAR Government co-operate with relevant Mainland authorities to handle such cases?

(e) Have the TD or other departments maintained statistics on the number and percentage of vehicles under the Scheme involved in traffic offences and accidents? Is there a significant difference between these figures and those of dual-plate Mainland vehicles with vehicle registration marks prefixed by "FU/FV", dual-plate Hong Kong vehicles with mainland vehicle licences and local vehicles? If the data shows that the number and percentage of vehicles under the Scheme involved in traffic offences and accidents are significantly higher than those of other vehicles, will the TD or other departments discuss with the Guangdong Provincial Government to introduce measures for enhancing safety awareness among drivers under the Scheme? And

(f) At this stage, has the TD set a timetable for increasing the quota for entering the urban areas under the Scheme? If yes, what are the details, and how will the TD assess the potential demand for travel between popular areas and tourist attractions to ensure that road capacity, road safety, and the supply of parking spaces will not be excessively affected?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 32)

Reply:

(a) The Southbound Travel Scheme (Entry into Urban Area) (the Scheme) has allocated quotas to eligible vehicle owners through a monthly ballot since November 2025, and has been open for application from eligible Guangdong private cars starting from 9 December. Upon receipt of the applications transferred by the Mainland authorities, the Transport Department (TD) will conduct vetting and issue an electronic International Circulation Permit (ICP) to the successful applicants. Guangdong vehicles issued with ICPs may make a booking to enter Hong Kong via the Hong Kong-Zhuhai-Macao Bridge for up to three days per visit. According to the existing regulations, vehicles under the Scheme are not required to apply for a Closed Road Permit.

According to information published by the Mainland Authorities on the website of Guangdong's information system of the Scheme, the Mainland authorities has conducted four rounds of balloting since November 2025, and the number of applications registered for balloting received in each round were about 2 400, 1 700, 7 300 and 6 500 respectively.

Regarding the monthly numbers of applications received by the TD from the Mainland, ICPs issued, travel bookings and cancelled bookings are tabulated as follows:

Month	**Number of applications received from the Mainland by the TD**	**Number of ICPs issued**	**Number of travel bookings** Note (2)	**Number of cancelled bookings**
December 2025	1 829	634	192	15
January 2026	1 499	1 531	801	113

Month	Number of applications received from the Mainland by the TD	Number of ICPs issued	Number of travel bookings Note (2)	Number of cancelled bookings
February 2026	905	1 390	1 492	224

Notes:

1. Depending on the applicant's progress in arranging the vehicle inspection and submitting the relevant information, the TD may not be able to complete vetting in the same month as receipt of the application.
2. Excluding cancelled bookings.

The TD does not have the other information as requested in the question.

(b) In 2026-27, the manpower and expenditure of the TD involved in the processing of applications for licences and permits under the Scheme will be absorbed under the establishment and overall provision for the TD, and cannot be separately identified. To process the applications and enhance the efficiency, the TD is required to create posts to be filled by outsourced workers, estimated salary expenses for which is about $6.1 million.

(c) The Government has been attaching great importance to road and vehicle safety. Accordingly, the TD has appointed Hong Kong service providers to set up vehicle inspection centres in Guangdong Province to carry out vehicle inspections for the applicants under the Scheme (Entry into Urban Area). Currently, the TD has appointed 13 vehicle inspection centres in Guangzhou, Zhuhai, Jiangmen and Zhongshan to carry out vehicle inspections for Guangdong vehicles. The facilities and daily operation of the vehicle inspection centres, as well as the qualifications of the inspection personnel and their code of practice, shall comply with the TD's requirements and be supervised by Hong Kong service providers. Vehicle inspections shall be conducted in accordance with the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A), including the inspection of body structure, lighting, steering, suspension and braking systems. For vehicles making a temporary stay in Hong Kong, the minimum light transmittance of the windshield is 70%, and no light transmittance requirement has been imposed on the side window glass of the front seats. These arrangements have made reference to the circumstances and requirements in other places and Hong Kong. The TD is currently reviewing the light transmittance requirement of the window glasses and other advanced automotive technologies, with a view to keeping the rules and regulations abreast of the technological developments, on the premise of ensuring road safety.

(d) The TD has been referencing the developments in technology and relevant legislation worldwide, and has reviewed the local situation in a timely manner, with a view to updating the relevant local legislation as appropriate. Regarding various driver assistance systems, the TD has issued guidelines for approval of the "Integrated Driver Control Assistance System" (IDCAS). The relevant system is required to consider local traffic conditions and traffic rules when controlling vehicle movements so as to ensure road safety. As traffic signs, road markings, traffic signals and traffic rules of Hong Kong are different from the Mainland (e.g. in the road system of Mainland, the

left lane is regarded as the fast lane while the right lane is considered the slow lane which are contrary to Hong Kong), the IDCAS is required to obtain the approval of the TD to ensure that its operation complies with the traffic rules in Hong Kong. Therefore, any IDCAS which has not been approved by the TD is not permitted for use on roads in Hong Kong.

The TD has issued the Guidelines for Cross-boundary Vehicles – "Integrated Driver Control Assistance System" and "Remote Control Parking System" (the Guidelines) for Autonomous Driving to remind Guangdong vehicle owners/drivers not to use IDCAS which has not been approved to use on roads in Hong Kong. In addition to uploading the Guidelines to its website for information by applicants participating in the Scheme, the TD has also required the vehicle inspection centres in the Mainland to distribute the Guidelines to owners/drivers whose vehicles are equipped with an IDCAS and have passed the vehicle inspection, and to remind them not to activate the IDCAS within Hong Kong by way of the Vehicle Inspection Conformity Certificate issued to them. At the same time, the TD will also send the same reminder by email to applicants who have passed the vehicle inspection.

(e) According to records, the accident involvement rate of left-hand-drive vehicles in Hong Kong in 2025 was 0.28% (Notes 1, 2), which was lower than the overall accident involvement rate in Hong Kong (3.37%) (Notes 1, 2), reflecting that left-hand-drive vehicles do not pose a significant risk to road safety in Hong Kong. In taking forward the Scheme, the TD has continuously provided information and carried out publicity and education for drivers under the Scheme through various channels, by releasing videos on driving in Hong Kong at vehicle inspection centres and on social media in the Mainland to introduce Hong Kong's traffic rules, traffic signs and road markings and points to note while driving. Publicity leaflets have also been distributed for enhanced education to remind Guangdong drivers of the differences of road designs, traffic rules and facilities between the Mainland and Hong Kong to ensure road and driving safety.

If Guangdong vehicles are found to contravene Hong Kong traffic regulations, the Hong Kong Police Force will handle the case in accordance with local laws and procedures. The violation cases are sporadic, and the relevant cases have either been handled or are being followed up.

The governments of Guangdong and Hong Kong will also take appropriate measures, depending on the specific circumstances of the case and in accordance with the management measures for the Scheme. Such measures include considering the suspension or cancellation of the eligibility of the vehicles concerned. Nevertheless, during the early stage of implementation of the Scheme, four Guangdong vehicles entering the urban areas of Hong Kong did not comply with the relevant guidelines of the TD (such as activating autonomous driving features or making illegal modifications). The TD has suspended the travel booking eligibility of the vehicles concerned and required the vehicle owners to rectify the situation. The relevant cases have also been reported to the Guangdong authorities.

Notes:

1. Provisional figures

2. The accident involvement rate is calculated based on the number of licensed vehicles in the middle of the year.

(f) The Scheme was initially open to four cities, namely Guangzhou, Zhuhai, Zhongshan and Jiangmen in the first phase. For entry into the urban area, it started with a daily booking quota of 100 vehicles and has generally operated orderly and smoothly. We will continue to better control the overall number of vehicles entering the urban area, divert traffic and enhance the supporting facilities, and distribute tourist parking guides to southbound travellers, so as to facilitate them in combining self-driving with public transport and assist them in choosing itineraries covering culture, sports, exhibitions, shopping and theme parks. Travellers are guided to visit various districts in Hong Kong instead of congregating in individual locations. We are currently accumulating implementation experience and closely monitoring the implementation situation, including the operation at the port, traffic conditions of the nearby roads, the adaptability of users and the public, the enhancement of ancillary facilities, etc. We are continuing to review and discuss with the Guangdong authorities to increase the quota in an orderly manner, and plan to gradually extend the Scheme from the current four cities in Guangdong Province (viz. Guangzhou, Zhuhai, Zhongshan and Jiangmen) to other cities in Guangdong Province six months after its implementation, so as to take forward the Scheme in a stable and manageable way. We will announce the relevant arrangements in due course.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB237

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0960)

Head: (186) Transport Department

Subhead (No. & title): (000) Operating Expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) mentioned in the Matters Requiring Special Attention in 2026-27 under Programme (2) that the TD will continue to conduct process re-engineering of licensing services, including arranging more online services and using artificial intelligence (AI) to assist in the processing of licensing applications. In this connection, will the Government inform this Committee of the following:

(a) What are the staff establishment, and the expenditure on salary, operation and equipment involved in processing licensing applications in the past three years and 2026-27?

(b) What are the respective numbers of various licensing applications processed (i) at counters at Licensing Offices and (ii) online in the past three years and 2026-27 (for driving licence applications, please provide a breakdown by learner's driving licence, probationary driving licence, full driving licence after completion of the probationary driving period, renewal of full driving licence and direct issue of full driving licence (direct issue))?

(c) Given that the arrival of Mainland talents and professionals and the commencement of entry into the urban area under the Southbound Travel for Guangdong Vehicles have led to an increased demand for direct issue, which has resulted in "queuing gangs" (i.e. paid agents) queuing for same-day queue tickets outside the Hong Kong Licensing Office of TD in Admiralty. To tackle this issue, the "Online Same-day Queue Ticket" arrangement will cease from 16 March this year onwards, with full implementation of online appointment for counter services. In this connection, what is the expenditure for developing the appointment booking system? Does the system have any way to distinguish whether the person entering the system to make an appointment is the applicant himself? Will the TD explore setting up separate queues for in-person applications and applications by agents at Licensing Offices to prioritise the processing of in-person applications?

(d) In the long run, has the TD planned to fully digitalise the application process for direct issue and cease counter services; if yes, what is the timetable and whether consideration

will be given to ensure the authenticity of the supporting documents submitted by applicants; if no, the reasons;

(e) To address the potential queuing issue of the online appointment services for direct issue, will the TD discuss with the Guangdong Provincial Government to enhance the application process for the Southbound Travel for Guangdong Vehicles, such as exploring the provision of designated quotas for applicants and authorising car testing organisations in the Mainland to collect applicant's information and transfer it to the TD to make the application on the applicant's behalf; and

(f) The Transport and Logistics Bureau mentioned in Recommendation 4 – Facilitating Cross-boundary Vehicles in the Transport Strategy Blueprint that "the TD is actively studying the feasibility of mutual recognition of commercial vehicle driving licences among Guangdong, Hong Kong and Macao, and will further discuss the relevant details with the governments of the two places. The target is to achieve concrete outcomes in 2026, with a view to implementing the relevant arrangements in 2027". Does this arrangement involve the expansion of the applicable vehicle classes of direct issue and legislative amendments? Given the different classifications, technical specifications and test contents of the commercial vehicles of Guangdong, Hong Kong and Macao, how will the TD assess the safety of the non-local commercial vehicles operating in Hong Kong in order to safeguard road safety?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 33)

Reply:

(a) The processing of licensing applications is carried out by existing staff of the Transport Department (TD). The staff establishment, expenditure on salary, operation and equipment involved have been absorbed under the overall establishment and provision for the TD and there is no separate breakdown.

(b) At present, the Licensing Offices of the TD process applications for various driving licences (DLs) and vehicle licences (VLs) with the Vehicles and Drivers Licensing Integrated Data System (VALID System). The VALID System classifies the application channels into applications submitted through "the Internet" and those submitted through "other application channels". The latter covers applications submitted at service counters, by drop-in boxes and by post, with no further breakdown. Based on the above classification, the number of applications for DLs and VLs received by the TD in the past three years are tabulated below, and the overall number of licence applications to be processed in 2026-27 is expected to be similar to that in 2025-26:

Applications in relation to DLs

	Number of applications		
	2023-24	**2024-25**	**2025-26 (as at end-January 2026)**
(1) Issue of learner's DL			
Submission at service counters, by drop-in boxes and by post	93 829	75 410	45 356

	Number of applications		
	2023-24	**2024-25**	**2025-26 (as at end-January 2026)**
Submission through the Internet	16 488	27 948	26 740
Total	110 317	103 358	72 096
(2) Issue of probationary DL			
Submission at service counters, by drop-in boxes and by post	42 004	37 225	24 226
Submission through the Internet	13 722	23 888	27 447
Total	55 726	61 113	51 673
(3) New issue of full DL			
Submission at service counters, by drop-in boxes and by post	34 659	29 666	20 273
Submission through the Internet	5 668	18 764	24 800
Total	40 327	48 430	45 073
(4) Renewal of full DL			
Submission at service counters, by drop-in boxes and by post	97 602	85 040	67 000
Submission through the Internet	49 559	63 456	62 384
Total	147 161	148 496	129 384
(5) Direct issue of Hong Kong full DL (direct issue)			
Submission at service counters (Note)	71 023	73 455	75 370
Total	71 023	73 455	75 370
(6) Other matters related to DL			
Submission at service counters, by drop-in boxes and by post	665 490	561 124	394 887
Submission through the Internet	101 806	242 690	253 911
Total	767 296	803 814	648 798

Note: Applicants may only submit applications for direct issue the counters of the Licensing Offices.

Applications in relation to VLs

	Number of applications		
	2023-24	**2024-25**	**2025-26 (as at end-January 2026)**
Submission at service counters, by drop-in boxes and by post	1 205 783	1 120 320	892 890
Submission through the Internet	130 276	187 331	225 185
Total	1 336 059	1 307 651	1 118 075

(c) to (e)

The TD has fully implemented online appointment for counter services for applications for direct issue from 16 March 2026 and has extended the services to four Licensing Offices (LOs) across the territory at the same time, with the number of booking slots increased by 40% to 550 per working day. Applicants or their authorised persons may submit applications to the designated LOs at the appointed date and time to save queuing time. The enhanced appointment booking system adopts real-name registration. Applicants are required to log in using a registered iAM Smart account or upload their identity document and DL when making a booking. The system will, with the aid of artificial intelligence (AI) technologies, conduct preliminary vetting of the information submitted by applicants to verify their identity. The above arrangements provide greater convenience to applicants, improve crowd management and make better use of resources. The expenses for developing the enhanced booking system are about $1.22 million.

The TD will closely monitor the implementation of the new arrangements to ensure smooth system operation, and will make timely review and launch enhanced measures. The TD will also actively explore the use of AI technologies to process the applications for directly-issued licences, with a view to enabling applicants to upload application documents to the new online platform for preliminary vetting, and then visit the LO at their booked time slot with their original documents for verification, so as to ensure the authenticity of the documents and a smooth and efficient application process.

Besides, Southbound Travel for Guangdong Vehicles (Entry into the Urban Area) has been accepting applications from eligible Guangdong private cars since 9 December 2025. The Government has been closely monitoring the implementation and maintaining close liaison with the relevant Mainland authorities to continue to review and discuss enhancement measures.

(f) At present, commercial vehicles (CVs) are not covered by the relevant legislation of direct issue. To enhance the connectivity in the Greater Bay Area and promote transport connectivity among Guangdong, Hong Kong and Macao, the Government has stated in the Transport Strategy Blueprint announced earlier that the TD is actively studying the feasibility of mutual recognition of CV DLs among the three places, and will further discuss the details with the governments of Guangdong and Macao, with a view to firming the details of the arrangement next year.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB238

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2422)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) was raised from $400 to $500 starting from June 2025. In this connection, will the Government advise this Committee of the following:

(a) The revised estimate for 2025-26 is $2.0964 billion, representing a decrease of $648.1 million or 23.6% compared to the original estimate of $2.7445 billion, while the estimate for 2026-27 is $2.8151 billion, representing an increase of $718.7 million or 34.3% compared to the revised estimate for 2025-26. What are the reasons for the significant fluctuations between the estimates for this year and next year?

(b) What are (i) the amount of subsidies disbursed to the beneficiaries; (ii) the staff establishment and salary expenditure incurred by the Transport Department (TD) in overseeing the Scheme; and (iii) other operational expenses in 2025-26 and 2026-27 respectively?

(c) What are the average monthly numbers of people using Octopus cards and AlipayHK respectively to receive subsidies in 2025 and 2026 respectively;

(d) What are (i) the average monthly eligible public transport expenses, with a breakdown into (1) $400.1 to $500.0; (2) $500.1 to $600.0; …… ; (13) $1,600.1 to $1,700.0; and (14) $1,700.1 or above, (ii) the average monthly number of beneficiaries by subsidy amount, with a breakdown into (1) $0.1 to $100.0; (2) $100.1 to $200.0; (3) $200.1 to $300.0; and (4) $300.1 to $400.0, and (iii) the average amount of monthly subsidy per beneficiary under the Scheme in 2025? and

(e) Following the announcement of the 2025-26 Budget, it is reported that the Government expected a decrease in the average monthly number of beneficiaries from about 2 million to about 1.9 million upon raising the monthly public transport expenses threshold, achieving annual savings of $540 million in government expenditure. However, according to the data currently provided by the TD, the number of beneficiaries has

decreased by about 0.22 million, and the savings in expenditure amounting to $648.1 million. What are the reasons for the greater-than-expected decrease?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 27)

Reply:

(a) The revised estimate of the Public Transport Fare Subsidy Scheme (the Scheme) for the 2025-26 financial year is lower than the original estimate mainly because the expenditure for subsidy amount is lower than expected, which is attributable to factors including the lower-than-expected public transport patronage.

From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme was raised from $400 to $500. Taking into account the expenditure savings brought about by the adjustment to the Scheme, there is still an increase of about $720 million in the estimated total expenditure of the Scheme for the 2026-27 financial year over the revised estimate for the 2025-26 financial year. This is mainly taking into account factors such as increase in public transport patronage and fare adjustments.

(b) The revised estimate under the Scheme for the 2025-26 financial year is about $2.096 billion, while the estimated total expenditure for the 2026-27 financial year is about $2.815 billion. Of these, about $2.050 billion and $2.767 billion respectively are subsidies disbursed to the beneficiaries under the Scheme, both accounting for about 98% of the estimated total expenditure in the relevant financial year. The remaining 2% is the administrative cost of the Scheme. The Government will continue to strive to lower the administrative cost of the Scheme as far as possible.

Monitoring measures under the Scheme are undertaken by existing staff of the Transport Department and there is no separate breakdown of the manpower and expenditure involved.

(c) The average monthly number of beneficiaries under the Scheme in 2025 was about 1.76 million, of which the numbers of beneficiaries receiving subsidies via Octopus and AlipayHK were about 1.74 million and 20 000 respectively. The estimated average monthly number of beneficiaries in 2026 is 1.8 million. We do not have estimated figures broken down by electronic payment means.

(d)(i)

The distribution of public transport expenses under the Scheme in 2025 is set out as follows:

Amount of monthly public transport expenses under the Scheme	**Average monthly number of Octopus / AlipayHK account involved (rounded off to the nearest thousand)**
$400.1-$500	458 000
$500.1-$600	385 000
$600.1-$700	313 000
$700.1-$800	242 000
$800.1-$900	182 000

Amount of monthly public transport expenses under the Scheme	Average monthly number of Octopus / AlipayHK account involved (rounded off to the nearest thousand)
$900.1-$1,000	135 000
$1,000.1-$1,100	96 000
$1,100.1-$1,200	68 000
$1,200.1-$1,300	46 000
$1,300.1-$1,400	33 000
$1,400.1-$1,500	22 000
$1,500.1-$1,600	15 000
$1,600.1-$1,700	11 000
$1,700.1 or above	22 000

(d)(ii)

The average monthly number of beneficiaries by monthly subsidy amount under the Scheme in 2025 is set out as follows:

Monthly subsidy amount	Average monthly number of beneficiaries ('000)
$0.1-$100.0	1 033
$100.1-$200.0	475
$200.1-$300.0	173
$300.1 or above	83

(d)(iii)

The average amount of monthly subsidy per beneficiary under the Scheme in 2025 was $106.

(e) Prior to the adjustment of the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme, the average monthly subsidy amount from January to May 2025 was about $217 million, with an average of 2 million beneficiaries per month. After the adjustment to the Scheme, the average monthly subsidy amount from June 2025 to February 2026 was about $162 million, with an average of 1.6 million beneficiaries per month. The adjustment to the Scheme is effective in achieving savings in expenditures and ensuring the financial sustainability of the Scheme, while preserving its policy intent of relieving the fare burden of commuters whose public transport expenses are relatively high.

The subsidy amount and number of beneficiaries under the Scheme depend on a number of factors, such as the actual public transport expenses of commuters, change in public transport patronage and fare adjustments. The Government will continue to closely monitor the operation of the Scheme.

- End –

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB239**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0362)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

There will be a net decrease of 42 posts under this Programme in 2026-27. In this connection, will the Government advise this Committee of the following:

1. Details of the posts deleted, including: i) divisions, ii) grades, iii) duties, and iv) salary expenses;

2. Under Matters Requiring Special Attention in 2026-27 of this Programme, it is mentioned that the Government will continue to conduct process re-engineering of licensing services. What are the details and progress, including the savings in staffing and expenditure achieved by the rollout of more online services and more extensive artificial intelligence applications; and

3. Under Matters Requiring Special Attention in 2026-27 of this Programme, it is mentioned that the Department will further enhance the operation of the Northbound Travel for Hong Kong Vehicles and support the implementation of the "Southbound Travel for Guangdong Vehicles". Has the Government assessed the impact of the reduction of 42 posts on the implementation of these two schemes, and whether the performance measures under this Programme can be maintained?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 2)

Reply:

1. The net decrease of 42 posts under Programme (2) in 2026-27 includes one Analyst/Programmer grade post, one Executive Officer grade post and 40 posts in the Clerical Officer/ Clerical Assistant grades. Their main duties are to provide computer system support. The total annual staff cost (notional annual mid-point salary) of such posts involved is about $14.9 million.

2. The Transport Department (TD) has been enhancing the efficiency of its work by streamlining the application procedures, rolling out electronic licensing initiatives and applying new technologies such as artificial intelligence (AI) to support the

Government's "Be the Smart Regulator" initiative and address the growing demand for licensing services. Currently, the TD offers over 20 online services, allowing the public to use the digital signing and/or form filling functions of iAM Smart to submit licence applications via a mobile phone or computer anytime anywhere.

In recent years, the TD has introduced a number of new electronic licensing initiatives, including the enhanced Vehicle Licence (VL), the e-Licensing Portal, the e-Auction, the International Driving Permit Self-Service Kiosks, the Electronic Driving Licence (eDL) and the Electronic International Circulation Permit. After enhancement of VL, the number of online applications for renewal of VL has increased significantly by 62%, from about 150 000 in 2024 to about 250 000 in 2025, while the eDL, rolled out in September 2025, has been used by about 350 000 applicants within half a year up to the present. In addition, the TD just fully implemented the online appointment for counter services for application for the direct issue of the Hong Kong Full Driving Licence (direct issue) and cancelled the Same-day Queue Ticket arrangement on 16 March 2026. The direct issue service has also been extended to the four Licensing Offices across the territory to provide greater convenience to applicants and make better use of resources.

In 2026-27, to tie in with the Digital Policy Office's roll-out of the "Digital Corporate Identity" platform (the business version of iAM Smart), the TD will enhance its system to support online VL renewal for businesses and introduce online services for application of the Private Driving Instructors' Test. We will continue to proactively promote electronic licensing initiatives and leverage AI to expedite the processing and approval of licences, thereby saving the need and time for using counter services, and redeploying the manpower resources saved to meet the increasing demand for new licensing services.

3. In 2026-27, the Government will continue to further enhance the operation of the Northbound Travel for Hong Kong Vehicles and support the implementation of the Southbound Travel for Guangdong Vehicles. The net decrease in posts under Programme (2) does not involve these two schemes, and therefore the related services will not be affected.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB240

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0805)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the operating conditions of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong-Express Rail Link (XRL), will the Government inform this Committee of the following:

1. the average daily patronages and the highest daily patronages at the XRL West Kowloon Station (WKS) in the past three years, with a breakdown by short-haul destinations and long-haul destinations;

2. whether the Kowloon-Canton Railway Corporation and the MTR Corporation Limited (MTRCL) have activated the Cap-and-Collar Mechanism due to deviations in patronage since the operation of the Hong Kong section of the XRL; if yes, the details;

3. the cumulative number of purchases of the 20-ride Ticket and 30-day Ticket since their launch, with a breakdown by Mainland destinations; whether it will explore other ticketing arrangements with greater flexibility and more discounts; if yes, the details; if no, the reasons;

4. whether it will consider further extending the Same-day Flexi-trip Arrangement (Flexi-trip) to all existing short-haul destinations, such as Guangzhou, Humen and Dongguan, to enhance journey flexibility for passengers; if yes, the specific timetable; and

5. given that the number of destinations directly connected to WKS has increased substantially to 110 from 44 in 2018, whether the Government and MTRCL have assessed if the existing station facilities are sufficient to cope with the continuous growth in passenger flow, and whether provision will be earmarked for implementing enhancement works?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 6)

Reply:

1. The Hong Kong section of the Guangzhou-Shenzhen-Hong Kong-Express Rail Link (XRL) was commissioned on 23 September 2018. As at March 2026, the number of Mainland destinations directly accessible from West Kowloon Station (WKS) in Hong Kong has increased from 44 at the time of commissioning to 110, among which the number of short-haul destinations has increased from 6 to 11 (Note 1) while the number of long-haul destinations has increased from 38 to 99. According to the XRL ticket sales from 2023 to 2025 provided by the MTR Corporation Limited (MTRCL), the average daily patronage and highest daily patronage for trips between Hong Kong WKS and short-haul and long-haul destinations are tabulated below:

XRL Train Service	Average Daily Patronage	Highest Daily Patronage (Note 2)
2023		
Short-haul Services	47 000	105 000
Long-haul Services	10 000	25 000
2024		
Short-haul Services	60 000	108 000
Long-haul Services	13 000	26 000
2025		
Short-haul Services	70 000	115 000
Long-haul Services	15 000	33 000

Note 1: The six short-haul destinations at the time of commissioning included Futian, Shenzhenbei, Guangmingcheng, Humen, Qingsheng (now renamed as Nanshabei) and Guangzhounan. The current 11 short-haul destinations include Futian, Shenzhenbei, Guangmingcheng, Dongguannan, Changping, Dongguan, Humen, Nanshabei, Guangzhouxintang, Guangzhounan and Guangzhoudong.

Note 2: The highest daily patronage of short-haul services and long-haul services is not necessarily recorded on the same day.

2. According to the "Patronage Cap-and-Collar Mechanism" under the "Supplemental Service Concession Agreement" for the Hong Kong Section of XRL signed between the Kowloon-Canton Railway Corporation (KCRC) and the MTRCL, the KCRC and the MTRCL will share the upside gain or downside risk if the deviation of the actual annual patronage from the projected level is beyond 15 per cent. Services of the Hong Kong section of XRL were suspended from 30 January 2020 to 14 January 2023, and the KCRC shared part of the downside risk in accordance with the Mechanism.

3. & 4.

Apart from gradually introducing more destinations, the MTRCL has been actively exploring the provision of diversified XRL train services and products with the Mainland railway authorities, with a view to providing convenience to passengers and meeting their different needs. On 25 January 2024, the MTRCL introduced Cross-boundary Multi-ride Tickets, including the 20-ride Ticket and 30-day Ticket, allowing passengers to travel multiple times between WKS in Hong Kong and one fixed Mainland short-haul destination to facilitate business visitors and commuters. The sales figure of Cross-boundary Multi-ride Tickets is internal commercial information of the operation of XRL, and the Government does not have the relevant figure.

Moreover, the MTRCL introduced the Flexi-trip Arrangement for travelling between WKS in Hong Kong and Futian Station on 14 August 2023, and between WKS in Hong Kong and Shenzhenbei Station and 18 March 2024, allowing passengers to change to designated trains between the two stations up to three times on the same day for free. This is a new ticketing arrangement that facilitates flexible travel for travellers. We noted that the MTRCL will engage with relevant Mainland authorities and departments to explore the feasibility of introducing the "Same-day One-time Valid" electronic ticket arrangement to appropriate short-haul destinations on the Hong Kong Section of XRL, with a view to further enhancing the flexibility of travelling by XRL. The HKSAR Government and the railway authorities in Hong Kong and the Mainland will continue to closely follow the development of the nationwide XRL network and enhance XRL services in a timely manner, so as to provide travellers with more diversified choices and services.

5. The layout of the Hong Kong WKS was designed based on the blueprint and patronage forecast of the railway development between the Mainland and Hong Kong at the time of project planning. Since the commissioning of the Hong Kong section of XRL and WKS in 2018, the MTRCL, as the operator of the Hong Kong section of XRL, has been closely monitoring the operation of the station, as well as travellers' travelling pattern and demand. As patronage increases, the MTRCL will continue to review and enhance the ancillary facilities of Hong Kong WKS as needed, including enhancing the layout of ticketing concourse and waiting hall, as well as facilities such as shops and seats in the station, in order to meet the needs of passengers and long-term development of XRL. The expenditure for enhancing the station facilities will be borne by the MTRCL.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB241

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2403)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) was adjusted and raised from $400 to $500 starting from 1 June 2025. Upon adjustment, savings totalling about $3.56 billion are expected to be achieved in the financial years from 2025-26 to 2029-30. However, the provision for this programme for 2026-27 has increased by $718.7 million (34.3%) compared to the revised estimate for 2025-26. In this connection, will the Government inform this Committee of the following:

1. the i) total subsidy amount, ii) average number of beneficiaries per month and iii) average amount of monthly subsidy per beneficiary of the Scheme for the financial years 2024-25 and 2025-26, and the estimates for the financial year 2026-27;

2. whether the Government has explored including payment means other than Octopus cards and AlipayHK EasyGo in the Scheme to facilitate public commuting; if yes, the details; and

3. how the Government assesses the substantial increase in funding for the adjusted Scheme for 2026-27; whether the target of savings in expenditure totalling about $3.56 billion as mentioned above has changed.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 3)

Reply:

1. The total subsidy amount, average number of beneficiaries per month and average amount of monthly subsidy per beneficiary under the Public Transport Fare Subsidy Scheme (the Scheme) are set out below:

Financial year	Actual/Estimated total subsidy amount ($ million)	Actual average number of beneficiaries per month ('000)	Actual average amount of monthly subsidy per beneficiary ($)
2024-25	2,441	1 996	102
2025-26	2,050 (Revised estimate)	N/A	N/A
2026-27	2,767 (Estimate)	N/A	N/A

2. In addition to Octopus, public transport fares paid with AlipayHK have been incorporated into the Scheme with effect from 1 January 2025, allowing the public an extra electronic payment option under the Scheme. When exploring the incorporation of more 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.

3. From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme was raised from $400 to $500. Prior to the adjustment of the Scheme, the average monthly subsidy amount from January to May 2025 was about $217 million. After adjustment to the Scheme, the average monthly subsidy amount from June 2025 to February 2026 was about $162 million. This represents a reduction of about $55 million in the average monthly subsidy amount. The adjustment to the Scheme is effective in achieving savings in expenditures and ensuring the financial sustainability of the Scheme, while preserving its policy intent of relieving the fare burden of commuters whose public transport expenses are relatively high.

Taking into account the expenditure savings brought about by the adjustment to the Scheme, there is still an increase of about $720 million in the estimated total expenditure of the Scheme for the 2026-27 financial year over the revised estimate for the 2025-26 financial year. This is mainly taking into account factors such as increase in public transport patronage and fare adjustments.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB242

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2404)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the operation of the Northbound Travel for Hong Kong Vehicles (the Northbound Travel Scheme), and the related measures to support the implementation of the Southbound Travel for Guangdong Vehicles (the Southbound Travel Scheme), will the Government advise this Committee of the following:

1. i) the number of registrations for balloting received; ii) the number of closed road permits or electronic approval letters issued; iii) the number of travel bookings; and iv) the number of cancelled bookings per month since the implementation of the Northbound Travel Scheme;

2. i) the number of registrations for balloting received; ii) the number of electronic International Circulation Permits (ICPs) and approval letters issued; iii) the number of travel bookings; and iv) the number of cancelled bookings per month since the implementation of the Southbound Travel Scheme;

3. the numbers of traffic violations and traffic accidents involving vehicles from the Northbound Travel Scheme and the Southbound Travel Scheme respectively in the past three years; and

4. whether a study will be conducted to consider extending the Northbound Travel Scheme and the Southbound Travel Scheme to other land boundary control points and introducing innovative technologies at the control points to facilitate vehicle clearance and commuting; if yes, the expenditure involved and details.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 13)

Reply:

1. The governments of Guangdong and Hong Kong have been closely monitoring the implementation situation of the Northbound Travel Scheme to continuously take enhancement measures to provide greater convenience for the applicants, including the enhancement measure implemented by the Transport Department (TD) since 1

September 2025 to allow vehicles under the Northbound Travel Scheme to travel to Guangdong Province via the Hong Kong-Zhuhai-Macao Bridge (HZMB) without travel bookings on Tuesdays and Wednesdays, except specified dates.

The monthly numbers of registrations for balloting and Closed Road Permits (CRPs)/electronic approval letters issued since the launch of the Northbound Travel Scheme are set out in **Annex 1**. The monthly numbers of travel bookings and cancelled bookings are set out in **Annex 2**, in which the figures upon implementation of the above booking waiver arrangements on Tuesdays and Wednesdays have been reflected.

2. The Southbound Travel Scheme (Entry into Urban Area) allocates quotas to eligible vehicle owners through a monthly ballot. Starting from November 2025, eligible Guangdong private car owners can register with the relevant Mainland authorities for balloting in order to obtain quotas under the Southbound Travel Scheme (Entry into Urban Area). Successful applicants can submit their applications to the Mainland authorities. After vetting by the Mainland authorities, the applications will be passed to the TD for further vetting. The TD will issue an electronic International Circulation Permit (ICP) to the successful applicants. Starting from 23 December, Guangdong vehicles issued with ICPs may enter Hong Kong's urban areas via the HZMB for up to three days per visit.

According to information published by the Mainland authorities on the website of Guangdong's information system of the Southbound Travel Scheme, since the commencement of the first round of registration for balloting under the Southbound Travel Scheme (Entry into Urban Area) in November 2025, the Mainland authorities has conducted four rounds of balloting, and the number of applications registered for balloting received in each round is about 2 400, 1 700, 7 300 and 6 500 respectively.

The TD received about 1 800, 1 500 and 900 applications referred from the Mainland authorities in December 2025, January and February 2026 respectively. After vetting, the TD issued about 600, 1 500 and 1 400 ICPs respectively during the same periods.

The monthly numbers of travel bookings and cancelled bookings from 23 December 2025 to 28 February 2026 are tabulated as follows:

Month	Number of travel bookings [Note]	Number of cancelled bookings
December 2025 (23 to 31)	192	15
January 2026	801	113
February 2026	1 492	224

Note: Excluding cancelled bookings.

3. According to information from the relevant Mainland authorities, there were about 500 traffic accidents or incidents involving Hong Kong vehicles in the Mainland under the Northbound Travel Scheme in the past three years. The violation cases under the Southbound Travel Scheme are sporadic, and the relevant cases have either been handled or are being followed up.

4. The HKSAR Government has been maintaining close liaison with the relevant Mainland authorities to take timely enhancement measures under the Northbound Travel Scheme and the Southbound Travel Scheme to provide greater convenience and improve travel experience for the public. Based on the Guangdong Province Administrative Measures, we will first focus on allowing Hong Kong and Guangdong vehicles to travel between Guangdong and Hong Kong via the HZMB. As the car park where the Airport Authority Hong Kong provides the "Park & Fly" service is located at the HZMB Hong Kong Port, using the HZMB for vehicle travel under the Southbound Travel Scheme is well suited. The HKSAR Government will continue to closely monitor the clearance and traffic conditions at the HZMB ports during peak days and periods, and take various enhancement measures to enhance the clearance capacity of the Hong Kong Port and ensure smooth traffic flow.

According to the information provided by the Customs and Excise Department (C&ED), to align with the development of Smart Customs and to cater for the increasing cross-boundary private vehicle traffic, the C&ED has been developing an Automated Private Car Clearance System (the system) since 2025. Through the use of smart hardware and automation technology, the system is equipped with computer- controlled automatic drop-arm barriers and high-definition cameras capable of reading licence plates of vehicles from Guangdong, Hong Kong and Macao to assist frontline Customs officers in vehicle clearance. During the pilot run of the system, the C&ED can handle a larger volume of clearance work with the same level of manpower in coping with the increasingly heavy flow of cross-boundary private cars.

The C&ED has carried out a pilot run of the system at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port since January 2026, and will gradually extend the system to other land boundary control points, with completion scheduled for 2027. The system development and pilot run have been carried out by the C&ED with existing manpower and resources, which have been included in the general operating expenditure; a breakdown of expenditure is not available.

Annex 1

Number of registrations for balloting and number of CRPs/electronic approval letters issued by the TD under the Northbound Travel Scheme

Month [1]	Number of registrations for balloting for application to the Northbound Travel Scheme [2]	Number of CRPs/electronic approval letters issued [3]
May 2023 [4]	17 261	N/A [4]
June 2023 [4]	24 795	474
July 2023	19 099	3 615
August 2023	14 788	5 169
September 2023	15 136	6 037
October 2023	7 311	8 428
November 2023	7 795	7 740
December 2023	7 709	5 957
January 2024	8 012	6 836
February 2024	5 544	5 983
March 2024	12 253	5 696
April 2024	7 468	6 063
May 2024	7 196	5 897
June 2024	6 832	5 602
July 2024	6 359	7 986
August 2024	10 478	7 687
September 2024	8 648	7 285
October 2024	11 195	8 983
November 2024	13 148	7 754
December 2024	13 957	7 428
January 2025	18 181	9 161
February 2025	8 874	7 820
March 2025	6 409	9 095
April 2025	5 298	8 500
May 2025	5 790	7 319
June 2025	6 964	8 248
July 2025	6 089	9 838
August 2025	4 942	8 798
September 2025	4 673	8 726
October 2025	5 611	10 073
November 2025	5 734	10 054
December 2025	7 873	10 902
January 2026	6 279	9 964
February 2026	4 559	8 324

Note 1: Based on the date of balloting.

Note 2: As some applicants have registered for more than one round of balloting, registrations made by the same applicant are all counted into the figures.

Note 3: Starting from 13 October 2025, vehicles approved to participate in the Northbound Travel Scheme are not required to apply for a CRP. The TD will issue an electronic approval letter to successful applicants to confirm their eligibility for participation.

Note 4: The TD started receiving registrations for the Northbound Travel Scheme on 29 May 2023 and has been issuing permits since June 2023, allowing successful applicants to travel to Guangdong Province via the HZMB from 1 July 2023 onwards.

Annex 2

Monthly numbers of travel bookings under the Northbound Travel Scheme

Month	Number of travel bookings[#]	Number of cancelled bookings
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	60 448	6 301
April 2024	54 959	6 439
May 2024	61 661	6 827
June 2024	65 364	7 924
July 2024	60 682	5 378
August 2024	72 954	5 562
September 2024	57 105	5 963
October 2024	72 262	7 664
November 2024	64 323	5 040
December 2024	70 827	8 816
January 2025	81 568	10 536
February 2025	60 659	5 813
March 2025	71 066	5 109
April 2025	87 210	11 578
May 2025	87 254	11 368
June 2025	73 836	7 176
July 2025	75 864	8 584
August 2025	90 122	8 036
September 2025 [*]	52 861	6 428
October 2025 [*]	84 831	11 858
November 2025 [*]	58 281	6 690
December 2025 [*]	63 361	17 080
January 2026 [*]	65 022	10 519
February 2026 [*]	88 000	21 330

Excluding cancelled bookings.

* From 1 September 2025 onwards, bookings are not required for vehicles travelling to Guangdong Province via the HZMB under the Northbound Travel Scheme on Tuesdays and Wednesdays, except specified dates. Hence, the figures on travel bookings since that month should not be directly compared with those of the previous months.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB243**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3213)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under Matters Requiring Special Attention in 2026-27 that the Government will continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward progressively the Transport Strategy Blueprint. It has been proposed that big data and cloud computing technologies should be applied in the analysis of traffic data to enable the public transport system to adjust bus and ferry frequencies in rural areas in real-time on demand, with a view to implementing smart mobility. In this connection, please advise this Committee of the following:

Will the Government study piloting relevant technologies in outlying islands and other rural and remote areas to improve the travelling experience for residents and tourists? If yes, has the Government formulated long-term plans and resource allocation plans for the development of smart mobility in rural areas? What are the specific timetable and performance indicators? If no, what are the reasons?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 38)

Reply:

With a view to enhancing the flexibility of public transport services, the Transport Strategy Blueprint recommends utilising technology to monitor and forecast passenger demand, especially in areas with scattered passengers' travel needs, remote locations, or periods of lower passenger volume. This approach will allow the dynamic adoption of more efficient routes and flexible schedules in response to demand, thus optimising the use of resources. Under this smart demand-responsive public transport mode, passengers can use a mobile application to submit their travel requests in advance. The backend system of public transport operators analyses the aggregated travel demand (including travel times, origins and destinations) and, based on real-time traffic conditions and passenger pick-up and drop-off points, flexibly determines appropriate routes and schedules.

To test the feasibility of implementing the above operation mode in Hong Kong, certain research institutions, with funding support from the Smart Traffic Fund, will commence testing on public light bus routes in collaboration with public light bus operators within this

year to evaluate the relevant technology and practical operation. In addition, the Transport Department is actively exploring with franchised bus operators the feasibility of introducing the relevant intelligent operation mode for testing on specified franchised bus routes, such as airport overnight bus routes and sightseeing bus routes. The Government will study the franchised bus services beyond the existing ones, using technology to flexibly schedule and deploy services according to demand. Subject to the effectiveness of testing and development of this operation mode, the Government will consider extending this mode to suitable public transport services for testing.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB244

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0472)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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 is the number of enforcement actions taken to combat the illegal carriage of passengers by motor vehicles for hire or reward, and how many of these cases involved cross-boundary vehicles in 2025?

2. What is the number of vehicles impounded with the relevant licences suspended on grounds of illegal carriage of passengers for hire or reward, and how many of these cases involved cross-boundary vehicles in 2025?

3. The Transport Department will continue to assist the Transport and Logistics Bureau in matters relating to the formulation of measures combating the illegal carriage of passengers by motor vehicles for hire or reward in 2026-27. What are details of the work and resources involved? and

4. Will the Hong Kong Police Force be called upon to reinforce the efforts to combat the illegal carriage of passengers for hire or reward? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEE Chun-keung (LegCo internal reference no.: 11)

Reply:

1. In 2025, the Hong Kong Police Force (HKPF) has taken 118 enforcement actions against the use of motor vehicles for illegal carriage of passengers for hire or reward, and none of which involved cross-boundary vehicles.

2. In 2025, 55 vehicles were detained with their vehicle licences suspended by the Transport Department (TD) on grounds of illegal carriage of passengers for hire or

reward, four of which were cross-boundary vehicles involved in the enforcement actions taken in 2024.

3. The TD has been conducting education and publicity through various channels such as posting publicity messages on social media platforms, releasing online promotional video, broadcasting announcement on radio, displaying samples of hire car permits (HCPs) on the TD's website, putting up posters at land control points, the airport and in public places, etc. to remind the public to choose lawful modes of public transport when travelling and enquire with the relevant service operators about whether the vehicles concerned have been issued with HCPs before travelling. The TD has also set up an online enquiry system for the public to check and verify whether a vehicle has been issued with a valid HCP. The TD will continue to remind the public to pay attention to safety, emphasising that using illegal hire car services can put passengers at risk as the third party insurance for any vehicle used for illegal carriage of passengers for hire or reward may be invalidated in the event of a traffic accident. The TD will continue its publicity efforts and work with the HKPF on information exchange in order to combat the use of motor vehicles for illegal carriage of passengers for hire or reward.

   Moreover, the Road Traffic (Amendment) (Ride-hailing Service) Bill 2025 (the Bill), which was passed by the Legislative Council in October 2025, stipulates a regulatory framework for ride-hailing services and strengthens the penalties against illegal carriage of passengers for hire or reward. The Bill stipulates that convicted drivers should be disqualified from driving for not less than 12 months and not more than three years; and strengthens the arrangement for the suspension of vehicle licences and impoundment of vehicles, allowing a mechanism under which the Government may impound the vehicles involved even if the driver involved cannot be identified for the purpose of instituting criminal proceedings, thereby enhancing deterrence against, and combating, the illegal carriage of passengers for hire or reward by motor vehicles by vehicle owners or drivers.

   In addition, the Bill stipulates that, under the regulatory framework for ride-hailing services to be implemented, any platform providing ride-hailing service without a valid ride-hailing service licence commits an offence and is liable to a maximum penalty of fine at $1 million and imprisonment for 12 months. Any person driving or using a private car for providing ride-hailing passenger transport service without a ride-hailing vehicle permit or a ride-hailing vehicle driving permit, or the trip concerned is not arranged through a platform holding a valid ride-hailing service licence, commits an offence and is liable to a maximum penalty of fine at level 3 ($10,000) and imprisonment for six months on first conviction, and a maximum penalty of fine at level 4 ($25,000) and imprisonment for 12 months on subsequent conviction. The implementation date of the Bill will be announced separately by a notice published in the Gazette.

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

4. The Government has all along been concerned about the use of motor vehicles for illegal carriage of passengers for hire or reward. The HKPF has been taking enforcement actions against illegal carriage of passengers for hire or reward through gathering intelligence through different channels. If there is sufficient evidence proving suspected vehicles without a valid HCP being used for illegal carriage of passengers for

hire or reward, the HKPF will immediately take appropriate enforcement actions. The HKPF will continue to allocate appropriate resources to step up enforcement actions against illegal carriage of passengers for reward so as to protect the safety of passengers and road users.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB245**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2407)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the support for the implementation of the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis" (the Loan Scheme), please advise this Committee of the latest progress of the Loan Scheme since its implementation in September 2023, with details including the number of applications received and approved by various lending institutions, the number of vehicles and loan amounts involved, and the time taken in approving the applications.

Asked by: Hon LEE Chun-keung (LegCo internal reference no.8)

Reply:

On 4 September 2023, the Government launched the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (e-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 (HKMCI) and loan applications are processed by the participating lending institutions (PLIs).

Since the launch of the Loan Scheme up to 28 February this year, HKMCI has received from PLIs a total of 927 applications. Among them, 864 applications have been approved, nine applications are being processed, and 54 applications have the loan cancelled due to withdrawal of application by applicants or the applicants' failure to draw the loan within the period of time designated by HKMCI. Among the 864 approved applications, applicants of 700 applications have drawn the loan, with a total loan amount of about $230 million, while the remaining 164 applicants have yet to draw the loan due to various reasons, such as the vehicle has not been delivered.

In general, HKMCI can approve a loan within a week upon receipt of a PLI's submission of application with all the required documents.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB246**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2408)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

On increasing the provision of parking spaces, will the Government advise this Committee of the following:

1. The Transport Department (TD) took forward a host of measures to increase car parking spaces in 2024. Please give information on the numbers of additional parking spaces for various types of commercial vehicles (CVs) (i.e. taxis, minibuses, goods vehicles and non-franchised buses) in various districts and the resources involved in the relevant work.

2. For the 11 government public car parks, will the Government consider introducing concessionary measures to attract, in particular, CVs to park during periods of lower usage? If yes, what are the details? If not, what are the reasons?

3. As the ratio of the number of CVs to the number of CV parking spaces has remained at 1:0.6 for a long time, will the Government consider setting performance indicators for increasing the number of parking spaces, so as to ensure that the problem of insufficient CV parking spaces can be gradually improved? If yes, what are the details? If not, what are the reasons? Are there any measures in place to effectively alleviate the problem of insufficient parking spaces for CVs?

Asked by: Hon LEE Chun-keung (LegCo internal reference no.: 9)

Reply

1. Commercial vehicles (CVs), which carry goods and passengers, play an important role in various industries as well as the overall economy. The Government's policy on the provision of parking spaces is to accord priority to considering and meeting the parking demand of CVs. It has been actively pursuing a host of short-term and medium-to-long-term measures through a multi-pronged approach to increase CV parking spaces in a holistic manner, including:

(i) providing additional on-street CV parking spaces (including metered parking spaces) at suitable locations without compromising traffic flow, road safety or the loading/unloading activities of other road users;
(ii) designating suitable on-street locations as night-time parking spaces for CVs and flexibly adjusting their operating hours;
(iii) utilising spaces underneath flyovers to designate parking spaces;
(iv) continuing to communicate closely with the Lands Department, identifying suitable sites for short-term tenancy car parks having regard to local parking demand, and stipulating the provision of a minimum number of parking spaces for CVs in suitable car parks;
(v) encouraging schools to allow student service vehicles to park within school premises during non-school hours;
(vi) providing public vehicle parks (PVPs) including parking spaces for CVs in suitable "Government, Institution or Community" facilities and public open space in line with the "single site, multiple use" (SSMU) principle. The first three PVPs constructed under the SSMU principle, namely Ka Fu Fong Public Car Park in Sheung Shui, the Pak Shing Kok Road Public Car Park at The Chinese Medicine Hospital of Hong Kong in Tseung Kwan O, and the Tseung Kwan O Government Offices Public Car Park, have commenced operation;
(vii) revising the Hong Kong Planning Standards and Guidelines in 2021, which increased the types and numbers of parking spaces for CVs in subsidised housing development projects, introduced two types of "shared-use" parking spaces [Note 1] with reference to the similar vehicle dimensions of CVs, and increased the number of loading/unloading bays in subsidised housing so that they can be opened up for night-time parking of large-sized CVs (i.e. medium/heavy goods vehicles and coaches); and
(viii) requiring that a certain number of ancillary parking spaces and loading/unloading bays in suitable new development projects be opened for public night-time parking of CVs.

The distribution of, and changes in, the number of CV parking spaces in various districts in 2025 are set out at **Annex**. Overall, the number of parking spaces increased by 326. As there is no separate breakdown of this figure, it does not include parking spaces at depots, public transport termini or stands.

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

Note 1: One type is "shared-use" by light goods vehicles and light buses, the other is "shared-use" by medium/heavy goods vehicles and coaches.

2. At present, van-type light goods vehicles and private cars are charged the same parking fees at the 11 public car parks operated by the TD (except Wong Tai Sin Car Park [Note 1]). The parking fees of the above-mentioned 11 public car parks are generally lower than those of nearby car parks, and six of them [Note 2] offer concessionary night-time parking fees during periods of relatively low usage at night to attract motorists, including van-type light goods vehicle drivers.

Note 1: The Wong Tai Sin Car Park only provides parking spaces for coaches/goods vehicles (over 5.5 tonnes) and does not provide parking spaces for van-type light goods vehicles or private cars.

Note 2: The six car parks are Rumsey Street Car Park, City Hall Car Park, Star Ferry Car Park, Tsuen Wan Car Park, Kwai Fong Car Park and Wong Tai Sin Car Park.

3. The demand for CV parking spaces depends on many factors, such as the overall economic situation, local demand and supply of parking spaces, CV operating patterns, parking habits, and places of residence and work of drivers. At present, many CVs are parked not only at brownfield sites but also on the Chinese Mainland where drivers are engaged in cross-boundary operations. Some CVs (such as those for food transportation and distribution) operate at night to meet industry needs. Currently, the figures for CV parking spaces and demand for them do not take into account the above three types of vehicles. As such, the current ratio of CVs to CV parking spaces does not reflect the higher supply and lower demand.

As announced in the Transport Strategy Blueprint, the TD will initiate a new study on parking demand and supply in 2026 to review the existing parking facilities and the parking demand and supply for various types of vehicles, in particular CVs. The study results and recommendations are expected to be released in 2027. This study will analyse the operating patterns of CVs and their actual parking situations in locations such as private land, and take into consideration factors such as the future development of Hong Kong, thereby determining shortfall in CV parking spaces. Targeted measures will be proposed to ensure a proper match between supply and demand, with a view to achieving "every commercial vehicle having a suitable parking space at night" in the long run.

Annex

Changes in number of parking spaces by type of CVs in 18 districts in 2025 [Note 1]

District	Change in the number of parking spaces	
	Goods vehicle	**Coach/bus**
Central & Western	-36	1
Wan Chai	-172	-10
Eastern	17	-21
Southern	16	9
Yau Tsim Mong	-6	2
Sham Shui Po	-95	4
Kowloon City	-41	-16
Wong Tai Sin	-18	-1
Kwun Tong	-31	15
Tsuen Wan	-48	-9
Tuen Mun	-2	0
Yuen Long	-120	-33
North	120	-3
Tai Po	27	21
Sai Kung	108	42
Sha Tin	-43	-6
Kwai Tsing	478	177
Islands	0	0
Total	**154**	**172**

Note 1: In general, taxis may use private car parking spaces, whereas most franchised buses, public light buses, private light buses, special purpose vehicles and government vehicles should be parked at the parking spaces at depots, bus stops within public transport termini, and the parking spaces at stands. Accordingly, such parking spaces are excluded from the calculation.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB247

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2698)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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) aiming at alleviating manpower shortage problem in the transport sectors, despite of low unemployment rate in Hong Kong remained, the transport trades are still facing recruitment difficulties, please inform this Committee on whether the Government will consider increasing the number of quotas on imported drivers; if yes, the details; and whether the Government will further implement streamlined measures to expedite the processing of applications; if not, the reasons; and whether there are any measures to alleviate the driver shortage problem of the transport sectors?

Asked by: Hon LEE Chun-keung (LegCo internal reference no.10)

Reply:

The Government has all along been concerned about the long standing driver shortage problem faced by the public light bus (PLB)/coach trade. To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved a total of 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD)). In addition, as for the gradual expiry of the contracts of the first batch of imported workers under the Scheme from the end of 2025, the TD announced the quota renewal arrangements in August 2025. The operators with allocated quota should submit renewal applications to TD five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, 589 quotas (including 324 PLB and 265 coach driver quotas) have been granted with approval for renewal. The TD will continue to process the renewal applications received, including reviewing whether or not the operators concerned continue to meet the criteria of the Scheme (such as maintaining the manning ratio of 1:2 for imported labrours to full-time local staff, the wage levels for imported labours at not less than the median monthly wages of the relevant posts, and complying relevant local driver recruitment requirements, etc.).

At present, the TD has no plan to adjust the total number of quotas. In future, the TD will continue to pay attention to the changes in the local labour market and the manpower situation,

review the implementation of the Scheme and assess the manpower demand of the industries. At the same time, the TD will maintain close liaison with various stakeholders and enhance information dissemination through the stakeholders consultative group as well as review the Scheme in a timely manner with reference to the opinions.

Moreover, the TD has been maintaining close communication with the trade and keeping in view of the situation of driver shortage through regular meetings and daily service monitoring. Apart from the Scheme, the Government continues to implement various measures with a view to assisting and encouraging the trade to local recruitment, including the relaxation of application requirements for driving licence for commercial vehicles, coordination of the trade's participation in various employment schemes, promotion of diversified local recruitment channels and introduction of relevant training courses of the trade, etc. At the same time, through the collaboration of the TD and the Employees Retraining Board (ERB), the ERB as well as the PLB operators and third-party training organisations, launched the placement-tied driving training scheme in 2024 with the green minibus (GMB) as a pilot with a view to encouraging local workers to join the PLB trade. The first batch of trainees was deployed to driving duties for designated GMB routes (after completing the training courses and obtaining relevant driving licenses) in the second quarter of 2025. The ERB has continued the placement-tied driving training scheme for GMB trade in 2025. Some trainees of the second batch, who obtained the required licences and completed route training, have already been deployed to driving duties for designated GMB routes in January 2026.

The Government will continue to encourage operators to improve the remuneration packages of their staff through various means, such as increasing salaries and paid leave, so as to create a more desirable working environment and attract more new blood to join the trade, as well as to employ part-time drivers to meet the manpower demand for services during peak-hour.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB248

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0447)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in Head 158 of the 2026-27 Budget that the Transport and Logistics Bureau will introduce legislative amendments for regulating the use of electric mobility devices (EMDs). Will the Government inform this Committee of the following:

1. the numbers of accidents and casualties involving EMDs in the past three years;

2. the number of arrests for illegal use of EMDs in the past three years; and

3. whether there is a plan to improve the relevant infrastructures (such as parking spaces, charging facilities, etc.).

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 6)

Reply:

1. The numbers of accidents involving EMDs with casualties in the past three years are set out in the table below:

	2023	**2024**	**2025**
Fatal accident	0	0	0
Serious accident	1	1	0
Slight accident	9	2	8
Total no. of accidents (Note 1 and 2)	**10**	**3**	**8**

Note:

(1) The Hong Kong Police Force (HKPF) does not maintain statistics on the number of casualties in accidents.

(2) Fatal accident refers to an accident where one or more persons die within 30 days of the accident.
Serious accident refers to an accident where one or more persons are injured and detained in hospital for more than 12 hours.
Slight accident refers to an accident where all persons involved are either not detained in hospitals or detained in hospitals for not more than 12 hours.

2. The numbers of persons arrested by the HKPF for the use of unlicensed EMDs in 2023, 2024 and 2025 are 267, 647 and 760 respectively.

3. EMDs can serve as a mean of transport for short-distance travel and first-mile/last-mile connectivity to and from railway stations and other public transport stations etc., providing the public with more active mobility options. We plan to introduce a regulatory framework and a legislative bill to regulate EMDs this year. To ensure the product quality and safety of EMDs, the Transport Department (TD) and the Hong Kong Productivity Council are devising a product certification arrangement, having regard to the experience of various regions, as the core of the regulatory framework. The TD has been proactively engaging with relevant departments on the construction of comprehensive cycle track networks in new development areas (such as the Hung Shui Kiu New Development Area), while at the same time selecting suitable cycle tracks in other areas (such as those with sufficient width and high connectivity) to allow for the safe co-use of bicycles and EMDs.

Regarding parking facilities, the TD will implement measures to increase the number of bicycle parking spaces and supporting facilities. These include incorporating bicycle parking spaces as ancillary facilities in land use and providing sufficient bicycle parking spaces at suitable sites, having regard to the needs of the corresponding land use. Such parking spaces will also be suitable for power-assisted pedal cycles. As for EMDs of smaller size (such as motorised skateboards), drawing reference from the practices of other cities, we will encourage the provision of storage facilities at suitable locations (such as at the Transport Interchange Hubs) to facilitate the use of EMDs by the public for connecting journeys.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB249

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0809)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has announced the Transport Strategy Blueprint earlier, and one of its recommendations is to continue increasing the supply of parking spaces comprehensively. Please advise this Committee of the following:

1. the numbers of commercial vehicles (CVs) and their parking spaces, as well as the ratio of the number of parking spaces to the number of CVs in the past three years;

2. the distribution and growth rate of parking spaces for CVs by district in the past three years;

3. the distribution and utilisation rates of metered parking spaces by district in the past three years; and

4. as there are views that abuse of metered parking spaces has been found (such as prolonged parking, fare evasion, and use of parking spaces for commercial activities), whether the Government has noticed the situation; if yes, the measures to be taken to prevent abuse of metered parking spaces.

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 4)

Reply:

1. The numbers of licensed commercial vehicles (CVs) and their parking spaces, as well as the ratios of the numbers of parking spaces to the numbers of these licensed CVs in the past three years are tabulated below:

Year	Number of licensed CVs	Number of parking spaces for CVs	Ratio
December 2023	69 737	45 388	0.65
December 2024	67 243	44 239	0.66
December 2025	66 753	44 565	0.67

2. The numbers and percentage changes of parking spaces for CVs in 18 districts in the past three years are tabulated below:

District	Number of parking spaces for CVs			Percentage change (from 2023 to 2025)
	2023	2024	2025	
Central & Western	1 086	1 149	1 114	2.6%
Wan Chai	493	668	486	-1.4%
Eastern	2 161	2 129	2 125	-1.7%
Southern	1 396	1 396	1 421	1.8%
Yau Tsim Mong	1 649	1 567	1 563	-5.2%
Sham Shui Po	3 738	3 639	3 548	-5.1%
Kowloon City	1 662	1 718	1 661	-0.1%
Wong Tai Sin	1 368	1 389	1 370	0.1%
Kwun Tong	3 645	3 806	3 790	4.0%
Tsuen Wan	2 541	2 513	2 456	-3.3%
Tuen Mun	2 799	2 807	2 805	0.2%
Yuen Long	2 510	2 585	2 432	-3.1%
North	1 859	1 636	1 753	-5.7%
Tai Po	1 361	1 325	1 373	0.9%
Sai Kung	1 823	1 908	2 058	12.9%
Sha Tin	3 020	2 924	2 875	-4.8%
Kwai Tsing	11 004	9 781	10 436	-5.2%
Islands	1 273	1 299	1 299	2.0%

The above parking information is collated from the data provided by various departments or the relevant 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 number/types of parking spaces to suit their own requirements.

In view of the overall development needs of Hong Kong in the past three years, some short-term tenancy (STT) car parks have been gradually resumed for long-term developments, resulting in a decrease in the number of parking spaces for CVs in certain areas. To alleviate the pressure on the overall short-term supply of parking spaces, the Transport Department (TD) has been closely monitoring the changes in the supply and demand for parking spaces in various districts and, proactively increasing on-street and night-time parking spaces for CVs and providing more parking spaces in suitable STT car parks, where practicable. Following the gradual implementation of these measures, the total number of parking spaces for CVs in Hong Kong rebounded in 2025.

As outlined in the Transport Strategy Blueprint, the TD will conduct a new round of parking demand and supply study in 2026 to review existing parking facilities and the demand for and supply of parking spaces for various types of vehicles (especially CVs), and will release the results and recommendations of the study in 2027. This study will analyse CVs' operational patterns and their actual parking situations at locations like private land, and, determine the gap between the demand for and supply of parking spaces for CVs, having regard to factors such as Hong Kong's future development, and propose targeted measures to ensure that the supply of parking spaces matches the demand.

3. The distribution of metered parking spaces (metered spaces) by district in the past three years is tabulated below:

District	2023	2024	2025
Central & Western	599	599	598
Eastern	579	592	589
Southern	687	685	688
Wan Chai	1 019	1 022	1 032
Hong Kong (Sub-total)	**2 884**	**2 898**	**2 907**
Kowloon City	2 564	2 576	2 632
Kwun Tong	575	630	638
Sham Shui Po	1 347	1 356	1 406
Wong Tai Sin	403	412	418
Yau Tsim Mong	1 982	1 994	1 955
Kowloon (Sub-total)	**6 871**	**6 968**	**7 049**
Islands	175	175	175
Kwai Tsing	516	585	600
North	1 069	1 125	1 115
Sai Kung	1 863	1 949	1 975
Sha Tin	1 699	1 705	1 702
Tai Po	1 599	1 616	1 633
Tsuen Wan	669	685	698
Tuen Mun	1 269	1 276	1 303
Yuen Long	1 182	1 229	1 226
New Territories (Sub-total)	**10 041**	**10 345**	**10 427**
Total	**19 796**	**20 211**	**20 383**

The average utilisation rates of metered spaces in the past three years are tabulated below:

District	2023		2024		2025	
	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)
Central & Western	90	81	93	86	91	84
Eastern	91	83	91	92	91	92
Southern	62	70	68	73	68	73
Wan Chai	91	91	90	89	89	88
Hong Kong (Sub-total)	**84**	**82**	**88**	**85**	**87**	**85**
Kowloon City	95	95	91	91	90	90
Kwun Tong	93	95	92	93	93	92
Sham Shui Po	96	91	94	93	93	94
Wong Tai Sin	91	91	94	93	92	92
Yau Tsim Mong	93	92	96	94	95	96

District	2023		2024		2025	
	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)	Weekdays (%)	Weekends and holidays (%)
Kowloon (Sub-total)	**95**	**93**	**93**	**94**	**93**	**92**
Islands	68	76	75	73	74	74
Kwai Tsing	92	92	96	91	95	91
North	88	90	88	89	88	89
Sai Kung	74	76	75	70	75	69
Sha Tin	87	92	86	90	86	89
Tai Po	88	92	82	90	83	91
Tsuen Wan	88	92	90	92	88	93
Tuen Mun	88	92	84	92	83	94
Yuen Long	88	90	89	85	90	86
New Territories (Sub-total)	**85**	**88**	**85**	**86**	**86**	**87**
Total	**88**	**89**	**88**	**88**	**88**	**88**

4. The Government has all along been combating the illegal occupation of metered spaces, deterring fare evasion and other forms of illegal use, with a view to enhancing turnover and ensuring that these spaces meet short-term parking needs. The Hong Kong Police Force (HKPF) conducts inspections and takes enforcement actions against unpaid parking, and maintains close coordination with relevant departments, such as the TD, at the district level for ongoing monitoring. The parking meter system, equipped with sensors, can detect real-time occupancy and enable the TD to identify unpaid metered spaces through the backend computer system. The TD shares this information with the HKPF via a dedicated application to facilitate enforcement.

The parking meter operator engaged by the TD provides the HKPF with information on unpaid but occupied metered spaces detected by the sensors for follow-up, and dispatches staff to regularly patrol parking meters in various districts. If any unlawful occupation of metered spaces is observed, the contractor will report the situation to relevant departments (for example, the HKPF, the Lands Department and the Food and Environmental Hygiene Department) for enforcement.

Moreover, the TD is arranging for the testing of artificial intelligence sensors to distinguish whether objects occupying metered spaces are vehicles, thereby enhancing the management and operational efficiency of metered spaces and facilitating follow-up by the relevant law enforcement departments. The TD and the Electrical and Mechanical Services Department have formulated technical details for the pilot scheme and completed the tender exercise in the first quarter of this year. The development of the relevant equipment is expected to commence in the second quarter of this year, to be followed by a six-month on-site trial.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB250**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2405)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It has been more than two years since the implementation of the toll plan for rationalising traffic among the three road harbour crossings (RHCs) at the end of 2023, please advise this Committee of the following:

1. the average daily traffic flows of various types of vehicles at the three RHCs and their respective percentages in the past three years;

2. the design capacities and peak-hour utilisation rates of the three RHCs in the past three years; and

3. in relation to the significantly increased traffic flow at the Western Harbour Crossing (WHC) after the implementation of the toll plan for rationalising traffic among the three RHCs, the measures taken by the Government to alleviate congestion at WHC during peak hours and the impact on traffic flow on adjoining roads in the past two years.

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 5)

Reply:

1. The average daily traffic flows of the three road harbour crossings (RHCs), namely the Western Harbour Crossing (WHC), the Cross-Harbour Tunnel (CHT) and the Eastern Harbour Crossing (EHC), on weekdays with a breakdown by vehicle type and respective percentage, in the past three years (i.e. 2023 to 2025) are set out at **Annex 1**.

2. The design capacities and peak-hour utilisation rates (measured by ratios of vehicular flow/design capacity) of the three RHCs in the past three years (i.e. 2023 to 2025) are tabulated at **Annex 2**.

3. According to the traffic data of 2025, after the implementation of time-varying tolls, the total cross-harbour traffic flows of the three tunnels on weekdays remained generally stable without significantly inducing additional traffic. At the same time, the traffic

was more evenly distributed among the three RHCs, and the capacity of each tunnel was better utilised, thus effectively achieving the policy objectives and expectations.

With the reduction in tolls, the traffic at WHC is busier than before. To alleviate traffic conditions at WHC, the Government has constructed an additional lane at the exit of WHC on the Hong Kong Island towards Central and Sheung Wan, which was commissioned on 30 November 2025, allowing vehicles, in particular heavy vehicles and buses, to travel to Central, Sheung Wan and Sai Ying Pun more directly without the need to weave. It is observed that there has been a noticeable reduction in vehicle weaving at the tunnel portal since the commissioning of the additional lane. The traffic flow is significantly smoother than before, allowing more vehicles to pass through the tunnel, thereby increasing the actual number of vehicles accommodated by the tunnel.

Annex 1

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentage at the Three RHCs (in Two-way Vehicles) [1&2]

Year	WHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023	36 200 [50%]	1 400 [2%]	19 100 [27%]	4 200 [6%]	400 [1%]	10 700 [15%]
2024	51 300 [50%]	2 100 [2%]	22 700 [22%]	5 700 [6%]	500 [1%]	20 200 [20%]
2025	57 500 [53%]	2 200 [2%]	21 600 [20%]	6 000 [6%]	400 [1%]	20 800 [19%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total daily traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Annex 1

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentage at the Three RHCs (in Two-way Vehicles) [1&2]

Year	CHT					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023	48 800 [48%]	4 500 [4%]	16 700 [16%]	6 400 [6%]	800 [1%]	24 600 [24%]
2024	53 600 [57%]	3 900 [4%]	17 200 [18%]	5 400 [6%]	600 [1%]	14 100 [15%]
2025	55 800 [60%]	3 600 [4%]	16 300 [17%]	5 200 [6%]	500 [1%]	12 300 [13%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total daily traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Annex 1

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentage at the Three RHCs (in Two-way Vehicles) [1&2]

Year	EHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2023	42 000 [57%]	2 600 [4%]	14 200 [19%]	2 800 [4%]	600 [1%]	11 200 [15%]
2024	40 800 [57%]	2 700 [4%]	12 800 [18%]	3 100 [4%]	600 [1%]	12 000 [17%]
2025	41 400 [58%]	2 700 [4%]	11 900 [17%]	3 200 [4%]	600 [1%]	11 600 [16%]

Notes:

1. Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
2. Figures in brackets denote the percentage share of the respective vehicle type in the total daily traffic flow.
3. "Motorcycle" includes motor tricycles.
4. "Bus" includes public and private buses.
5. "Light bus" includes public and private light buses.
6. The percentages may not add up to 100% due to rounding.

Annex 2

Design Capacities and Peak-hour [1] Utilisation Rates [2] of the Three RHCs

Tunnel	Design capacity (vehicle/hour)	Peak-hour utilisation rates		
		2023	2024	2025
WHC	4 200	0.9	1.0	1.0
CHT	2 600	1.1	1.1	1.1
EHC	2 600	1.0	1.1	1.1

Notes:

1. Peak hours of the RHCs refer to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m. on weekdays (i.e. Mondays to Fridays, except public holidays).

2. The utilisation rate of tolled tunnels refers to the ratio of average hourly traffic flow to tunnel design capacity provided by toll collection systems. The utilisation rates set out in the table 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 flow and the design capacity may not truly reflect the actual traffic condition.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB251

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0402)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In recent years, the Government has been actively promoting smart mobility, including the development of automated parking systems (APS) and the optimisation of the HKeMeter mobile application. In this connection, will the Government advise this Committee of the following:

1. the estimated expenditure for the construction and planning of APS in 2026-27; and among which the specific estimated amounts for taking forward APS at the automated car parks on the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), newly completed government car parks, and short-term tenancy (STT) car park projects;

2. the number of APS parking spaces in operation in various districts of Hong Kong as at the end of February 2026; and whether the current progress aligns with the Government's target of providing no less than 3 000 APS parking spaces by 2026, and the expected date for full achievement of the target;

3. the expenditures for the operation and optimisation of the HKeMeter mobile application in each of the past three financial years (2023-24 to 2025-26) and the estimated expenditure in 2026-27;

4. the number of transactions made through HKeMeter and its proportion in the total number of payment transactions for on-street parking spaces in Hong Kong; and the average monthly number of active users in the past year (2025-26); and

5. whether the Transport Department will earmark any resources in 2026-27 to further enhance the functions of the HKeMeter mobile application, such as including real-time parking vacancy information, extending the time limit for remote payment, or integrating more smart mobility services, in order to improve user experience and parking efficiency; if yes, the details and the estimated expenditure.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 25)

Reply:

(1) and (2)

The Transport Department (TD) has been implementing public vehicle parking projects with APS in Hong Kong since 2020, and has been actively promoting APS in suitable STT car parks and public works projects. Among them, three SST car parks with APS have already been commissioned. The first public works project with APS is located at Tseung Kwan O Government Offices Public Car Park, which was commissioned in December 2025. Information on various projects since 2020 is listed at **Annex**. The automated car park project on the Hong Kong Port Island of the HZMB was constructed by the Airport Authority Hong Kong and did not involve any additional government expenditure. The Government is taking forward various projects in accordance with the targets.

(3) The recurrent expenditures for the parking meter system (meter system) in the past three financial years and 2026-27 estimate are as follows:

	2023-24	**2024-25**	**2025-26 (Estimate)**	**2026-27 (Estimate)**
Recurrent Expenditure ($ million)	51	58	62	68

(4) To tie in with the implementation of the new meter system in January 2021, the TD has introduced the HKeMeter mobile application, which has accumulated about 1 million downloads. The meter system processed a total of about 58 million transactions in the financial year of 2025-26 (up to February 2026), with over 60% completed via HKeMeter.

(5) Currently, HKeMeter provides real-time information on metered parking spaces to assist motorists in finding vacant parking spaces, and enables remote payment of parking fees via the mobile application using various electronic payment means. HKeMeter has also been linked to HKeMobility mobile application to offer more diversified and one-stop smart mobility services. The TD will continue to closely monitor the performance of the meter system, gauge users' feedback from various channels such as social media, mobile app stores and the hotline, and keep in view relevant technological developments, with a view to further enhancing the system performance and users' experience.

Annex

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)	Estimated Expenditure
A. APSs in STT car parks					
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	November 2021 (Commissioned)	245 (78)	Funded by the STT car park operator
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	December 2022 (Commissioned)	250 (52)	Funded by the STT car park operator
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	April 2024 (Commissioned)	210 (52)	Funded by the STT car park operator
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2026 (Tentative)	About 200 (117)	Funded by the STT car park operator
STT Car Park at Lok Wah Street, Tsz Wan Shan	Puzzle stacking	October 2025	2027 (Tentative)	About 180 (about 40)	Funded by the STT car park operator
STT Car Park at Po Tai Street, Ma On Shan	To be confirmed	October 2025	2027 (Tentative)	About 270 (about 100)	Funded by the STT car park operator

B. APSs in public works projects					
Project	**APS Type**	**Commencement of Construction**	**Expected Commissioning Date**	**Total Number of Parking Spaces (Number of APS parking ppaces)**	**Estimated Expenditure for the Entire Public Works Programme Item[Note 1]**
Tseung Kwan O Government Offices Public Car Park (i.e. Joint-user Government Office Building in Area 67, Tseung Kwan O)	Puzzle stacking	September 2020	December 2025 (Commissioned)	388 (225)	$5,228.4 M [Note 2]
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2027 (Tentative)	About 320 (about 160)	$1,605.0 M [Note 3]
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2028 (Tentative)	About 200 (about 170)	$777.9 M [Note 4]
Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	November 2024	2029 (Tentative)	About 350 (about 180)	$2,888.4 M [Note 5]
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	May 2025	2029 (Tentative)	About 450 (about 300)	$1,208.0 M [Note 6]

Note 1: The estimated expenditure is calculated in money-of-the-day prices and is the approved project estimate for the entire Public Works Programme Item approved by the Finance Committee

Note 2: Including the construction costs for government offices and facilities, general out-patient clinic, job centre, families clinic and dental clinic, child care centre and public car park

Note 3: Including the construction costs for open space, sports centre and public car park

Note 4: Including the construction costs for open space and public car park

Note 5: Including the construction costs for sports centre, indoor heated swimming pool, the Hong Kong Public Libraries New Book Centre, community hall, the Sha Tin District Office's Ma On Shan Sub-office and public car park

Note 6: Including the construction costs for town park and public car park

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB252**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0839)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the impact on the traffic distribution among the three tunnels (the Eagle's Nest Tunnel and Sha Tin Heights Tunnel, the Lion Rock Tunnel, and the Tate's Cairn Tunnel) in the New Territories East connecting to Kowloon after the implementation of traffic redistribution among the three road harbour crossings (RHCs) and the related improvement measures, will the Government advise this Committee of the following:

(1) the average daily vehicle trips of the Eagle's Nest Tunnel and Sha Tin Heights Tunnel, the Lion Rock Tunnel, and the Tate's Cairn Tunnel annually before and after the implementation of the of traffic redistribution (2023, 2024 and 2025) among the three RHCs; the traffic flow and changes in traffic flow for various types of vehicles such as private cars, taxis, and commercial vehicles;

(2) any new measures the Government has in place to improve congestion at the Tate's Cairn Tunnel during peak hours in 2026-27; the specific measures and the expenditure involved;

(3) the estimated cost for the works to expand the bus-bus interchange at the Sha Tin portal of the Tate's Cairn Tunnel in 2026-27; the expected date of completion of the works and its commissioning;

(4) whether the Government will consider adjusting the toll structure of the three tunnels to further utilise the remaining capacity of the Eagle's Nest Tunnel with a view to alleviating the pressure on the Tate's Cairn and Lion Rock Tunnels; if yes, provide the details; if not, provide the reasons; and

(5) whether the Government has assessed the impact of the Central Kowloon Route, upon its expected full commissioning in 2026, on the traffic flow and traffic redistribution effects of the three tunnels in the New Territories East; if yes, provide the results.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 22)

Reply:

(1) The average daily traffic flows and the daily traffic flows by vehicle type for the Eagle's Nest Tunnel and Sha Tin Heights Tunnel, the Lion Rock Tunnel, and the Tate's Cairn Tunnel (hereinafter referred to as the "three land tunnels (LTs)") for 2023, 2024 and 2025 are set out at **Annex**.

(2), (4) and (5)

The Government has been taking a multi-pronged approach to alleviate traffic pressure by enhancing transport infrastructure, expanding and improving the public transport system and managing road use.

Upon completion of the Tai Po Road (Sha Tin Section) widening works since 2024, motorists travelling between the New Territories East and the urban areas via Route 8 (including the Eagle's Nest Tunnel and Sha Tin Heights Tunnel) have experienced smoother traffic. The Trunk Road T4 in Sha Tin under construction will connect the Shing Mun Tunnel Road, Tsing Sha Highway and Sha Tin Road. Upon completion of the Trunk Road T4 in Sha Tin, residents in the New Territories East, particularly those in Sha Tin East and the vicinity of Ma On Shan, may travel to Tsuen Wan and West Kowloon direct via this trunk road without passing through the Sha Tin town centre. This will further enhance the road network between the New Territories East and the urban areas, thereby alleviating the traffic pressure in the New Territories East. It is expected that the distribution of traffic among the three LTs will change by then, with better utilisation of the current spare capacity of the Eagle's Nest Tunnel and Sha Tin Heights Tunnel.

Route 6, which will be fully commissioned after the completion of the Kowloon Bay section of the Central Kowloon Bypass at the end of this year, will further redistribute the traffic along the east-west major roads in Kowloon, including Lung Cheung Road which links the three LTs. By then, motorists will have more flexibility in choosing tunnels and routings, and the distribution of traffic among the three LTs may also have a change.

We will continue to monitor the overall traffic situation and, based on the latest traffic data, explore whether there is room to adjust the toll structure and levels of the three LTs so as to rationalise traffic flow more effectively.

(3) The estimated expenditure for the works of the proposed bus-bus interchange at the Tate's Cairn in 2026-27 is $2.4 million. The works are expected to be completed and commissioned in 2029.

Annex

Average Daily Traffic Flow by Vehicle Type at the Eagle's Nest Tunnel and Sha Tin Heights Tunnel (in Two-way Vehicles)[1]

Year	Private car, taxi and motorcycle				Commercial vehicle[2]	Total
	Private car	Taxi	Motorcycle	Sub-total		
2023	40 650[3]		900	41 550	18 050	59 610
2024	32 960	9 800	930	43 690 (+5.2%)	19 550 (+8.3%)	63 250 (+6.1%)
2025	34 250	9 200	920	44 380 (+1.6%)	19 190 (-1.9%)	63 570 (+0.5%)

Average Daily Traffic Flow by Vehicle Type at the Lion Rock Tunnel (in Two-way Vehicles)[1]

Year	Private car, taxi and motorcycle				Commercial vehicle[2]	Total
	Private car	Taxi	Motorcycle	Sub-total		
2023	65 600[4]			65 600	20 960	86 560
2024	51 170	13 760	1 570	66 500 (+1.4%)	18 790 (-10.4%)	85 290 (-1.5%)
2025	51 254	12 910	1 480	65 650 (-1.3%)	17 200 (-8.4%)	82 850 (-2.9%)

Annex

Average Daily Traffic Flow by Vehicle Type at the Tate's Cairn Tunnel (in Two-way Vehicles)[1]

Year	Private car, taxi and motorcycle				Commercial vehicle[2]	Total
	Private car	Taxi	Motorcycle	Sub-total		
2023	42 320[5]		1 370	43 690	14 250	57 940
2024	33 030	7 550	1 360	41 940 (-4.0%)	14 900 (+4.5%)	56 840 (-1.9%)
2025	33 470	7 090	1 300	41 850 (-0.2%)	15 020 (+0.8%)	56 870 (+0.1%)

Note:

1. The numbers in the brackets show the year-on-year change.
2. Commercial vehicles include buses, light buses and goods vehicles.
3. The Eagle's Nest Tunnel and Sha Tin Heights Tunnel implemented the free-flow tolling service of HKeToll starting from 5 a.m. on 7 May 2023. Before that, only the combined numbers of private cars and taxis were available.
4. The Lion Rock Tunnel implemented the free-flow tolling service of HKeToll starting from 5 a.m. on 28 May 2023. Before that, only the combined numbers of private cars, taxis and motorcycles were available.
5. The Tate's Cairn Tunnel implemented the free-flow tolling service of HKeToll starting from 5 a.m. on 26 November 2023. Before that, only the combined numbers of private cars and taxis were available.
6. Due to rounding off to the nearest ten, the total may not equal the sum of the individual items.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB253**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0840)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Following the progressive implementation of HKeToll, the free-flow tolling system, at various government tunnels starting from May 2023, toll booths were replaced. Regarding the total expenditure and operational effectiveness of the system, will the Government inform this Committee of the following:

1. the total expenditure of HKeToll, including the specific amounts for system development and design, daily operation and maintenance, customer services and enquiries, publicity and marketing, and other related costs, as at the end of February 2026;

2. the annual numbers of traffic accidents occurred in each tunnel from 2022 to 2025, and whether the numbers of traffic accidents occurred in the toll plazas have increased/decreased since the implementation of HKeToll at various tunnels;

3. whether the Government has earmarked resources to enhance the dissemination of information for HKeToll in 2026-27, including strengthening hotline staff training and improving the functions of the mobile application, so as to improve transparency and service quality; if yes, the details and specific expenditure;

4. the cumulative numbers of enquiries or complaints related to HKeToll received by the Transport Department as at the end of February 2026, broken down by the nature of complaints (including charging errors, failure to recognise vehicle registration marks, account management, delay in the delivery of payment notices, etc.); and

5. the number of concluded cases and their percentage among the above complaints, the number of cases involving refunds and the amount of refunds, and whether the Government has earmarked resources to improve the complaint handling mechanism and shorten the response time in 2026-27; if yes, the details and expenditure?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 23)

Reply:

1. The approved commitment for the installation of the HKeToll systems at government tolled tunnels and the Tsing Sha Control Area is $945.98 million. In addition, the Government has respectively engaged, through open tender, a toll service provider (TSP) and contractors to provide services for the collection of tolls, operation (including customer services and publicity) and maintenance of the HKeToll backend system and on-site equipment at all government tolled tunnels, etc. Since 2023-24, TD's recurrent expenditures for performing the above tasks under the contracts are $200 million for 2023-24, $230 million for 2024-25 and $250 million for 2025-26 (revised estimate).

2. The numbers of traffic accidents within the tunnel area of each tunnel between 2022 and 2025 are tabulated below:

Tunnel	**Number of traffic accidents**			
	2022	**2023**	**2024**	**2025** [1]
Cross-Harbour Tunnel (CHT) [2]	66	67	40	35
Western Harbour Crossing (WHC) [2]	29	47	98	90
Eastern Harbour Crossing (EHC) [2]	40	32	23	23
Tate's Cairn Tunnel	22	36	22	24
Lion Rock Tunnel	32	33	24	38
Tseung Kwan O Tunnel	45	33	34	22
Shing Mun Tunnels	30	27	35	37
Aberdeen Tunnel	22	24	29	30
Kai Tak Tunnel	28	24	35	24
Tai Lam Tunnel	14	22	24	37
Cheung Tsing Tunnel	5	17	26	24
Tai Wai Tunnel, Sha Tin Heights Tunnel and Eagle's Nest Tunnel	15	16	12	13
Tuen Mun-Chek Lap Kok Tunnel	5	14	11	13
Central-Wan Chai Bypass Tunnel	4	11	12	9
Tseung Kwan O-Lam Tin Tunnel [3]	0	8	6	6
Lung Shan Tunnel and Cheung Shan Tunnel	3	4	8	14
Nam Wan Tunnel	1	3	6	9
Discovery Bay Tunnel Link	0	1	1	0
Airport Tunnel	0	0	0	0
Scenic Hill Tunnel	0	0	2	0
Central Kowloon Bypass (Yau Ma Tei Section Tunnel) [4]	N/A	N/A	N/A	0

Note 1: Provisional figures.

Note 2: The Government took over WHC in August 2023 and implemented the "633" fixed toll scheme at the three road harbour crossings (RHCs). Subsequently, time-varying tolls were implemented in December 2023.

Note 3: Tseung Kwan O–Lam Tin Tunnel commenced operation on 11 December 2022.

Note 4: Central Kowloon Bypass (Yau Ma Tei Section Tunnel) commenced operation on 21 December 2025.

The annual numbers of traffic accidents in the toll plaza of each tunnel before and after the implementation of HKeToll are tabulated below:

Tunnel (Implementation date of HKeToll)	**Number of traffic accidents**					
	Before implementation [5]			**After implementation [5]**		
	3rd Year	**2nd Year**	**1st Year**	**1st Year**	**2nd Year [6]**	**3rd Year (up to February 2026) [6,7]**
Tai Wai Tunnel, Sha Tin Heights Tunnel and Eagle's Nest Tunnel (7 May 2023)	1	1	8	4	7	1
Shing Mun Tunnels (21 May 2023)	5	16	8	5	2	5
Lion Rock Tunnel (28 May 2023)	20	26	33	11	12	4
CHT [9] (23 July 2023)	42	32	32	19	9	4
WHC [9] (6 August 2023)	13	8	10	15	16	10
EHC [9] (27 August 2023)	16	17	16	7	12	2
Tate's Cairn Tunnel (26 November 2023)	9	6	18	6	5	0
Aberdeen Tunnel (24 December 2023)	5	6	7	5	8	0
Tai Lam Tunnel (31 May 2025)	7	16	22 [6]	11 [6,8]	N/A	N/A

Note 5: The periods before and after implementation are calculated on a 12-month basis. Taking Tai Wai Tunnel, Sha Tin Heights Tunnel and Eagle's Nest Tunnel as examples, the first year before implementation refers to 7 May 2022 to 6 May 2023, the second year before implementation refers to 7 May 2021 to 6 May 2022; the first year after implementation refers to 7 May 2023 to 6 May 2024, and so on.

Note 6: Provisional figures.

Note 7: The tunnels (except Tai Lam Tunnel) have implemented HKeToll for less than three years. Therefore, the numbers of traffic accidents in the third year after the implementation are available up to February 2026.

Note 8: Tai Lam Tunnel has implemented HKeToll for less than one year. Therefore, the number of traffic accidents in the first year after the implementation is available up to February 2026.

Note 9: The Government took over WHC in August 2023 and implemented the "633" fixed toll scheme at the three RHCs. Subsequently, time-varying tolls were implemented in December 2023.

Overall, the numbers of traffic accidents occurred in the toll plaza of most tunnels after the implementation of HKeToll were similar to or lower than those before the implementation of HKeToll. The slight increase in traffic accidents in the toll plaza of WHC may be related to the increase in vehicle flow after the implementation of the new tolls since August 2023.

3. The TD has been closely monitoring TSP's service performance and requiring TSP to provide appropriate staff training to ensure proper responses to public enquiries. TSP also continues to optimise HKeToll service and strive to improve service quality through internal resources.

4-5. Since the implementation of HKeToll up to February 2026, there were about 67 complaints on average per day, accounting for about 0.01% of the overall average daily traffic flow (about 650 000 vehicles) using HKeToll. As the public gradually became familiar with the operation of HKeToll, the number of complaints decreased significantly by about 70% from about 3 500 on average per month in 2023 to about 1 200 in 2025. The complaints in relation to HKeToll are categorised as below:

	Number of complaint cases	
	Related to toll and/or surcharge payment	**Unrelated to toll and surcharge payment**
2023	17 758	10 204
2024	18 751	5 710
2025	12 166	2 193
2026 (Up to February)	1 725	580

Among the above complaints, over 90% have been concluded, while the remaining cases under processing are mainly related to refund of tunnel toll. Since some refunds cannot be made via the original payment method (such as where vehicle owners settled the payment in cash at convenience stores), TSP has to send refund application forms to vehicle owners by email and can only arrange refunds upon receipt of bank account information provided by vehicle owners. The TD and TSP will continue to explore system enhancements and upgrades, including the development of an online platform

for refund applications, with a view to expediting the processing of refund applications and further improving service levels.

In addition, from May 2023 to December 2025, the refund amounts involved in the applications accepted, accounting for about 0.006% of the traffic flow during the same period, were about $730,000. As the handling of complaints and refund applications is part of the requirements under the HKeToll service contract, there is no separate breakdown of the expenditure involved.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB254

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2406)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The threshold of monthly public transport expenses incurred for receiving the subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) was raised from $400 to $500 since June 2025, while the subsidy rate and cap remain unchanged. Regarding the latest expenditure and usage of the Scheme, will the Government inform this Committee of the following:

1. the actual expenditure of the Scheme in each of the past five financial years (from 2021-22 to 2025-26); the estimated expenditure for 2026-27; the rates of change compared to the revised estimate for 2025-26 and the reasons for the change;

2. the average monthly number of beneficiaries and average subsidy amount in each of the past five financial years (from 2021-22 to 2025-26); the number of beneficiaries receiving the maximum amount of subsidy (i.e. $400) and their proportion of the total number of beneficiaries; the estimated number of beneficiaries and average subsidy amount in 2026-27;

3. the changes in the monthly number of beneficiaries and expenditure on the subsidy since the threshold for receiving the subsidy was raised in June 2025 up to end-February this year, compared to the same period before the adjustment; and

4. the administrative costs of the Scheme in each of the past five financial years (from 2021-22 to 2025-26).

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 24)

Reply:

1. and 4.

The total expenditure and recurrent expenditure (excluding the subsidy amount) under the Public Transport Fare Subsidy Scheme (the Scheme) in the financial years from 2021-22 to 2024-25 are as follows:

Financial Year	Total expenditure of the Scheme ($ million)	Recurrent expenditure (excluding the subsidy amount) ($ million)
2021-22	3,363.8	41.8
2022-23	3,162.0	37.4
2023-24	3,535.3	40.1
2024-25	2,482.6	42.0

Note: To allow more commuters to benefit from the Scheme during the COVID-19 pandemic, the Government implemented temporary special measures to temporarily relax the monthly public transport expenses threshold of the Scheme from $400 to $200 and temporarily increase the monthly subsidy cap from $400 to $500 from May 2022 to October 2023. With the expiry of the temporary special measures, the monthly public transport expenses threshold and the monthly subsidy cap were $400 from November 2023 to May 2025.

From 1 June 2025 onwards, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme was raised from $400 to $500. Taking into account the expenditure savings brought about by the adjustment to the Scheme, the estimated total expenditure of the Scheme for the 2026-27 financial year is $2.815 billion, which represents an increase of about $720 million over the revised estimate of $2.096 billion for the 2025-26 financial year, mainly having regard to factors such as increase in public transport patronage and fare adjustments. According to the revised estimate for the 2025-26 financial year, the recurrent expenditure (excluding the subsidy amount) of the Scheme is estimated to be $46 million.

2. The average monthly number of beneficiaries, the average amount of monthly subsidy per beneficiary, the number of beneficiaries receiving the maximum amount of monthly subsidy and their proportion of the total number of beneficiaries in the past five years are as follows:

Year	Average monthly number of beneficiaries ('000)	Average amount of monthly subsidy per beneficiary ($)	Receiving the maximum amount of monthly subsidy	
			Average monthly number of beneficiaries ('000)	Proportion of the total number of beneficiaries
2021	2 999	103	9	0.3%
2022	2 274	104	9	0.4%
2023	3 036	107	15	0.5%
2024	1 988	106	28	1.4%
2025	1 764	106	27	1.5%

The estimated subsidy amount for the 2026-27 financial year is about $2.767 billion.

3. After adjustment to the Scheme, the average monthly subsidy amount from June 2025 to February 2026 was about $162 million, while the average monthly number of beneficiaries was about 1.6 million, representing a decrease of about $52 million and 0.4 million in the average monthly subsidy amount and the average monthly number of beneficiaries respectively as compared with the same period prior to the adjustment (i.e. from June 2024 to February 2025).

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB255**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2426)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Since the launch of the Labour Importation Scheme for Transport Sector - Public Light Bus /Coach Trade (the Scheme), the Public Light Bus (PLB) driver shortage problem has effectively alleviated and the service quality has been enhanced, such as reducing the lost trips. It is also observed that the working attitude of imported drivers are generally good. Regarding the Scheme, please inform this Committee of the following:

1. the up-to-date number of imported drivers with two-year contracts expired whose renewal applications have been approved amongst the number of imported drivers coming to work in Hong Kong under the Scheme; and

2. whether the Government will consider increasing the number of quotas on imported drivers given that the PLB trade is still facing recruitment difficulties; if yes, the details; whether the Government will further implement streamlined measures on application procedures to shorten the processing time; if not, the reasons; and whether there are any other measures to alleviate the driver shortage problem in the transport sectors.

Asked by: Hon LEUNG Chun, Jonathan (LegCo internal reference no.: 30)

Reply:

1. and 2. The Government has all along been concerned about the long standing driver shortage problem faced by the PLB trade. To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved a total of 900 PLB driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD)). In addition, as for the gradual expiry of the contracts of the first batch of imported workers from the end of 2025, the TD announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit renewal applications to the TD five months prior to the expiry of the contracts of their imported drivers. As at end-February 2026, 324 PLB

driver quotas have been granted with approval for renewal. The TD will continue to process the renewal applications received, including reviewing whether or not the operators continue to meet the criteria of the Scheme (including maintaining the manning ratio of 1:2 for imported labours to full-time local staff of 1:2, the wage levels of imported labours at not less than the median monthly wages of the relevant posts, and complying with local driver recruitment requirements, etc). At present, the TD has no plan to adjust the total number of quotas. In future, the TD will continue to pay attention to the changes in the local labour market and the manpower situation, review the implementation of the Scheme and assess the manpower demand of the industry. At the same time, the TD will maintain close liaison with various stakeholders, and enhance information dissemination through the stakeholders consultative group as well as review the Scheme in a timely manner with reference to the opinions.

Moreover, the TD has been maintaining close communication with the trade and keeping in view the situation of driver shortage through regular meetings and daily service monitoring. Apart from the Scheme, the Government continues to implement various measures with a view to assisting and encouraging the trade to boost local recruitment, including the relaxation of application requirements for driving licence for commercial vehicles, co-ordination of the trade's participation in various employment schemes, promotion of diversified local recruitment channels and introduction of relevant training courses of the trade, etc. At the same time, through the collaboration of the TD and the Employees Retraining Board (ERB), ERB as well as the PLB operators and third-party training organisations launched the placement-tied driving training scheme in 2024 with the green minibus (GMB) as a pilot with a view to encouraging local workers to join the PLB trade. The first batch of trainees was deployed to driving duties for designated GMB routes (after completing the training courses and obtaining the relevant driving licences) in the second quarter of 2025. ERB has continued the placement-tied driving training scheme for the GMB trade in 2025. Some trainees of the second batch who obtained the required driving licences and completed route training, have been deployed to driving duties for designated GMB routes in January 2026.

The Government will continue to encourage operators to improve the remuneration packages of their staff through various means, such as increasing wages and paid leave, so as to create a more desirable working environment and attract more new blood to the trade, as well as to employ part-time drivers to meet the manpower demand for services during peak hours.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB256

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0027)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the current total number of parking spaces provided in automated car parks constructed by the Government;

2. the average utilisation rates of the government automated car parks in the past year;

3. the project details and site selection of the planned automated car parks in the future; the latest progress and expected completion dates of the relevant projects; and

4. whether the Government will implement more measures to encourage private developers to adopt APS; if yes, the details; if no, the reasons.

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 32)

Reply:

1. and 3.

The Transport Department (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. Among them, three STT car parks with APS have already been commissioned, locating at Hoi Shing Road in Tsuen Wan, Pak Shek Kok in Tai Po and Tung Chau Street in Sham Shui Po. The first public works project with APS is located at the Tseung Kwan O Government Offices Public Car Park, which was commissioned in December 2025. Information of the APS projects implemented since 2020 is listed at **Annex**.

2. For government car parks, the Tseung Kwan O Government Offices Public Car Park was commissioned in December 2025. The relevant departments are collecting data in the coming months to calculate the average utilisation rate.

For STT car parks, the three car parks already commissioned are funded and constructed by the relevant tenants, and are operated on a commercial basis. According to the information provided by the tenants, the average utilisation rates of APS in the relevant car parks are around 70% to 90% in 2025.

4. The Government had consulted and gathered valuable feedback on how to facilitate the adoption of APS in private development projects from relevant stakeholders, including the Real Estate Developers Association of Hong Kong, professional bodies, the Hong Kong, China Automobile Association, car park operators and APS suppliers, etc. Following the promulgation of the Guideline for Implementing Mechanized Vehicle Parking Systems by the Electrical and Mechanical Services Department, the TD updated the Transport Planning and Design Manual in 2022 to include the design considerations and technical requirements of APS for industry's reference. The Government consider that implementation of various public vehicle parking projects with APS can provide useful reference for the industry and strengthen the confidence of developers and private property owners in the application of APS. The Government will timely share with the stakeholders the experience gained from the implementation of APS projects, with a view to facilitating a wider and more efficient application of APS in Hong Kong by the Government and the trade in the future.

Annex

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)
A. APS in STT car parks				
STT Car Park at Hoi Shing Road, Tsuen Wan	Puzzle stacking	December 2020	November 2021 (Commissioned)	245 (78)
STT Car Park at Pak Shek Kok, Tai Po	Puzzle stacking	December 2021	December 2022 (Commissioned)	250 (52)
STT Car Park at junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	February 2023	April 2024 (Commissioned)	210 (52)
STT Car Park at Hoi Wang Road, Yau Ma Tei	Puzzle stacking	July 2023	2026 (Tentative)	About 200 (117)
STT Car Park at Lok Wah Street, Tsz Wan Shan	Puzzle stacking	October 2025	2027 (Tentative)	About 180 (About 40)
STT Car Park at Po Tai Street, Ma On Shan	To be confirmed	October 2025	2027 (Tentative)	About 270 (About 100)
B. APS in public works projects				
Tseung Kwan O Government Offices Public Car Park (i.e. Joint-user Government Office Building in Area 67, Tseung Kwan O)	Puzzle stacking	September 2020	December 2025 (Commissioned)	388 (225)
District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Vertical lifting and horizontal sliding	May 2022	2027 (Tentative)	About 320 (About 160)
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	August 2023	2028 (Tentative)	About 200 (About 170)
Amenity Complex in Area 103, Ma On Shan	Puzzle stacking	November 2024	2029 (Tentative)	About 350 (About 180)

Project	APS Type	Commencement of Construction	Expected Commissioning Date	Total Number of Parking Spaces (Number of APS parking spaces)
Town Park with Public Vehicle Park in Area 66, Tseung Kwan O	Puzzle stacking	May 2025	2029 (Tentative)	About 450 (About 300)

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB257**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2783)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the supply of parking spaces in Hong Kong, will the Government advise this Committee of the following:

(1) the number of parking spaces in various districts of Hong Kong, with a breakdown by private car and motorcycle, in the past year;

(2) the utilisation rates of various government car parks in the past year;

(3) the number of additional parking spaces planned to be provided in various districts, with a breakdown by private car and motorcycle, in the coming three years;

(4) the numbers and percentages of government and short-term tenancy (STT) car parks that are currently accessible from the HKeMobility platform; whether the Government will explore with the Housing Authority and the Housing Society consolidating the real-time data of public housing estate car parks onto the platform;

(5) whether the Government has a mechanism in place to assess the parking demand in various districts; if yes, the specific indicators; if not, the reasons.

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 31)

Reply:

(1) The numbers of private car (PC) and motorcycle (MC) parking spaces in the 18 districts in Hong Kong as at December 2025 are at **Annex 1**.

(2) The utilisation rates of the public car parks managed by the Transport Department (TD), the Government Property Agency (GPA) and the Leisure and Cultural Services Department (LCSD) as at December 2025 are at **Annex 2**, **Annex 3** and **Annex 4** respectively.

(3) The Government expects to provide 12 000 additional parking spaces across the territory in 2025 and 2026, covering both PCs and MCs. Moreover, the first three public vehicle parks (PVPs)[Note] implemented under the "single site, multiple use" principle have been commissioned, providing a total of about 680 PC parking spaces and 35 MC parking spaces. With the successive commissioning of more PVP projects, including the PVP at Area 99 in Tung Chung, District Open Space, Sports Centre and PVP at Sze Mei Street, redevelopment of Yuen Long Stadium and Kwun Tong Composite Development Project, a total of about 460 PC parking spaces and about 60 MC parking spaces will be provided. Together with other development projects and the ongoing short- and medium-term parking measures, the new supply of parking spaces will further increase over the next few years. The TD will continue to step up its efforts, focusing on areas with a shortage of parking spaces to increase the provision of on-street parking spaces as far as practicable. It will also continue to stipulate the provision of a minimum number of commercial vehicle (CV) parking spaces in suitable short-term tenancy (STT) car parks.

Note: Including Ka Fu Fong Public Car Park in Sheung Shui, Pak Shing Kok Road Public Car Park in Tseung Kwan O and Tseung Kwan O Government Offices Public Car Park.

(4) The TD has been encouraging operators of public car parks to provide real-time parking vacancy information to facilitate motorists' search for parking spaces. At present, "HKeMobility" application provides real-time information on 225 government car parks and 77 STT car parks, accounting for about 40% of the 758 car parks providing real-time information covered by "HKeMobility".

Besides, the TD has been liaising with the Hong Kong Housing Authority and the Hong Kong Housing Society. At present, "HKeMobility" provides real-time parking space information on 108 car parks in public housing estates managed by the Hong Kong Housing Authority and the Hong Kong Housing Society.

(5) The TD has been monitoring the demand for and supply of parking spaces in various districts in the territory and has comprehensively increased parking supply through a multi-pronged approach. The ratio of parking spaces to licensed vehicles across the territory has increased progressively in recent years and the relevant measures have gradually shown results. For PCs, the ratio steadily increased from 1:1.10 in 2020 to 1:1.14 in 2025, while that for CVs also increased from 1:0.64 to 1:0.67. The Government continues to actively pursue a host of short-term and medium-to-long-term measures to increase the supply of parking spaces.

Parking demand in each district depends on various factors, including the overall economic situation, local population structure and economic activity patterns. The demand for PC parking spaces is influenced by household income and housing types, while the parking demand for CVs hinges on the local demand for and supply ofl parking spaces, mode of operation, parking habits, and places of residence and work of drivers. Hence, when planning and implementing car park projects, the TD will assess demand at the district level, including reviewing the illegal parking situation in the vicinity and nearby facilities and amenities, with a view to achieving a proper match between the demand and supply.

As announced in the Transport Strategy Blueprint, the TD will initiate a new round of parking demand and supply study in 2026 to review the existing parking facilities and the parking demand and supply of various types of vehicles, in particular CVs. The study results and recommendations are expected to be released in 2027. In addition to analysing the demand-supply gap for CV parking spaces, the study will also estimate the medium- and long-term demand for parking spaces in various areas.

Annex 1

Numbers of PC and MC parking spaces in 18 districts as at December 2025[Note]

District	Number of parking spaces	
	PC	**MC**
Central & Western	39 126	1 604
Wan Chai	39 257	1 435
Eastern	46 916	2 810
Southern	41 083	2 060
Yau Tsim Mong	35 684	2 219
Sham Shui Po	31 797	2 399
Kowloon City	55 498	2 630
Wong Tai Sin	20 580	2 591
Kwun Tong	48 513	5 197
Tsuen Wan	38 674	2 049
Tuen Mun	44 245	2 217
Yuen Long	44 720	2 142
North	23 277	1 071
Tai Po	34 276	1 303
Sai Kung	46 029	3 760
Sha Tin	76 131	3 623
Kwai Tsing	36 109	3 331
Islands	21 751	1 001
Total	**723 666**	**43 442**

Note: 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.

Annex 2

Utilisation rates of car parks operated by the TD in 2025

District	Car park	Number of parking spaces (except those for MCs) [Note]	Average utilisation rate (%) of parking spaces	
			From 10:00 am to 6:00 pm	From 6:00 pm to 10:00 am
Central and Western	Star Ferry	377	80	28
	City Hall	170	51	18
	Rumsey Street	829	60	34
	Kennedy Town	195	87	88
Wan Chai	Tin Hau	428	73	61
Eastern	Shau Kei Wan	385	74	74
Southern	Aberdeen	293	62	78
Wong Tai Sin	Sheung Fung Street	267	72	79
	Wong Tai Sin	25	33	44
Kwai Tsing	Kwai Fong	511	77	74
Tsuen Wan	Tsuen Wan	545	77	76

Note: The number of parking spaces at Wong Tai Sin Car Park is the number of parking spaces for coaches/goods vehicles (over 5.5 tonnes); and the numbers of parking spaces at the remaining ten car parks are the numbers of parking spaces for PCs/van-type light goods vehicles.

District	Car park	Average utilisation rate (%) of parking spaces for MCs		
		Number of MC parking spaces	From 10:00 am to 6:00 pm	From 6:00 pm to 10:00 am
Central and Western	Star Ferry	37	65	45
	City Hall	27	77	68
	Rumsey Street	164	74	68
	Kennedy Town	37	72	77
Wan Chai	Tin Hau	75	79	80
Eastern	Shau Kei Wan	72	71	78
Southern	Aberdeen	51	69	75
Wong Tai Sin	Sheung Fung Street	74	68	79
Kwai Tsing	Kwai Fong	93	80	78
Tsuen Wan	Tsuen Wan	34	69	67

Annex 3

Average utilisation rates (%) of public car parks managed by the GPA in 2025

District	Car park	Average utilisation rate (%)
		2025 (Note 1)
Central & Western	Queensway Government Offices	32
Wan Chai	No car park under GPA's management	
Eastern	North Point Government Offices	32
	Chai Wan Municipal Services Building (Note 2)	60
Southern	No car park under GPA's management	
Yau Tsim Mong	West Kowloon Government Offices	43
Sham Shui Po	Cheung Sha Wan Government Offices (Note 3)	54
Kowloon City	Tokwawan Market and Government Offices	97
	Trade and Industry Tower	31
Wong Tai Sin	No car park under GPA's management	
Kwun Tong	Shun Lee Disciplined Services Quarters (Note 2)	85
Tsuen Wan	No car park under GPA's management	
Tuen Mun	Tuen Mun Government Offices	9
Yuen Long	Yuen Long District Office Building	43
North	North District Government Offices	67
	Heung Yuen Wai Boundary Control Point (Note 2)	51
	Ka Fu Fong Public Car Park (Note 2)	54
Tai Po	Tai Po Government Offices	86
Sai Kung	Sai Kung Government Offices	25
	Tseung Kwan O Government Offices (Note 2) (Note 4)	-
	Chinese Medicine Hospital of Hong Kong (Note 2) (Note 5)	-
Sha Tin	Sha Tin Government Offices	33
	New Territories (Shatin) Forensic Medicine Centre (Note 2)	23
Kwai Tsing	No car park under GPA's management	
Islands	Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (Note 2) (Note 6)	19

Note 1: These are the average utilisation rates of parking spaces of the car parks during the operating hours from January to December 2025 provided by the contractors.

Note 2: The car parks at Chai Wan Municipal Services Building, Shun Lee Disciplined Services Quarters, Heung Yuen Wai Boundary Control Point, Ka Fu Fong Public Car Park, Tseung Kwan O Government Offices, The Chinese Medicine Hospital of Hong Kong, the New Territories (Shatin) Forensic Medicine Centre and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port are all-day fee-charging public car parks. The remaining properties in the above table are Joint-User General Office Buildings where the parking spaces are open for public use during non-office hours only.

Note 3: 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 Joint-User General Office Buildings and are open for public use during non-office hours only.

Note 4: The car park at Tseung Kwan O Government Offices commenced operation in mid-December 2025. The contractor provides the average utilisation rates of the parking spaces during the operating hours starting from January 2026.

Note 5: The car park at The Chinese Medicine Hospital of Hong Kong commenced operation in mid-December 2025. The contractor provides the average utilisation rates of the parking spaces during the operating hours starting from January 2026.

Note 6: The lease of the fee-charging public car park at Hong Kong-Zhuhai-Macao Bridge Hong Kong Port has been managed by the Airport Authority Hong Kong since 16 July 2025. The relevant data are the average utilisation rates of the parking spaces during the operating hours from January to June 2025.

Annex 4

Utilisation rates of public car parks managed by the LCSD in 2025

District	Average utilisation rate
Central & Western	41%
Wan Chai	51%
Eastern	41%
Southern	48%
Yau Tsim Mong	29%
Sham Shui Po	24%
Kowloon City	70%
Wong Tai Sin	31%
Kwun Tong	44%
Tsuen Wan	24%
Tuen Mun	49%
Yuen Long	38%
North	52%
Tai Po	29%
Sai Kung	38%
Sha Tin	42%
Kwai Tsing	47%
Islands	22%

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB258**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1342)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) is responsible for coordinating the maintenance and renovation of ferry piers. In this connection, will the Government inform this Committee of the following:

1. the number of ferry piers and public piers currently in use in Hong Kong;

2. in each of the past five years, the locations of ferry piers and public piers where maintenance and renovation work is carried out and the respective expenditure; and

3. whether the Government will consider expediting the enhancement of the public piers and associated landing facilities of the outlying islands and rural areas to facilitate visits by tourists; if yes, what are the arrangements and the expenditure involved?

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

Reply:

1. At present, there are a total of 29 ferry piers for use by licensed and franchised ferry routes in Hong Kong, and about 130 public piers for use by vessels.

2. The TD is responsible for the daily management of 26 of these ferry piers and 65 public piers. Various works departments (including the Architectural Services Department (ArchSD), the Civil Engineering and Development Department (CEDD) and the Electrical and Mechanical Services Department (EMSD) are responsible for the repair and maintenance of those ferry piers. The CEDD is responsible for the repair and maintenance of public piers. In the past five years (2021-22 to 2025-26), the major works projects completed by the relevant works departments at the ferry piers and the expenditures involved are set out at **Annex.** Overall speaking, the CEDD's total expenditure on public piers was about $81 million.

   The TD does not maintain information on the repair and maintenance of piers managed by other departments.

3. Through the Pier Improvement Programme (PIP), the Government enhanced the public pier facilities at various remote areas in the New Territories and outlying islands. The Programme is led by the Development Bureau and implemented by the CEDD. As for the public piers under the daily management of the TD, the TD will regularly arrange on-site surveys to review their usage and state of repair, and will coordinate the repair and maintenance work carried out by the CEDD to keep those piers in good condition for the convenience of visitors and other users. The relevant work is undertaken by the existing staff of the TD, and there is no separate breakdown of the expenditure involved.

Annex

The major works projects completed by the relevant works departments at the ferry piers in the past five years and the expenditures involved

Financial year	Works department	Ferry pier	Project content	Expenditure involved ($ million)
2021-22	ArchSD	Central Pier No. 4	Refurbishment of roofing system	2.21
		Central Pier No. 6		2.65
		Central Pier No. 7	External wall painting works	2.38
		Kwun Tong Ferry Pier	Refurbishment of roofing system, painting, and works for installation of railings	3.20
	CEDD	North Point (West) Ferry Pier	Large-scale repair and maintenance works for the pier deck and structure(s) below	2.27
		Mui Wo Ferry Pier		1.28
2022-23	ArchSD	Central Pier No. 5	Refurbishment of roofing system	3.16
	CEDD	Hung Hom (South) Ferry Pier	Large-scale repair and maintenance works for the pier deck and structure(s) below	1.72
		Hung Hom (North) Ferry Pier		0.66
2023-24	ArchSD	Central Pier No. 3	Refurbishment of roofing system and finishes, interior painting, toilets, etc.; and improvement of electrical installations and barrier-free access facilities, etc.	1.80
		North Point (West) Ferry Pier		2.73
		Hung Hom (South) Ferry Pier		4.92
	CEDD	Hung Hom (South) Ferry Pier	Large-scale repair and maintenance works for the pier deck and structure(s) below	0.21
		Hung Hom (North) Ferry Pier		0.79
		Yung Shue Wan Ferry Pier		0.77
		North Point Vehicular Ferry Pier		0.54
2024-25	CEDD	Hung Hom (South) Ferry Pier	Large-scale repair and maintenance works for the pier deck and structure(s) below	0.20
		Hung Hom (North) Ferry Pier		0.07

Financial year	Works department	Ferry pier	Project content	Expenditure involved ($ million)
		Yung Shue Wan Ferry Pier		1.22
		North Point Vehicular Ferry Pier		0.79
	EMSD	North Point Vehicular Ferry Pier	Maintenance works for lift and ramp	7.30
2025-26	ArchSD	Central Pier No. 4	Repair and maintenance works for floor and external wall finishes etc.	4.23
		Central Pier No. 5		2.50
		Central Pier No. 6		3.96
		North Point (East) Ferry Pier	Refurbishment of roofing system and finishes, railings, interior painting, etc.	4.20
	CEDD	Yung Shue Wan Ferry Pier	Large-scale repair and maintenance works for the pier deck and structure(s) below	0.13
		Kwun Tong Ferry Pier		1.63
		Peng Chau Ferry Pier		0.56
	EMSD	Mui Wo Ferry Pier (Southern Berth)	Maintenance works for lift and ramp	1.51
		Tung Chung Development Pier		1.94

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB259**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1507)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Given the dire need to improve the traffic in the New Territories North, please advise this Committee of the following:

1. whether any provision has been reserved in the 2026-27 Budget for a feasibility study or preliminary design for road improvements in Sheung Shui and its vicinity (such as building a new road straddling Kai Leng roundabout); if yes, the relevant expenditure and timetable; if no, given the frequent traffic congestion at present, whether the Government will consider including the project in the relevant improvement plan and commencing the study immediately;

2. as the Transport Department has planned to install the real-time adaptive traffic signal system at about 50 suitable independent signalised junctions across the territory in phases from 2026, regarding the heavy traffic flow at the Tai Tau Leng Roundabout and surrounding junctions in Sheung Shui, whether the Government will include these junctions in the above 50 independent signalised junctions or in the next phase of the expansion plan for linked signalised junctions; if yes, the costs for installation and trials involved and the estimated commissioning dates; if no, the reasons and specific measures taken to improve traffic conditions.

Asked by: Hon TAM Chun-kwok (LegCo internal reference no.: 18)

Reply:

1. To alleviate the traffic in the North District, the Government is actively taking forward various transport infrastructure projects, including Fanling Bypass (Western Section), widening of Fanling Highway between Kwu Tung North and Tai Tau Ling, and Po Shek Wu Road Flyover connecting to Fanling Highway westbound. These infrastructure projects have been included in the Remaining Phase of Site Formation and Engineering Infrastructure Works at Kwu Tung North New Development Area and Fanling North New Development Area – Construction (Project Number: 828CL), for which funding was approved by the Legislative Council (LegCo) in June 2024. The Civil Engineering and Development Department (CEDD) is pressing ahead with the above construction

works, which are expected to be completed in 2031. The Fanling Bypass (Eastern Section) is expected to be first commissioned for public use in late April or early May this year.

In addition, the CEDD has planned to carry out improvement works in the vicinity of So Kwun Po Interchange (also known as Kai Leng Roundabout), which includes the construction of a new north-south link road straddling So Kwun Po Interchange, to improve the current traffic conditions at the interchange. Tenders in respect of the works were invited in November 2025. It is proposed that the works project be submitted to the LegCo for consultation in the second quarter of 2026, with a view to completing the works in about five and a half years after funding approval is obtained from the Finance Committee.

2. The Transport Department (TD) is implementing the real-time adaptive traffic signal system (RTATSS) at about 50 suitable independent signalised junctions across the territory. By installing the ancillary equipment such as sensors and computing system, the traffic signals can be adjusted in response to real-time vehicular and pedestrian flows, thereby reducing delay when passing through the junction. It is expected that RTATSS will be installed and commissioned progressively starting from the second half of 2026 for completion by 2027.

As the Tai Tau Leng Roundabout in Sheung Shui is not a signalised junction and its adjacent junctions (such as the junction of Fan Kam Road and Castle Peak Road) experience rather high peak-hour traffic flows and are almost saturated, leaving no room for flexible adjustment of the traffic signals, these junctions are not included in the above plan. In fact, the CEDD is currently constructing a vehicular flyover at Tai Tau Leng Roundabout to connect Po Shek Wu Road and Fanling Highway westbound, the completion of which will help divert some traffic from Sheung Shui to Yuen Long and alleviate the traffic pressure at the roundabout. To further improve the traffic conditions at Fan Kam Road and Tai Tau Leng Roundabout, the TD has commissioned the CEDD to provide an exclusive left-turn lane from Fan Kam Road to Fanling Highway (Yuen Long bound) at the roundabout, allowing northbound vehicles on Fan Kam Road to gain direct access to Fanling Highway without entering the roundabout. The works are expected to be completed by the end of 2027. The TD will continue to co-ordinate with relevant government departments to expedite the completion of various transport infrastructure projects.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB260

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1517)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Under Matters Requiring Special Attention in 2026-27, it is mentioned that the Government will continue to oversee the improvement works to existing cycle tracks and cycle parking facilities in new towns. In this connection, will the Government inform this Committee of the following:

1. What are the specific locations, scopes and works schedule of the ongoing or planned improvement works to existing cycle tracks in new towns? What progress is expected to be made on these works projects, and what is the estimated expenditure allocated for them in 2026-27?

2. How does the Government assess whether the current supply of cycle parking facilities is sufficient? In the improvement works, what are the locations in various new towns where additional or enhanced cycle parking spaces will be provided, and how many such spaces be added or upgraded at each location?

3. How will the Government address the issue of frequent illegal bicycle parking in the New Territories North?

Asked by: Hon TAM Chun-kwok (LegCo internal reference no.: 35)

Reply:

1. The specific locations of the current ongoing and planned improvement works to existing cycle tracks in new towns are at **Annex**. Of these, the Highways Department is carrying out improvement works to the cycle tracks in Tseung Kwan O and the estimates for 2026-27 is about $580,000. As for the other improvement works under planning, the Government will continue to review the use of public resources, the effectiveness of works projects, and the priority of cycle track improvement works, and will adjust the timetable and prepare the expenditure forecasts accordingly, having regard to the latest situation.

2. to 3.

It is the Government's policy to foster a "bicycle-friendly" environment where road safety considerations and circumstances permit. To this end, we will provide cycle tracks and related ancillary facilities in new development areas (NDAs) and new towns, and continue to improve existing facilities, with a view to encouraging the public to use bicycles for recreational or short-distance commuting purposes, thereby reducing their reliance on mechanised transport. Nevertheless, given the heavy traffic in urban areas and road safety consideration, the public is not encouraged to use bicycles as a daily mode of transport.

As at December 2025, there were about 66 000 public bicycle parking spaces across the territory, among which about 42 000 are under the management of the Transport Department (TD) and the rest are provided by departments such as the Housing Department (mainly in its housing estates) and the Leisure and Cultural Services Department, etc. The improvement works to cycling facilities in new towns as set out in **Annex** are expected to increase the number of bicycle parking spaces by around 800. To meet future demand, we are studying to include bicycle parking spaces as ancillary facilities within land uses, require suitable new development projects to provide sufficient bicycle parking spaces according to their land use and scale. We will also liaise with relevant local stakeholders (including District Councils) to understand local demand for bicycle parking spaces, and will continue to identify suitable locations in various NDAs to provide additional public bicycle parking spaces for use by the public and by shared bicycles. This arrangement will further foster a "bicycle-friendly" environment and help mitigate the problem of illegal bicycle parking on pavements.

Regarding illegally parked and abandoned bicycles, relevant departments including the District Offices under the Home Affairs Department, the District Lands Offices, the TD, the Hong Kong Police Force and the Food and Environmental Hygiene Department, etc. currently conduct joint operations as necessary based on actual circumstances and needs to clear illegally parked or abandoned bicycles. In 2025, a total of 89 joint operations were conducted in the North and Yuen Long Districts by the relevant departments, and a total of over 5 000 illegally parked or abandoned bicycles being removed. The Government will keep closely monitoring the situation in various districts and review the effectiveness of the operations from time to time and continue to take forward the related work.

Annex

Locations of improvement works to cycle tracks and cycling facilities in new towns [Note 1]

New town	Ongoing or planned cycle track improvement works [Note 2]	Locations for provision of additional bicycle parking spaces
Tin Shui Wai	- Tin Fu Court - Tin Kwai Road - Tin Sau Road - Tin Shing Road - Tin Shui Estate - Tin Shui Road - Tin Wing Road - Tin Yat Estate - Tin Ying Road - Wetland Park Road	- Hung Shui Kiu Light Rail (LR) Station - Tin Kwai Road - Tin Shing Road - Tin Yiu Road
Yuen Long	- Au Tau Interchange - Fuk Hi Street - Tai Tong Road - Wang Lee Street	- Fung Yau Street North - Ma Tin Road - Yau San Street
Tuen Mun	- Tsing Shan Tsuen LR Station - Ming Kum Road	- Siu Hong LR Station - Tuen Mun Hospital LR Station - Yau Oi Bridge
Tsuen Wan		- Tsuen Wan West MTR Station
Tung Chung	- Tat Tung Road - Tung Chung Development Pier - Tung Chung Waterfront Road - Tung Chung Road - Yu Tung Road	- Man Tung Road - Tung Chung MTR Station - Tat Tung Road - Yu Tung Road
Tseung Kwan O	- Po Lam Road North - Sheung Ning Playground - Sheung Ning Road	- Lohas Park Road - Tiu Keng Leng MTR Station - Tseung Kwan O MTR Station - Po Ning Road - Sheung Ning Road
Sha Tin/ Ma On Shan	- Fo Tan Road - Ma On Shan Road	- Ma On Shan Road - Tai Shui Hang MTR Station - Ning Tai Road - On Kwan Street - Shui Chuen Au Street - On Muk Street
Tai Po	- Nam Wan Road - On Po Road	- Tai Po Market MTR Station - Nam Wan Road
Fanling/ Sheung Shui	- Cheung Wah Estate - Ching Hiu Road - Fan Kam Road	- Fan Leng Lau Road - Jockey Club Road - Lung Sum Avenue

New town	Ongoing or planned cycle track improvement works [Note 2]	Locations for provision of additional bicycle parking spaces
	- Jockey Club Road - Ma Sik Road - Fanling MTR Station - Near Fanling Highway - Pak Wo Road - So Kwun Po Road	- San Wan Road - Wah Ming Road - Wo Muk Road - Wo Mun Street

Note 1: Locations listed in this Annex may include more than one site at the same location.

Note 2: Examples of improvement works include provision of additional safety facilities at some sharp bends, steep ramps and pedestrian crossings.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB261

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2421)

Head: (186) Transport Department

Subhead (No. & title): (000) Operating Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

(a) the number of first registered MCs and the total number of MCs in the territory in each of the past three years;

(b) the number and percentage of MC parking spaces, set out by District Council district;

(c) the number of fixed penalty notices against illegal parking involving MCs in the past three years by District Council district; and

(d) whether the Government has any plan to construct new MC parking spaces; if yes, the locations of the sites selected, number of parking spaces and expected completion dates, set out by project.

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 14)

Reply:

(a) The numbers of first registered MCs and registered MCs as at the end of the year concerned in the past three years are tabulated as follows:

Year	No. of first registered MCs	No. of registered MCs (as at the end of the year concerned)
2023	4 843	108 674
2024	4 033	108 883
2025	3 785	110 284

(b) The numbers of MC parking spaces in the 18 districts and their proportions of the total number of MC parking spaces in the territory as at December 2025 are at **Annex**.

(c) According to records of the computer system of the Transport Department (TD), the fixed penalty notices (FPNs) issued to MCs against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the Hong Kong Police Force are categorised by the three regions of Hong Kong Island, Kowloon and New Territories. The relevant figures for the past three years are tabulated as follows:

Region	**No. of FPNs against illegal parking of MCs**		
	2023	**2024**	**2025**
Hong Kong Island	31 684	20 917	15 763
Kowloon	93 085	70 787	62 069
New Territories	67 048	56 480	48 718
Total	**191 817**	**148 184**	**126 550**

(d) Hong Kong has a well-developed public transport network, and the Government encourages the public to use public transport services as far as possible. Nevertheless, where circumstances permit, the Government also increases, where appropriate, the supply of parking spaces for private cars and MCs, including the following measures related to MCs:

(a) Utilising spaces underneath flyovers to designate MC parking spaces where feasible;
(b) Opening up more MC parking spaces at government buildings for public use during non-office hours;
(c) Exploring suitable on-street locations for the provision of MC parking spaces where traffic conditions permit;
(d) Providing MC parking spaces for public use in suitable "Government, Institution or Community" facilities and public open space projects in accordance with the principle of "single site, multiple use"; and
(e) Providing MC parking spaces in development projects in accordance with the parking standards under the Hong Kong Planning Standards and Guidelines.

Among the public vehicle parks (PVPs) developed under the "single site, multiple use" principle, three have already been completed. One is in Sheung Shui and the other two are in Tseung Kwan O, providing a total of 35 MC parking spaces. Four PVPs, in Tung Chung, San Po Kong, Kwun Tong and Yuen Long respectively, are expected to be completed successively between 2026 and 2027, providing a total of about 60 MC parking spaces. The remaining PVPs under construction will also provide an additional 190 MC parking spaces.

In addition, the Housing Department and the TD are working closely together to suitably increase the supply of MC parking spaces in existing and future subsidised housing development projects where circumstances permit. With the gradual completion of housing development projects and PVPs in the future, as well as the TD's ongoing efforts to identify suitable locations to designate more on-street parking spaces, the supply of MC parking spaces will continue to increase.

Annex

Numbers of MC parking spaces in 18 districts in Hong Kong and their proportions of the total number of MC parking spaces in the territory

District	No. of parking spaces	Proportion
Central & Western	1 604	4%
Wan Chai	1 435	3%
Eastern	2 810	6%
Southern	2 060	5%
Yau Tsim Mong	2 219	5%
Sham Shui Po	2 399	6%
Kowloon City	2 630	6%
Wong Tai Sin	2 591	6%
Kwun Tong	5 197	12%
Tsuen Wan	2 049	5%
Tuen Mun	2 217	5%
Yuen Long	2 142	5%
North	1 071	2%
Tai Po	1 303	3%
Sai Kung	3 760	9%
Sha Tin	3 623	8%
Kwai Tsing	3 331	8%
Islands	1 001	2%
Total	**43 442**	**100%**

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB262

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1979)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) has implemented the new vehicle registration and licensing regime on 22 December 2025 and will issue a notice to registered owners of vehicles unlicensed for two years or more. Vehicle owners must, within three months of the date of notice, renew the licence, or submit the relevant supporting documents to the TD and cancel the registration of such vehicles after scrapping them or permanently shipping them out of Hong Kong. Please advise this Committee of the following:

1. the relevant manpower arrangements and publicity expenditure for the implementation of the new vehicle registration and licensing regime;

2. the number of notices issued, the number of cases in which vehicle owners submitted supporting documents to the TD and cancelled the registration of vehicles after scrapping them or permanently shipping them out of Hong Kong, and the number of approved exemptions from the implementation of the new regime up to the present; and

3. some vehicle owners reported that they have not received the notices, and the details about unlicensed vehicles are not shown on the "e-Licensing Portal" online platform; whether the TD is aware of the issue; if yes, the reasons.

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 15)

Reply:

1. to 3.

The new vehicle registration and licensing regime took effect on 22 December 2025 to strengthen regulation of prolonged unlicensed vehicles as well as introduce a new offence to heighten deterrence against improper abandoning of vehicles for addressing the problem at source. The Transport Department (TD) is progressively issuing notices to registered owners of vehicles that have been unlicensed for two years or more. Vehicle owners must, within three months upon receipt of the notice: (1) renew the licence of their vehicles which have been unlicensed for two years; or (2) cancel the registration of the vehicles with the TD after scrapping the vehicle or permanently shipping it out of Hong Kong; or (3) apply to the

TD for an exemption from taking the above actions due to special reasons. Vehicle owners should handle their vehicles properly in a timely manner to avoid contravening the law. The work relating to the new regime is undertaken by existing staff of the TD, and there is no separate breakdown available. The expenditure on the publicity work is about $60,000.

As at mid-March 2026, the TD had issued about 1 500 notices, among which there were about 250 cases in which vehicle owners submitted supporting documents to the TD and cancelled the registration of vehicles after scrapping them or permanently shipping them out of Hong Kong. In addition, the TD has granted approval to about 250 cases of exemption.

The TD launched the e-Licensing Portal (e-LP) online platform in December 2024 to provide one-stop service for licence/permit applications and enquiries. Vehicles owners may enquire about the information of their registered vehicles through the e-LP (including whether their vehicles are licensed and the expiry dates of the vehicle licences). Registered vehicle owners may also set up notifications in the e-LP to receive email reminders for licence renewal of their registered vehicles.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB263

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0467)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The new regulatory regime for autonomous vehicles ("AVs") came into operation on 1 March 2024, allowing AVs to conduct trial and use on public roads under specific conditions. In this connection, will the Government inform this Committee of the following:

1. the number of applications for AV licences, the number of licences approved and the average processing time per application since the implementation of the new regulatory regime;

2. the numbers of complaints and incidents involving AVs since the implementation of the new regulatory regime; and

3. the number, contents, effectiveness, and related expenditure of projects to promote the development of AVs since the implementation of the new regulatory regime.

Asked by: Hon WU Yingpeng (LegCo internal reference no.: 21)

Reply:

1.& 3.

The Government has been promoting the development of autonomous vehicles (AVs) in Hong Kong in an active and orderly manner through a multi-pronged approach by providing policy support, regulatory backing and financial subsidy. The new regulatory regime for AVs came into operation in March 2024. At the same time, to facilitate the trial and pilot use of AVs, the TD has promulgated the "Code of Practice for Trial and Pilot Use of AVs" (the Code) outlining detailed technical, safety and operational requirements in trial and use of AVs.

The TD welcomes interested organisations or enterprises to submit applications for AV pilot licences. Upon receipt of an application, the TD will evaluate it in accordance with the Code, taking into account factors, including the operational design domain and functions of the autonomous system, relevant national standards (Guobiao) or international standards/guidelines, and the road trial situations, before granting approval. During the evaluation process, the TD will accept Guobiao to prove that the vehicles or their components comply with the relevant technical requirements and vehicle construction standards, and make reference to the testing experience and performance of AV in the Mainland and other places, such as test reports conducted in accordance with Guobiao, to assess the autonomous driving performance of the vehicle. In addition, the TD will consult relevant government departments, seek the views of local community and stakeholders on the proposed trial routes, and make adjustment to the trial routes or time when necessary.

The TD has issued, up to the present, six AV pilot licences, involving 62 AVs in North Lantau (30 vehicles), the West Kowloon Cultural District (two vehicles), Cyberport in the Southern District (10 vehicles), the Kai Tak Development Area in Kowloon East (10 vehicles), the Airportcity Link (seven vehicles), and the "Park & Fly" carpark at the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge (three vehicles) respectively. For the six approved AV pilot projects, the average processing time for each is about two months. Driving and road safety remain the top priority, and the TD will draw on practical experience to refine technical standards, and will process the applications in a prudent manner.

The relevant work is undertaken by existing staff of TD as part of their established duties. There is no separate breakdown of resources involved.

2. Since the implementation of the new regulatory regime for AVs, the TD has not received any complaints involving AV trials. Furthermore, no major safety incidents have occurred during the trial period.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB264

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1001)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the operation of green minibus (GMB), will the Government inform this Committee of the following:

1. the lost trip rates of each GMB route in each of the past three years; and the measures to improve the lost trip problem of GMBs; and

2. the number of cases in each of the past three years where the Transport Department (TD) (i) required GMB operators to submit written explanation on the circumstances where GMB service deviated from a specified routeing; (ii) served letters to the GMB operators for failing to maintain a service in accordance with the Passenger Service Licence (PSL) conditions; (iii) cancelled PSLs of GMB operators.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.37)

Reply:

1. The TD has been effectively monitoring the operation of GMBs through various channels, including conducting regular and ad-hoc surveys or on-site observations, following up on passengers' complaints and suggestions regarding GMB services, and maintaining close communication with GMB operators, to ensure that proper and efficient service is maintained in accordance with the conditions of the PSL. If any service irregularities are found during the inspections or surveys, the TD will advise the GMB operator concerned to conduct follow-up investigation and provide written explanation with relevant information. If an operator fails to comply with the PSL conditions, the TD may issue a warning letter, and take into account the number of warning letters issued and the operator' service performance in the mid-term review for considering extension of the PSL. If the contravention is serious and persistent in nature, the TD may conduct an inquiry against such GMB operator pursuant to the Road Traffic Ordinance (Cap. 374), and after considering the inquiry result, consider suspend, cancel or vary the operator's PSL.

   Currently, the TD does not keep statistics on the lost trip rates of GMB services. Nevertheless, the operational data provided by the GMB Real-time Arrival Information

System enable the TD to investigate lost-trip complaints, so as to monitor and regulate GMB services.

2. The number of cases in which the TD, in each of the past three years, (i) required GMB operators to submit a written explanation on the causes leading to a GMB service deviated from a specified routeing; (ii) issued warning letters to operators for failing to provide services in compliance with the conditions of their PSLs; (iii) cancelled the PSLs of GMB operators are set out in the table below:

Case	**Year**		
	2023	**2024**	**2025**
i) TD required GMB operators to submit a written explanation on the causes leading to a GMB service deviated from a specified routeing (number of cases)	594	659	829
ii) TD issued warning letters to operators for failing to provide service in compliance with the conditions of this PSLs (number of cases)	12	8	1
iii) TD cancelled the PSLs of GMB operators (number of cases)	0	0	0

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB265

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2419)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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

1. the number 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 number of newly registered vehicles in each of the past three years with a breakdown by vehicle class and fuel type?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.19)
Reply:

1. The figures on FPNs issued against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) by the HKPF in the past three years are tabulated below:

Police Region	**Number of FPNs issued against illegal parking**		
	2023	**2024**	**2025**
Hong Kong Island	523 167	397 077	302 958
Kowloon East	443 038	297 579	222 030
Kowloon West	960 276	872 319	742 407
New Territories South	471 527	390 462	329 572
New Territories North	615 011	585 760	471 140
Total	3 013 019	2 543 197	2 068 107

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 with breakdown by vehicle class and fuel type in the past three years are tabulated below:

Vehicle class	Number of first registered vehicles in 2023					
	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

Vehicle class	Number of first registered vehicles in 2024					
	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Hydrogen	Total
Motorcycle	3 726	0	307	0	0	4 033
Private car	13 503	0	33 206	0	0	46 709
Taxi	4	0	140	827	0	971
Franchised bus	0	25	20	0	0	45
Non-franchised public bus	0	307	10	0	0	317
Private bus	0	63	3	0	0	66
Public light bus	0	105	3	14	0	122
Private light bus	0	132	1	0	0	133
Goods vehicle	0	2 936	249	0	0	3 185
Special purpose vehicle	2	71	3	5	0	81

Vehicle class	Number of first registered vehicles in 2025					
	Petrol	**Diesel**	**Electric**	**Liquefied Petroleum Gas**	**Hydrogen**	**Total**
Motorcycle	3 562	0	223	0	0	3 785
Private car	13 568	0	37 467	0	0	51 035
Taxi	93	0	899	812	0	1 804
Franchised bus	0	45	1	0	0	46
Non-franchised public bus	0	402	36	0	0	438
Private bus	0	38	6	0	0	44
Public light bus	0	41	11	1	0	53
Private light bus	0	89	5	0	0	94
Goods vehicle	0	2 383	551	0	0	2 934
Special purpose vehicle	1	72	6	0	3	82

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

Annex 1

Numbers of on-street parking spaces in 18 districts by vehicle type in the past three years

District	Year (as at the end of December)	Private Car[Note 1]	Goods Vehicle	Coach/Bus	Motorcycle	Total[Note 2]
Central & Western	2025	509	202	11	651	1 373
	2024	509	202	11	651	1 373
	2023	508	193	11	651	1 363
Wan Chai	2025	1 040	24	43	784	1 891
	2024	1 029	25	53	779	1 886
	2023	1 017	24	48	761	1 850
Eastern	2025	535	101	66	826	1 528
	2024	536	101	65	807	1 509
	2023	529	91	75	818	1 513
Southern	2025	655	51	85	461	1 252
	2024	653	51	85	447	1 236
	2023	645	50	85	447	1 227
Yau Tsim Mong	2025	1 592	369	141	1 349	3 451
	2024	1 586	369	141	1 319	3 415
	2023	1 561	363	138	1 309	3 371
Sham Shui Po	2025	1 296	219	10	919	2 444
	2024	1 295	220	12	884	2 411
	2023	1 273	229	9	876	2 387
Kowloon City	2025	2 373	157	154	1 025	3 709
	2024	2 378	143	160	1 002	3 683
	2023	2 336	143	134	991	3 604
Wong Tai Sin	2025	321	133	0	570	1 024
	2024	316	129	0	545	990
	2023	306	129	0	519	954
Kwun Tong	2025	600	134	56	998	1 788
	2024	586	120	53	921	1 680
	2023	531	115	42	834	1 522
Tsuen Wan	2025	868	67	31	755	1 721
	2024	859	69	31	700	1 659
	2023	888	63	31	629	1 611
Tuen Mun	2025	1 321	338	113	876	2 648
	2024	1 297	329	113	892	2 631
	2023	1 267	330	113	886	2 596
Yuen Long	2025	1 240	445	78	624	2 387
	2024	1 266	419	110	636	2 431
	2023	1 308	427	114	626	2 475
North	2025	1 388	354	29	389	2 160
	2024	1 406	365	32	424	2 227
	2023	1 283	359	27	424	2 093

District	Year (as at the end of December)	Private Car[Note 1]	Goods Vehicle	Coach/Bus	Motorcycle	Total[Note 2]
Tai Po	2025	1 603	339	86	301	2 329
	2024	1 601	352	86	280	2 319
	2023	1 556	359	84	270	269
Sai Kung	2025	1 941	319	159	530	2 949
	2024	1 930	316	146	505	2 897
	2023	1 932	305	155	481	2 873
Sha Tin	2025	1 474	338	61	649	2 522
	2024	1 600	337	67	602	2 606
	2023	1 600	335	64	514	2 513
Kwai Tsing	2025	484	376	31	898	1 789
	2024	484	360	21	772	1 637
	2023	424	353	21	726	1 524
Islands	2025	640	67	78	261	1 046
	2024	640	67	78	261	1 046
	2023	517	55	75	205	852
Total [Note 2]	**2025**	**19 880**	**4 033**	**1 232**	**12 866**	**38 011**
	2024	**19 971**	**3 974**	**1 264**	**12 427**	**37 636**
	2023	**19 481**	**3 923**	**1 226**	**11 967**	**36 597**

Note 1: These parking spaces are for parking of private cars and taxis, as well as light buses, tricycles and light goods vehicles of similar dimensions.

Note 2: The figures exclude about 370 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

Annex 2

Numbers of parking spaces provided at the government car parks in 18 districts by vehicle type in the past three years[Note 1]

District	Year (as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2025	3 812	377	13	345	4 547
	2024	3 821	425	13	345	4 604
	2023	3 903	426	13	343	4 685
Wan Chai	2025	2 428	230	11	267	2 936
	2024	2 428	401	11	265	3 105
	2023	2 578	230	11	263	3 082
Eastern	2025	3 181	346	21	382	3 930
	2024	3 179	346	21	382	3 928
	2023	3 165	346	33	382	3 926
Southern	2025	2 648	177	10	488	3 323
	2024	2 676	177	10	488	3 351
	2023	2 681	182	10	488	3 361
Yau Tsim Mong	2025	875	172	18	34	1 099
	2024	900	180	18	34	1 132
	2023	976	253	20	34	1 283
Sham Shui Po	2025	4 125	1 170	26	512	5 833
	2024	4 021	1 175	26	512	5 734
	2023	4 050	1 175	33	504	5 762
Kowloon City	2025	3 131	111	7	253	3 502
	2024	3 183	135	5	257	3 580
	2023	3 179	134	7	247	3 567
Wong Tai Sin	2025	4 382	282	43	615	5 322
	2024	4 288	295	44	590	5 217
	2023	4 187	285	44	561	5 077
Kwun Tong	2025	7 357	430	23	1 493	9 303
	2024	7 658	520	30	1 509	9 717
	2023	7 702	511	34	1 482	9 729
Tsuen Wan	2025	1 890	121	4	244	2 259
	2024	1 890	121	4	244	2 259
	2023	1 868	121	4	244	2 237
Tuen Mun	2025	3 804	179	48	239	4 270
	2024	3 801	179	48	239	4 267
	2023	3 769	179	46	232	4 226
Yuen Long	2025	3 346	111	36	242	3 735
	2024	3 346	111	36	242	3 735
	2023	3 301	112	46	238	3 697

District	Year (as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
North	2025	4 373	529	55	270	5 227
	2024	4 443	417	55	270	5 185
	2023	3 820	411	55	254	4 540
Tai Po	2025	1 112	208	8	96	1 424
	2024	1 121	208	8	96	1 433
	2023	1 110	208	15	96	1 429
Sai Kung	2025	2 239	121	63	230	2 653
	2024	1 945	73	51	208	2 277
	2023	1 941	73	66	206	2 286
Sha Tin	2025	4 532	161	32	492	5 217
	2024	4 642	182	32	501	5 357
	2023	4 479	179	31	482	5 171
Kwai Tsing	2025	4 777	575	12	893	6 257
	2024	5 049	579	12	901	6 541
	2023	4 905	564	12	855	6 336
Islands	2025	2 220	71	39	136	2 466
	2024	2 222	71	39	136	2 468
	2023	2 111	242	17	114	2 484
Total	**2025**	**60 232**	**5 371**	**469**	**7 231**	**73 303**
	2024	**60 613**	**5 595**	**463**	**7 219**	**73 890**
	2023	**59 725**	**5 631**	**497**	**7 025**	**72 878**

Note 1: 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.

Annex 3

Numbers of parking spaces provided at the privately-operated car parks in 18 districts by vehicle type in the past three years[Note 1]

District	Year (as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	2025	34 805	451	60	608	35 924
	2024	34 750	439	59	601	35 849
	2023	34 045	385	58	483	34 971
Wan Chai	2025	35 789	88	90	384	36 351
	2024	35 523	88	90	359	36 060
	2023	35 138	83	97	321	35 639
Eastern	2025	43 200	1 420	171	1 602	46 393
	2024	42 914	1 403	193	1 562	46 072
	2023	43 136	1 389	227	1 455	46 207
Southern	2025	37 780	910	188	1 111	39 989
	2024	36 970	894	179	1 079	39 122
	2023	36 751	892	177	1 053	38 873
Yau Tsim Mong	2025	33 217	775	88	836	34 916
	2024	33 153	773	86	786	34 798
	2023	33 421	774	101	797	35 093
Sham Shui Po	2025	26 376	1 731	392	968	29 467
	2024	26 215	1 820	386	929	29 350
	2023	25 305	1 905	387	854	28 451
Kowloon City	2025	49 994	1 140	92	1 352	52 578
	2024	47 634	1 171	104	1 186	50 095
	2023	46 646	1 090	154	1 045	48 935
Wong Tai Sin	2025	15 877	865	47	1 406	18 195
	2024	16 132	874	47	1 426	18 479
	2023	16 472	865	45	1 328	18 710
Kwun Tong	2025	40 556	3 089	58	2 706	46 409
	2024	40 976	3 044	39	2 576	46 635
	2023	41 130	2 896	47	2 449	46 522
Tsuen Wan	2025	35 916	1 868	365	1 050	39 199
	2024	35 644	1 914	374	883	38 815
	2023	35 826	1 960	362	886	39 034
Tuen Mun	2025	39 120	2 036	91	1 102	42 349
	2024	38 655	2 047	91	1 097	41 890
	2023	38 658	2 038	93	958	41 747
Yuen Long	2025	40 134	1 475	287	1 276	43 172
	2024	39 363	1 621	288	1 149	42 421
	2023	39 436	1 524	287	1 110	42 357
North	2025	17 516	754	32	412	18 714
	2024	17 511	735	32	411	18 689
	2023	17 842	975	32	380	19 229

District	Year (as at the end of December)	Private Car	Goods Vehicle	Coach/Bus	Motorcycle	Total
Tai Po	2025	31 561	653	79	906	33 199
	2024	29 771	613	58	875	31 317
	2023	29 763	641	54	850	31 308
Sai Kung	2025	41 849	1 233	163	3 000	46 245
	2024	41 071	1 176	146	2 955	45 348
	2023	40 415	1 076	148	2 759	44 398
Sha Tin	2025	70 125	2 181	102	2 482	74 890
	2024	70 266	2 204	102	2 407	74 979
	2023	71 024	2 310	101	2 376	75 811
Kwai Tsing	2025	30 848	9 094	348	1 540	41 830
	2024	30 845	8 628	181	1 478	41 132
	2023	31 004	9 658	396	1 378	42 436
Islands	2025	18 891	870	174	604	20 539
	2024	17 541	870	174	370	18 955
	2023	18 022	708	176	390	19 296
Total	**2025**	**643 554**	**30 633**	**2 827**	**23 345**	**700 359**
	2024	**634 934**	**30 314**	**2 629**	**22 129**	**690 006**
	2023	**634 034**	**31 169**	**2 942**	**20 872**	**689 017**

Note 1: 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.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB266

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2420)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

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.21)

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 **Annex 1** and **Annex 2** respectively.

2. The numbers of incidents which caused service disruption of eight minutes or more 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
2023	equipment failure (Note)	94
	human factors	7
2024	equipment failure (Note)	82
	human factors	7
2025	equipment failure (Note)	76
	human factors	7

Note: Including failure in station equipment, infrastructure (e.g. signalling system), rolling stock, etc.

Annex 1

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)
2023											
1.	Maximum carrying capacity when train frequency is maximised (6 persons (standing) per square metre (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.	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	60% {Yau Tong to	58% {Tin Hau to Causeway Bay}	58% {Admiralty to Ocean Park}	48% {Choi Hung	52% {Sham Shui Po to	39% {Sunny Bay to Disneyland Resort}	50% {Olympic to Kowloon}	40% {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)
			Mei Foo}	Quarry Bay}			to Kowloon Bay}	Prince Edward}			
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
2024											
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.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	75 000	8 600	42 500	4 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	0	1 000	2 500	600
4.	Patronage (c)	42 800	36 200	38 400	44 100	9 900	34 200	38 400	2 800	20 900	2 000

		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	68% {Tai Wai to Kowloon Tong}	62% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	59% {Admiralty to Ocean Park}	48% {Choi Hung to Kowloon Bay}	51% {Sham Shui Po to Prince Edward}	33% {Sunny Bay to Disneyland Resort}	49% {Olympic to Kowloon}	48% {Tsing Yi to Airport}
6.	Loading (4 ppsm) (Note 5)	94%	86%	80%	77%	83%	67%	72%	46%	69%	N/A
7.	Monthly average patronage (million)	25.9	24.7	9.8	25.9	2.4	18.2	27.7	0.5	6.5	1.1
8.	Total patronage (million)	310.3	296.9	118.0	311.4	29.0	218.1	332.1	6.4	77.8	13.1
2025											
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.	Carrying capacity (6 ppsm) (b)	62 500	58 800	67 600	80 000	16 800	71 400	70 100	8 600	42 500	4 200
3.	Difference between (a) and (b) (Note 4)	20 000	11 200	0	0	10 200	0	4 900	1 000	2 500	600
4.	Patronage (c)	44 400	38 400	38 700	43 900	10 100	33 800	38 400	3 000	22 200	1 900

		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	71% {Tai Wai to Kowloon Tong}	65% {Tsuen Wan West to Mei Foo}	57% {Yau Tong to Quarry Bay}	55% {Tin Hau to Causeway Bay}	60% {Admiralty to Ocean Park}	47% {Choi Hung to Kowloon Bay}	55% {Sham Shui Po to Prince Edward}	35% {Sunny Bay to Disneyland Resort}	52% {Olympic to Kowloon}	45% {Tsing Yi to Airport }
6.	Loading (4 ppsm) (Note 5)	98%	92%	80%	77%	84%	66%	77%	49%	73%	N/A
7.	Monthly average patronage (million)	26.3	25.4	9.8	25.8	2.5	17.9	27.2	0.5	6.4	1.1
8.	Total patronage (million)	315.7	304.2	117.7	309.9	29.6	214.6	326.4	6.2	76.8	13.3

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 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, the 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 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.

Annex 2

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)		
	2023	**2024**	**2025**	**2023**	**2024**	**2025**
505	2 993	2 993	2 993	66%	79%	82%
506P(Note2)	424	424	424	70%	45%	70%
507	2 827	2 827	2 625	83%	85%	86%
507P	212	212	212	90%	90%	50%
610	2 056	2 056	2 056	93%	93%	84%
614	1 122	1 122	1 156	77%(Note3)	77%(Note3)	90%(Note3)
614P	1 363	1 363	1 368			
615	960	960	960	74%(Note3)	87%(Note3)	75%(Note3)
615P	1 600	1 600	1 600			
705	4 240	4 240	4 240	63%	82%	72%
706	5 088	5 088	5 088	63%	80%	82%
720(Note2)	N/A	212	212	N/A	20%	10%
751	2 993	2 993	2 857	64%	81%	85%
751P	398	398	424	60%	80%	95%
761P	4 240	4 240	4 240	64%	86%	76%

Patronage (million)

	2023	**2024**	**2025**
Monthly average patronage	12.5	12.9	12.9
Total patronage	150.0	154.6	154.4

Note 1: Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot work out the exact loading or patronage of individual Light Rail routes by projecting the route chosen by passengers based on their entry/exit records, which is the methodology currently adopted in assessing the loading of heavy rail lines. The 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: The MTRCL introduced Routes 506P and 720 in September 2023 and September 2024 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 -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB267

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3173)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please list out the number and nature of complaints received by the Transport Department (TD) in the past three years concerning the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited (LWB), Citybus Limited (CTB), New World First Bus Services Limited (NWFB), New Lantao Bus Company (1973) Limited (NLB), taxi and public light bus.

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 38)

Reply:

The number and nature of complaints received by the TD concerning KMB, LWB, CTB (Franchise for the Urban and New Territories bus network) (CTB (Urban and New Territories)), CTB (Franchise for Airport and North Lantau Bus Network) (CTB(F2)), NWFB, NLB, taxi and public light bus in the past three years are set out in the tables below:

2023

Public Transport Modes	**Number of complaints received by the TD (Note 1)**			
	Adequacy of services	**Standard of services**	**General (Note 2)**	**Total**
Franchised bus				
KMB	961	18 367	2 265	21 593
LWB	64	939	434	1 437
CTB (Urban and New Territories) (Note 3)	659	6 917	635	8 211
CTB(F2)	486	1 015	150	1 651
NWFB (Note 3)	116	1 292	61	1 469
NLB	29	436	142	607
Other (Note 4)	669	1 894	688	3 251
Taxi	6	2 299	239	2 544
Public light bus	1 701	13 679	627	16 007
Total	**4 691**	**46 838**	**5 241**	**56 770**

2024

Public Transport Modes	Number of complaints received by the TD (Note 1)			
	Adequacy of services	Standard of services	General (Note 2)	Total
Franchised bus				
KMB	2 606	20 170	1 221	23 997
LWB	367	1 568	53	1 988
CTB (Urban and New Territories) (Note 3)	1 222	5 629	429	7 280
CTB(F2)	311	1 282	101	1 694
NLB	102	540	25	667
Other (Note 4)	682	1 958	507	3 147
Taxi	4	2 644	219	2 867
Public light bus	1 571	15 099	732	17 402
Total	**6 865**	**48 890**	**3 287**	**59 042**

2025

Public Transport Modes	Number of complaints received by the TD (Note 1)			
	Adequacy of services	Standard of services	General (Note 2)	Total
Franchised bus				
KMB	2 195	16 865	1 201	20 261
LWB	203	1 886	32	2 121
CTB (Urban and New Territories) (Note 3)	543	5 648	290	6 481
CTB(F2)	201	1 112	110	1 423
NLB	146	580	31	757
Other (Note 4)	431	2 006	554	2 991
Taxi	12	2 214	189	2 415
Public light bus	1 563	15 502	669	17 734
Total	**5 294**	**45 813**	**3 076**	**54 183**

Note:

1. The sources of complaints include those directly received by the TD through letters or emails, as well as those referred to the TD by the Transport Complaints Unit and 1823 call centre.

2. General complaints include those relating to fares and payment method, etc.

3. As decided by the Chief Executive in Council in July 2022, the two franchises of NWFB and CTB (Franchise for Hong Kong Island and Cross-Harbour Bus Network) were merged and covered by a new ten-year franchise (i.e. CTB (Urban and New Territories)) commencing on 1 July 2023.

4. Complaints involving more than one franchised bus operator or jointly operated routes, or could not be identified as associated to a franchised bus operator.

The total number of complaints regarding public transport in 2025 was lower than that in 2023 and 2024. To continuously enhance the operational efficiency of the overall public transport route network and to make more effective use of resources, the TD will, through the established mechanism, review with operators the service levels of public transport routes and passenger demand in each district, so as to plan, improve and rationalise the public transport services, including adjustment of frequencies and service hours of buses and public light buses, etc. Regarding taxis, the Government has already introduced various measures to improve the quality of taxi services, including the systematically managed taxi fleets, enhancement of the taxi written test, introduction of the Taxi-Driver-Offence Points system and the two-tier penalty system, etc.

The TD will sustain the efforts and encourage public transport operators to continuously enhance their service quality and efficiency to meet passengers' travelling demand.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB268

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0779)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned under the Programme that the Government will continue to improve existing cycle tracks and associated facilities in new towns in the New Territories. In this connection, please advise this Committee of the following:

1. the number of complaints received against illegally abandoned bicycles, the number of cases handled, and the number of bicycles removed in the past three years, with a break down by District Council district; among which the percentage of cases involving shared bicycles; and the total expenditure on handling such cases (such as the cost of joint operation and removal);

2. the number of inter-departmental joint operations (including the Food and Environmental Hygiene Department, the Lands Department, and the Transport Department) conducted by the Government against illegally abandoned bicycles in the New Territories, the number of bicycles handled, and the standards for assessing their effectiveness; and the details of the total budget and expenditure of these operations in the past three years; and

3. regarding the impact of illegally abandoned bicycles on street hygiene and pedestrian safety in the New Territories, whether the Government has any plan or has conducted any study on introducing technology-based management measures to prevent such problem; if yes, the details of the study, the estimated timetable and the expenditure involved in the Budget; if no, the reasons and alternative measures.

Asked by: Hon YIU Ming (LegCo internal reference no.: 20)

Reply:

1,2. The numbers of complaints about illegally parked bicycles received through the 1823 Call Centre and cases handled in the past three years are set out below:

	Number of complaints about illegally parked or abandoned bicycles and cases handled (Figures of shared bicycles)		
	2023	**2024**	**2025**
Central and Western	178(0)	458(0)	520(0)
Wan Chai	145(0)	357(0)	432(0)
Eastern	207(0)	335(0)	300(0)
Southern	34(0)	39(0)	47(0)
Yau Tsim Mong	222(0)	417(0)	695(2)
Sham Shui Po	152(0)	281(0)	294(0)
Kowloon City	122(0)	147(0)	174(0)
Wong Tai Sin	96(0)	145(0)	110(0)
Kwun Tong	234(0)	198(0)	293(1)
Tsuen Wan	130(2)	174(1)	204(8)
Tuen Mun	195(5)	187(8)	362(49)
Yuen Long	403(9)	610(15)	614(29)
North	262(3)	514(3)	483(29)
Tai Po	182(8)	146(6)	233(19)
Sai Kung	223(18)	304(8)	395(33)
Sha Tin	317(5)	539(15)	546(26)
Kwai Tsing	56(0)	65(0)	92(2)
Islands	82(0)	126(5)	121(8)
Location not specified/More than one district	38(0)	51(2)	92(8)

At present, relevant departments including the District Offices under the Home Affairs Department, the District Lands Offices, the Transport Department (TD), the Hong Kong Police Force and the Food and Environmental Hygiene Department would conduct joint operations as necessary, based on actual circumstances and needs, to remove illegally parked or abandoned bicycles. In the past three years (from 2023 to 2025), a total of 736 joint operations were conducted in the New Territories (including Islands, Kwai Tsing, North, Sai Kung, Sha Tin, Tai Po, Tsuen Wan, Tuen Mun and Yuen Long) by the relevant departments, with over 45 000 illegally parked or abandoned bicycles removed. The number of joint operations was similar each year, and the number of bicycles cleared per operation decreased year by year, reflecting the deterrent effect of these operations. The relevant breakdown is as follows:

Year	Number of joint operations	Number of bicycles cleared
2023	243	15 837
2024	248	15 480
2025	245	13 930
Total	736	45 247

The expenditure on joint operations is covered by the overall resources of the respective departments, and has not been separately identified. The removal of shared bicycles is handled by operators, and the TD does not have information on the relevant expenditure.

3. As at December 2025, there were about 66 000 public bicycle parking spaces in Hong Kong, of which about 42 200 were managed by the TD, and the remainder were provided by the Housing Department (mainly in its housing estates) and the Leisure and Cultural Services Department. To support the policy of promoting cycling and to meet future demand for bicycle parking spaces, the Government is studying to include bicycle parking spaces as ancillary facilities within land uses in new development areas (NDAs) and new towns, requiring suitable new development projects to provide sufficient bicycle parking spaces according to their land use and scale. The Government will continue to identify suitable locations in various NDAs to provide additional public bicycle parking spaces for use by the public and by shared bicycles. This will further foster a "bicycle-friendly" environment and help mitigate the problem of illegal bicycle parking on pavements. Regarding illegally abandoned bicycles, the Government will regularly conduct joint operations in various districts to clear such abandoned bicycles.

Regarding the introduction of technology-based management measures to prevent illegally abandoned or parked bicycles, the Government will review the development of relevant technologies at an appropriate time and consider appropriate arrangements having regard to factors such as cost-effectiveness and feasibility.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB269

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0789)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government enables safe and orderly pedestrians and vehicular traffic by implementing traffic management schemes, deploying intelligent transport systems, monitoring and regulating public transport operations, formulating and implementing road safety strategies and measures, and maintaining regular dialogue with District Councils and other public bodies. Regarding the traffic black spots across the territory, will the Government advise this Committee of the following:

1. What was the total number of fatalities in traffic accidents in the past three years?

2. Please set out the total number and locations of existing traffic black spots across the territory, as well as the number of accidents and casualties at these black spots in the past three years;

3. What was the number of black spots that have undergone improvement works in the past year, and their effectiveness? Does it have any targeted action plans in place for black spots that have long remained unresolved? and

4. Will the Government conduct a comprehensive review of road designs across the territory and introduce a smart traffic system, such as using artificial intelligence to monitor vehicle speed, with a view to reducing the number of black spots in the long run?

Asked by: Hon YIU Ming (LegCo internal reference no.: 35)

Reply:

1. According to records, the numbers of fatalities in traffic accidents between 2023 and 2025 are set out in the table below:

Year	Number of fatalities
2023	96
2024	88
2025*	95

*Provisional figure

2. The numbers of accidents and casualties at traffic black spots between 2023 and 2025 are set out in the table below:

Year	Number of traffic accidents	Number of casualties		
		Killed	Seriously injured	Slightly injured
2023	729	10	38	899
2024	649	8	27	809
2025*	508	3	12	619

*Provisional figure

Locations of existing traffic black spots across the territory are set out at **Annex**.

3. and 4. The Government has been adopting various measures to enhance road safety and is committed to reducing traffic accidents at source. Key initiatives include improving road design and traffic management, reviewing legislation to strengthen driving safety requirements and increase the deterrent effect of penalties, incorporating technology to enhance traffic oversight, and stepping up publicity, education and enforcement action.

Regarding improvement to road designs and traffic management initiatives, the TD analyses accident data from traffic black spots and other locations with a relatively high frequency of accidents to identify any distinct patterns or common causes, enabling the formulation of targeted improvement measures, such as adjusting traffic signals, adding central dividers, improving pedestrian facilities and optimising traffic signage and road markings. During 2025, the Transport Department (TD) completed road improvement works at 19 accident black spots and locations with a relatively high frequency of accidents. Among them, three locations recorded a reduction in the overall numbers of traffic accidents and casualties by approximately 27% and 18 % respectively one year following the completion of the works, compared with the year prior. For the remaining 16 locations, as improvement works were completed less than a year ago, the TD is currently continuing to collect and analyse further data in order to evaluate their effectiveness.

Furthermore, the TD and the Hong Kong Police Force (HKPF) will continue to leverage new technologies to improve traffic management and enhance road safety. The TD had, by the end of 2024, installed new auxiliary devices which project red light at signalised crossings at about 100 locations across various districts, which are black spots with a relatively high number of vehicle-to-pedestrian collisions, with a view to reminding pedestrians no red-light running at crossings. Regarding zebra crossings, the TD has commissioned the Electrical and Mechanical Services Department to replace all traditional Belisha beacons at zebra crossings on public roads in Hong Kong, and the replacement works have

commenced at the end of 2024. 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 beacons to draw the attention of motorists to the presence of zebra crossings and remind them to stop and give way to pedestrians.

Overall speaking, most traffic accidents are attributed to driver-related factors, including inattentive driving, tailgating and careless lane changes. In view of this, the TD will continue to collaborate with the HKPF and the Road Safety Council to raise motorists' awareness through publicity, education and enforcement action.

Annex

Locations of traffic black spots *(junctions) in Hong Kong

1	Argyle Street, Sai Yeung Choi Street South
2	Austin Road, Cox's Road, Pine Tree Hill Road
3	Austin Road, Parkes Street
4	Canton Road, Austin Road, Austin Road West
5	Chatham Road South, Austin Road, Cheong Wan Road
6	Chatham Road South, Cameron Road
7	Che Kung Miu Road, Hung Mui Kuk Road, Mei Tin Road (Che Kung Miu Road near Sun Tsui Estate)
8	Cheong Lin Road, Airport Road, Airport South Interchange (Airport Road (North))
9	Cheong Lin Road, Airport Road, Airport South Interchange (Airport Road (South))
10	Cheong Lin Road, Airport Road, Airport South Interchange (Cheong Lin Road(East))
11	Cheung Sha Wan Road, Lai Chi Kok Road
12	Cheung Sha Wan Road, Tonkin Street
13	Cheung Sha Wan Road, Yen Chow Street
14	Ching Cheung Road, Butterfly Valley Road
15	Chuen Lung Street, Ho Pui Street
16	Haiphong Road, Lock Road
17	Harbour Road, Fleming Road
18	Jordan Road, Lin Cheung Road
19	Kowloon Park Drive, Peking Road
20	Lei Yue Mun Road (westbound), Cha Kwo Ling Road
21	Morrison Hill Road, Sports Road
22	Nathan Road, Argyle Street
23	Nathan Road, Austin Road
24	Nathan Road, Jordan Road
25	Nathan Road, Prince Edward Road West
26	Nathan Road, Salisbury Road
27	Nathan Road, Waterloo Road
28	Pok Oi Interchange, Yuen Long Highway (near Pok Oi Hospital)
29	Prince Edward Road East (eastbound), King Tai Street
30	Princess Margaret Road, Man Fung Path
31	Sha Tsui Road, Tai Ho Road (near Tsuen Wan Town Hall)
32	Tai Chung Road Interchange, Tai Chung Road
33	Tam Kon Shan Interchange, Fung Shue Wo Road
34	Texaco Road North, Kwok Shui Road
35	Tsuen Kam Interchange, Wai Tsuen Road
36	Tsuen Tsing Interchange, Texaco Road
37	Tsuen Tsing Interchange, Tsuen Wan Road
38	Waterloo Road, Argyle Street, Princess Margaret Road

39	Belcher's Street, Smithfield
40	Chi Fu Road, slip road from Pok Fu Lam Road
41	Fu Yan Street, Shui Wo Street
42	Lai Chi Kok Road, Prince Edward Road West, Reclamation Street
43	Lok Shan Road, Ma Tau Wai Road
44	Lung Poon Street, Access Road to Diamond Hill Station Public Transport Interchange
45	Ma Tau Wai Road, Fat Kwong Street, Man Yue Street
46	Penny's Bay Highway, Penny's Bay Highway Roundabout
47	Shek Kip Mei Street, Woh Chai Street
48	Tin Shui Road, Access Road of Tin Yan Estate
49	Tuen Mun Heung Sze Wui Road, Tuen Hop Street
50	Castle Peak Road, Fat Tseung Street
51	Chung On Street, Ho Pui Street
52	Electric Road, Tsing Fung Street
53	Hillier Street, Wing Lok Street
54	Ki Lung Street, Pei Ho Street
55	Kimberley Road, Observatory Road
56	Kut Shing Street, Lee Chung Street
57	Kweilin Street, Tai Nan Street
58	Nathan Road, Shantung Street
59	Pei Ho Street, Tai Nan Street
60	Shanghai Street, Wing Sing Lane
61	Shung Ling Street, Yi Lun Street
62	Tseuk Luk Street, Hong Keung Street

* For locations where：

(i) there are six or more accidents involving pedestrian casualty in the past one year; or
(ii) there are nine or more accidents involving casualty in the past one year; or
(iii) there are two or more fatal accidents in the past five years; or
(iv) there are eight or more accidents involving pedestrian casualty in the past three years

will be listed as traffic black spots

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB270

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0790)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the implementation of the Southbound Travel for Guangdong Vehicles (the Scheme), will the Government inform this Committee of the following:

1. the cumulative number of applications for Guangdong vehicles entering Hong Kong's urban areas, the number of approved cases, and the actual number of vehicles that have entered Hong Kong since the implementation of the Scheme; and whether the Government has any plan to adjust the number of quotas/the number of days of stay;

2. the number of cases of traffic offences committed by Guangdong vehicles in Hong Kong, and the main types of offences involved;

3. whether the accident rate of Guangdong vehicles remains at a low level compared with the overall traffic accident rate in Hong Kong; and whether the Government will strengthen co-ordination with the Mainland authorities to publicise Hong Kong's driving standards in order to reduce the risk of violations and boost the confidence of the public?

Asked by: Hon YIU Ming (LegCo internal reference no.: 36)

Reply:

1. The Southbound Travel Scheme (Entry into the Urban Area) has been open for application from eligible Guangdong private cars since 9 December 2025. After receiving the applications referred from the Mainland authorities, the Transport Department (TD) will process the applications and issue an electronic International Circulation Permit (ICPs) to the successful applicants. Guangdong vehicles issued with ICPs may make booking to enter Hong Kong via the Hong Kong-Zhuhai-Macao Bridge for up to three days per visit.

   As at end-February 2026, the TD received about 4 200 applications and issued over 3,500 ICPs. The cumulative number of travel bookings was about 2 500. The remaining some 700 applications were being processed.

Since its launch, the Scheme has been operating smoothly and in an orderly manner. The Government is accumulating implementation experience and closely monitoring the implementation of the Scheme, including the operation of the port, traffic conditions of nearby roads, adaptability of users and the public, as well as the enhancement of supporting facilities. We are continuing to review and discuss with Guangdong authorities to increase the quota in an orderly manner, and plan to gradually extend the Scheme from the current four cities (namely Guangzhou, Zhuhai, Zhongshan and Jiangmen) to other cities in Guangdong Province six months after its implementation, so as to take forward the Scheme in a stable and manageable way. We will announce the relevant arrangements in due course.

2. The violation cases under the Scheme are sporadic, and the relevant cases have either been handled or are being followed up.

3. According to records, the accident involvement rate of left-hand-drive vehicles in Hong Kong in 2025 was 0.28% [(Notes 1,2)], which was lower than the overall accident involvement rate of vehicles in Hong Kong (3.37%) [(Notes 1,2)], reflecting that left-hand-drive vehicles do not pose significant risks to road safety in Hong Kong. In taking forward the Scheme, the TD has continuously provided information and carried out publicity and education for drivers under the Scheme through various channel by releasing videos on driving in Hong Kong at vehicle inspection centres and on social media in the Mainland to introduce Hong Kong's traffic rules, traffic signs and road markings and points to note while driving. Publicity leaflets have also been distributed for enhanced education to remind Guangdong drivers of the differences of road designs, traffic rules and facilities between Mainland and Hong Kong to ensure road and driving safety.

Notes:

1. Provisional figures
2. The accident involvement rate is calculated based on the number of licensed vehicles in the middle of the year.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB271**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0734)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is mentioned in the Budget Speech that the Government will enhance the harbourfront. 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, Kwei Chow Street Landing No. 1 and Kwei Chow Street Landing No. 2 in 2024-25.

2. How does the Government assess the usage of Tsim Sha Tsui Landing No. 5 and Tsim Sha Tsui Landing No. 2? Does the Government have any plan to enhance the two landings concerned in order to increase their usage and rationalise the usage of Tsim Sha Tsui Landing No. 1 which has already exceeded its handling capacity?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 18)

Reply:

In consultation with the relevant departments (including the Culture, Sports and Tourism Bureau, Leisure and Cultural Services Department (LCSD) and Civil Engineering and Development Department (CEDD)), the Transport Department (TD) provides the consolidated reply as follows:

1. The TD conducts utilisation surveys on the landing facilities under its management (including public piers and landing steps) about every two years. As the utilisation surveys on the landing facilities in 2025-26 have not been completed, the survey findings on the utilisation of landing steps in 2023-24 are summarised in the following table:

	Daily utilisation of the landing facility (Note) (No. of vessel trips)	
	Weekdays or Saturdays	Sundays or public holidays
Runway Park Pier Landing No. 1	21	16

	Daily utilisation of the landing facility (Note) (No. of vessel trips)	
	Weekdays or Saturdays	Sundays or public holidays
Runway Park Pier Landing No. 2	8	10
King Wan Street Landing	15	5
Kwei Chow Street Landing No. 1	55	35
Kwei Chow Street Landing No. 2	13	4
Tsim Sha Tsui Landing No. 2	0	0
Tsim Sha Tsui Landing No. 5	0	0

Note: The surveys were conducted between 7 a.m. and 8 p.m. on a normal weather day.

2. Landing steps are public landing facilities for use by vessels for passenger embarkation and disembarkation. Regarding the Tsim Sha Tsui East area, LCSD currently manages Tsim Sha Tsui Landing No. 1, while TD is responsible for managing the remaining Landings No. 2 and No. 5 and monitoring their utilisation. CEDD is responsible for the maintenance and repair of the aforementioned public landing steps.

According to the observations of LCSD and the Travel Industry Authority, Tsim Sha Tsui Landing No.1 is more frequently used by pleasure vessels. Currently, the operation has been smooth overall and the queuing order at the Avenue of Stars is generally good.

At present, both Tsim Sha Tsui Landings No. 2 and No. 5 have remaining capacity (see the table above). Vessel operators and the public using Tsim Sha Tsui Landing No. 1 may also use Landings No. 2 and No. 5 nearby or Kowloon Public Pier for passenger embarkation and disembarkation. The Government will continue to review the usage of public landing facilities and gauge the views of stakeholders to improve the design and usage arrangements of the landing facilities.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB272**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2411)

Head: (186) Transport Department

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

Programme: (1) Planning and Development
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Will the Government inform this Committee of the following:

1. the number of registered non-franchised buses in the past year;
2. the progress of providing additional commercial vehicles parking spaces (for non-franchised buses) by the Government in the past three years, and the current number of the aforesaid parking spaces across the territory;
3. the number and types of applications received, and the processing status under the Labour Importation Scheme for Transport Sector –Public Light Bus (PLB)/Coach Trade (the Scheme) since the Government launched the Scheme in June 2023; and
4. a breakdown of the number of applications received, quotas approved, and the driver job types (by public light bus, local coach, and cross-boundary coach) in each round of applications under the Scheme.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.45)
Reply:

1. As at December 2025, there were 6 951 registered non-franchised public buses and 862 private buses.

2. As at December 2025, there were about 4 528 commercial vehicle (CV) parking spaces suitable for non-franchised buses across the territory. In the past few years, the decrease in the number of parking spaces for non-franchised buses from 4 665 in 2023 to 4 356 in 2024 was attributable to the resumption of some short-term tenancy (STT) car parks to meet urban development needs. As the Government has been stepping up efforts to increase the supply of parking spaces for CVs, the number of parking spaces for non-franchised buses increased to 4 528 in 2025. The Government will continue to provide parking spaces for non-franchised buses at "single site, multiple use" car parks, stipulate the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks, increase on-street parking spaces

(including night-time parking spaces) for CVs, open up ancillary parking spaces and loading/unloading bays in new developments as night-time public parking spaces for CVs, and encourage schools to allow student service vehicles to park at parking spaces for non-franchised buses within school premises during non-school hours.

3. & 4.

To alleviate the problem of labour shortage in the trade, the Government announced the Scheme in June 2023, and approved 900 PLB and 800 coach driver quotas through two rounds of applications in September 2023 and July 2024 respectively. All applications were vetted by the inter-departmental liaison group (comprising representatives from the Transport and Logistics Bureau, the Labour Department and the Transport Department (TD)). Details of the two rounds of applications are set out in **Annex.** In addition, as for the gradual expiry of the contracts of the first batch of imported workers under the Scheme from end 2025, the TD announced the quota renewal arrangements in August 2025. The operators with allocated quotas should submit quota renewal applications to the TD five months prior to the expiry of the contracts of their imported drivers. Upon receipt of the renewal applications, the TD will review whether or not the operators concerned continue to meet the criteria of the Scheme (including maintaining the manning ratio of 1:2 for imported labours to local full-time staff, the wage levels of imported labours at not less than the median monthly wages of the relevant posts, and complying with relevant local driver recruitment requirements, etc). As at end February 2026, 589 quotas (including 324 PLB and 265 coach driver quotas) had been granted with approval for renewal.

Annex

Labour Importation Scheme for the Transport Sector –
Public Light Bus (PLB)/Coach Trade

Numbers of applications and quotas allocated in the first round by driver job type

Driver job type	Number of applications received	Number of quotas applied	Number of applications approved	Number of driver quotas allocated
Public Light Bus Driver	68 (involving 68 route packages)	547	59	461
Local Coach Driver	32 (involving 6 service endorsements) Note (1)	689	23	262
Cross-boundary Coach Driver	18 (involving routes plying 6 road-based boundary control points (BCPs))	365	16	246
Total	**118**	**1 601**	**98**	**969**

Numbers of applications and quotas allocated in the second round by driver job type

Driver job type	Number of applications received	Number of quotas applied	Number of applications approved	Number of quotas allocated
Public Light Bus Driver	82 (involving 82 route packages)	842	82	467
Local Coach Driver	31 (involving 6 service endorsements) Note (1)	394	27	228
Cross-boundary Coach Driver	16 (involving routes plying 6 road-based boundary control points (BCPs))	237	16	154
Total	**129**	**1 473**	**125**	**849** Note(2)

Notes:

(1) The six service endorsements include (i) tour service, (ii) hotel service, (iii) student service, (iv) employees' service, (v) residents' service and (vi) contract hire service.

(2) Including 118 approved quotas left unused in the first round and carried forward to the second round.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB290

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3496)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the traffic conditions in Hong Kong, will the Government inform 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 traffic flow at the three road harbour crossings (RHCs) by vehicle type (goods vehicle, private car, public bus, light bus, taxi) and their respective percentages in the past five years;

4. the changes in peak-hour traffic flow at the tunnels after the implementation of the time-varying toll plan;

5. whether the toll plan for rationalising traffic among the three RHCs has resulted in more congested conditions on the relevant connecting roads since implementation; if yes, the details;

6. the total numbers of traffic accidents occurred at the three RHCs after implementation of the toll plan; whether the accident rates have increased as compared with those prior to implementation of the toll plan; whether the average time taken to handle accidents has changed; and

7. whether the Transport Department has established a standing mechanism to regularly assess the traffic impact of the toll plan on major connecting roads such as Tsing Sha Highway, Island Eastern Corridor, West Kowloon Corridor and Kwun Tong Bypass?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 50)

Reply:

1. As the Annual Traffic Census 2025 is still under compilation, the traffic volume statistics in 2024 are provided. The design capacities and peak-hour utilisation rates (measured by ratios of traffic volume/design capacity) of various government strategic routes in 2024 are set out at **Annex 1**.

2. The design capacities and peak-hour utilisation rates (measured by ratios of traffic volume/design capacity) of various road tunnels in 2025 are set out at **Annex 2**.

3. - 5. and 7.

The average daily traffic flows of the three road harbour crossings (RHCs) on weekdays, with a breakdown by vehicle type and respective percentages, in the past five years (i.e. 2021 to 2025) are set out at **Annex 3**.

According to the traffic data of 2025, the overall cross-harbour traffic volume on weekdays increased by about 1% to about 274 000 vehicles as compared with the period before the implementation of time-varying tolls (i.e. December 2023). The daily traffic flows of the three RHCs were as follows: the traffic flow of the Western Harbour Crossing (WHC) increased by about 24% to 109 000 vehicles; the traffic flow of the Cross Harbour Tunnel (CHT) decreased by 11% to about 94 000 vehicles; the traffic flow of the Eastern Harbour Crossing (EHC) decreased by about 10% to 71 000 vehicles. After the implementation of the new tolls, the cross-harbour traffic flows on weekdays have remained relatively stable and no significant additional traffic has been induced. At the same time, the traffic has been more evenly distributed among the three RHCs, thereby making better use of each tunnel's capacity.

Moreover, the overall cross-harbour congestion has been alleviated. The traffic queues at the CHT and EHC during peak hours have generally reduced by about 1 km and 0.3 km respectively. During normal and off-peak time slots, which account for nearly 80% of the day, the traffic at the three RHCs (including CHT which used to be frequently congested in the past) has been significantly smoother than before. The non-cross-harbour traffic near the tunnel portals has also improved significantly, thus reducing the impact on traffic near the Gascoigne Road and Kwun Tong Bypass. These diversion effects have a positive impact on the overall commuting experience of the public, as well as on transport and logistics and the operation of public transport services.

To further alleviate traffic conditions at WHC, the Government has constructed an additional lane at the Hong Kong Island exit of WHC towards Central and Sheung Wan. This lane was opened on 30 November 2025. Since then, observations show a noticeable reduction in vehicle weaving at the tunnel exit, and the traffic flow is significantly smoother than before, allowing more vehicles to pass through the tunnel. These works have removed the bottleneck at the Hong Kong Island exit of WHC, freeing up tunnel capacity that had previously not been fully utilised.

The Government has been closely monitoring the cross-harbour traffic, including the impact of the cross-harbour traffic flows on the non-cross-harbour traffic, in order to review the traffic situation and toll arrangement of the three RHCs more comprehensively and implement science-based traffic management measures in a timely manner.

6. The numbers of traffic accidents and the accident rates per million vehicle-kilometres within the control area of each RHC between 2021 and 2025 are tabulated below:

RHC [1]		**Year**				
		2021	2022	2023	2024	2025 [2]
CHT	Number of traffic accidents	68	66	67	40	35
	Accident rate per million vehicle-kilometres	0.79	0.79	0.79	0.53	Figures being compiled
EHC	Number of traffic accidents	49	40	32	23	23
	Accident rate per million vehicle-kilometres	0.34	0.30	0.23	0.18	Figures being compiled
WHC	Number of traffic accidents	38	29	47	98	90
	Accident rate per million vehicle-kilometres	0.77	0.67	0.80	1.18	Figures being compiled
All RHCs	Number of traffic accidents	155	135	146	161	148
	Accident rate per million vehicle-kilometres	0.55	0.52	0.52	0.57	Figures being compiled

Note 1: Upon the takeover of WHC on 2 August 2023, the Government implemented the 633 fixed toll plan in the first stage at the three RHCs, which was followed by the time-varying toll plan in the second stage at the three RHCs starting from 17 December 2023.

Note 2: The number of traffic accidents in 2025 is provisional.

Overall, apart from WHC, the numbers of traffic accidents occurred within the tunnel area and the accident rates of other RHCs after the implementation of the new tolls were lower than those before implementation. The increase in traffic accidents and accident rate of WHC may be related to the increase in vehicle flow after the implementation of the new tolls. The total number of traffic accidents occurred in the three RHCs has remained stable at about 150 per year after the implementation of the new tolls. As regards incident handling, the operators have arrived at the scene within the time limit stipulated under the contract to handle incidents. The time required for handling an incident varies depending on the nature and severity of each individual case, and it is therefore not appropriate to make a direct comparison of the average time taken to handle accidents.

Annex 1

Design Capacities and Peak-hour [1] Utilisation Rates of Strategic Routes

Road section	Strategic route [2]	Design capacity (vehicle/hour)	Peak-hour utilisation rate in 2024
Hong Kong Island			
Harcourt Road (westbound between Tamar Street and Arsenal Street)	Route 4	9 450	0.6
Central−Wan Chai Bypass	Route 4	4 700	0.5
Kowloon			
Princess Margaret Road (between Wylie Road and Pui Ching Road)	Route 1	4 700	0.6
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	Route 2	4 700	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	Route 3	4 700	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	Route 5	3 000	1.1
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	Route 7	4 700	0.8
New Territories			
Ting Kau Bridge	Route 3	4 700	1.2
Nam Wan Tunnel	Route 8	4 700	0.5
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	Route 9	6 300	1.2
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	Route 9	4 700	0.7
Tuen Mun Road (eastbound between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	Route 9	6 300	0.9
Kong Sham Western Highway	Route 10	4 700	0.2

Road section	Strategic route [2]	Design capacity (vehicle/hour)	Peak-hour utilisation rate in 2024
(between Yick Yuen Road and Shenzhen Bay Bridge)			

Note 1: The figures listed in the table represent the traffic flow of various transport facilities from Mondays to Fridays (except public holidays) in 2024. "Peak hour" refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction.

Note 2: Route 6 comprises the Central Kowloon Bypass (Yau Ma Tei Section), the Central Kowloon Bypass (Kowloon Bay Section), and the Tseung Kwan O − Lam Tin Tunnel. Since the entire Route 6 is scheduled for full commissioning this year, its utilisation rate is currently not available.

Annex 2

Design Capacities and Peak-hour [2] Utilisation Rates of Road Tunnels

Tunnel [1]	Design capacity (vehicle/hour)	Peak-hour utilisation rate [3] in 2025
Aberdeen Tunnel	2 600	0.8
CHT	2 600	1.1
EHC	2 600	1.1
WHC	4 200	1.0
Lion Rock Tunnel	2 600	1.1
Tate's Cairn Tunnel	2 600	1.0
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	4 700	0.8
Shing Mun Tunnels	2 600	0.8
Tai Lam Tunnel [4]	4 200	0.9
Central Kowloon Bypass	4 200	0.5[5]

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

Note 2: The figures listed in the table represent the annual average traffic flow of the above tunnels from Mondays to Fridays (except public holidays) in 2025, according to the toll collection system. Except for the three RHCs, "peak hour" refers to the busiest one hour from 7 a.m. to 10 a.m. and from 5 p.m. to 8 p.m. in the busiest direction. To more accurately reflect the cross-harbour traffic flow, "peak-hour" of the three RHCs refers to the busiest one hour from 7:30 a.m. to 10:30 a.m. and from 4:30 p.m. to 7:30 p.m.

Note 3: 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 4: With reference to the actual combination of vehicles mix after the Government's takeover of Tai Lam Tunnel and the toll reduction in 2025, the tunnel's design capacity is adjusted to 4 200 vehicles per hour, and the utilisation rate in 2025 is also calculated on the basis of the traffic flow after the takeover of Tai Lam tunnel.

Note 5: The Central Kowloon Bypass (Yau Ma Tei Section) commenced operation on 21 December 2025. All-day fixed toll of $8 for all vehicle types will be charged upon its full commissioning as the tenth tolled tunnel this year. Therefore, its utilisation rates during peak hours in 2025 are calculated on the basis of the data

from Mondays to Fridays (except public holidays) between 21 and 31 December 2025, and the traffic flow has yet to stabilise.

Annex 3

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles) [1&2]

Year	WHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2021	34 400 [54%]	1 600 [3%]	11 200 [18%]	4 000 [6%]	600 [1%]	11 600 [18%]
2022	27 900 [52%]	1 400 [3%]	10 100 [19%]	3 600 [7%]	400 [1%]	10 500 [19%]
2023	36 200 [50%]	1 400 [2%]	19 100 [27%]	4 200 [6%]	400 [1%]	10 700 [15%]
2024	51 300 [50%]	2 100 [2%]	22 700 [22%]	5 700 [6%]	500 [1%]	20 200 [20%]
2025	57 500 [53%]	2 200 [2%]	21 600 [20%]	6 000 [6%]	400 [1%]	20 800 [19%]

Note 1: Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
Note 2: Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
Note 3: "Motorcycle" includes motor tricycles.
Note 4: "Bus" includes public and private buses.
Note 5: "Light bus" includes public and private light buses.
Note 6: The percentages may not add up to 100% due to rounding.

Annex 3

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles) [1&2]

Year	CHT					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2021	48 700 [46%]	5 400 [5%]	18 100 [17%]	6 800 [6%]	1 000 [1%]	25 300 [24%]
2022	46 600 [46%]	4 800 [5%]	17 800 [18%]	6 000 [6%]	800 [1%]	24 800 [25%]
2023	48 800 [48%]	4 500 [4%]	16 700 [16%]	6 400 [6%]	800 [1%]	24 600 [24%]
2024	53 600 [57%]	3 900 [4%]	17 200 [18%]	5 400 [6%]	600 [1%]	14 100 [15%]
2025	55 800 [60%]	3 600 [4%]	16 300 [17%]	5 200 [6%]	500 [1%]	12 300 [13%]

Note 1: Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
Note 2: Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
Note 3: "Motorcycle" includes motor tricycles.
Note 4: "Bus" includes public and private buses.
Note 5: "Light bus" includes public and private light buses.
Note 6: The percentages may not add up to 100% due to rounding.

Annex 3

Average Daily Traffic Flows on Weekdays by Vehicle Type and Respective Percentages at the Three RHCs (in Two-way Vehicles) [1&2]

Year	EHC					
	Private car	**Motorcycle [3]**	**Taxi**	**Bus [4]**	**Light bus [5]**	**Goods vehicle**
2021	47 600 [58%]	3 000 [4%]	14 600 [18%]	3 000 [4%]	600 [1%]	12 600 [15%]
2022	41 500 [57%]	2 600 [4%]	13 700 [19%]	2 700 [4%]	500 [1%]	11 400 [16%]
2023	42 000 [57%]	2 600 [4%]	14 200 [19%]	2 800 [4%]	600 [1%]	11 200 [15%]
2024	40 800 [57%]	2 700 [4%]	12 800 [18%]	3 100 [4%]	600 [1%]	12 000 [17%]
2025	41 400 [58%]	2 700 [4%]	11 900 [17%]	3 200 [4%]	600 [1%]	11 600 [16%]

Note 1: Cross-harbour traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by summer holidays and long holidays.
Note 2: Figures in brackets denote the percentage share of the respective vehicle type in the total traffic flow.
Note 3: "Motorcycle" includes motor tricycles.
Note 4: "Bus" includes public and private buses.
Note 5: "Light bus" includes public and private light buses.
Note 6: The percentages may not add up to 100% due to rounding.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB291

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3497)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the operating conditions of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong-Express Rail Link (XRL), will the Government inform this Committee of the following:

1. list of the 10 train departures with the highest numbers of passengers, along with the passenger figures;

2. the current daily number of train departures; the ratio of such number to that when the XRL station in Hong Kong operates at its maximum capacity;

3. the Government's targets in further increasing the train frequency and passenger flow in future; the Government's plan to extend the train service to cover new destinations;

4. the average time taken by visitors to complete immigration clearance of the Mainland and Hong Kong, with a breakdown by peak periods (such as weekends and public holidays) and non-peak periods;

5. In view of the repeated record-breaking daily passenger flow at West Kowloon Station, whether the Government has set any passenger flow alert indicators and formulated any corresponding emergency plan to ease the flow of people;

6. whether the Government has any measures to enhance the dissemination of real-time passenger flow information and travel time recommendations to visitors, and whether it has assessed the coverage and effectiveness of such publicity.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 51)

Reply:

1.-3. Commissioned on 23 September 2018, the XRL Hong Kong Section connects to the country's high-speed railway network, which currently boasts a total length of 50 000

km. At service commencement, the Hong Kong West Kowloon Station directly connected to 44 Mainland destination stations. Now, the number has increased to 110, including 11 short-haul destinations (Futian, Shenzhenbei, Guangmingcheng, Dongguannan, Changping, Dongguan, Humen, Nanshabei (formerly named as Qingsheng), Guangzhouxintang, Guangzhounan and Guangzhoudong) and 99 long-haul ones, providing at least 106 pairs of long and short-haul train trips (i.e. 212 departures) per day. Since the commissioning of the XRL Hong Kong Section, its highest daily patronage has been nearly 145 800. Total patronage exceeded 31 million in 2025, with an average daily patronage of about 85 000.

According to the latest operational data provided by the MTR Corporation Limited (MTRCL), the 10 XRL train trips connecting to the Hong Kong West Kowloon Station with the highest passenger flow in February 2026 had Shantou, Shenzhenbei, Guangzhounan, Changshanan or Shanwei as the origin/destination stations, with the total patronage of each of these departures ranging between 29 000 and 32 000 in February 2026.

The MTRCL will continue to monitor closely the operation of the station and XRL services, as well as passenger's travelling patterns and demand, and work with the relevant Mainland authorities and railway departments to enhance XRL services further and, having regard to the country's high-speed railway network development, timely increase the number of direct Mainland destination stations connecting with the Hong Kong West Kowloon Station, so as to meet the travelling needs of passengers.

4. Since it commenced operation, the Express Rail Link West Kowloon Control Point has been running smoothly. Overall speaking, 98% of Hong Kong residents can complete the Hong Kong immigration clearance within 15 minutes, while 95% of visitors can do so within 30 minutes.

5.-6. Relevant departments at the boundary control points (BCPs) monitor the real-time situation of BCPs at all times, maintain close liaison with their Mainland counterparts, and activate the contingency plan as necessary through close co-ordination, flexible deployment of manpower, provision of additional counters and channels, and adoption of appropriate measures for crowd control and traffic flow facilitation, so as to ease the flow of travellers and maintain order at BCPs. To facilitate visitors in planning their cross-boundary trips at an early stage, the Security Bureau launched the "Easy Boundary", a one-stop information platform on immigration clearance, at the end of September 2025. The platform provides real-time information on immigration clearance and other useful information on various land BCPs, including the West Kowloon Station of XRL, to facilitate visitors in obtaining the latest information on these BCPs. Meanwhile, the MTRCL provides real-time information on trains and boarding gates through large display panels installed at the station concourse, an "Immigration Clearance Status" display system showing the estimated waiting time for immigration clearance in real time, additional self-service gates and staff-assisted channels, and new screening machines for large baggage at B1 level. It has also extended the entrances of some boarding gates towards the centre of the hall at B3 level to enhance service efficiency during the peak passenger flow periods.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB292

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3513)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

What is the current utilisation rate of the T6 Bridge of Tate's Cairn Highway?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 68)

Reply:

The current design capacity and peak-hour utilisation rate of the T6 Bridge of Tate's Cairn Highway are tabulated as follows:

Road section	**Design capacity (vehicle/hour)**	**Utilisation rate[1]**
T6 Bridge of Tate's Cairn Highway (Southbound)	3 000	1.03
T6 Bridge of Tate's Cairn Highway (Northbound)	3 000	1.01

Note 1: The utilisation rate refers to the ratio of traffic flow to design capacity during the morning peak hours (i.e. the busiest one hour from 7:00 a.m. to 10:00 a.m. on weekdays). The utilisation rates have not taken into account those vehicles queueing to enter the road and do not reflect the actual traffic demand against the design capacity. The actual traffic capacity of the road 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 flow and the design capacity may not truly reflect the actual traffic condition.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB293

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3661)

Head: (186) Transport Department

Subhead (No. & title): (000) Operating Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the construction of the Kwong Fuk Bridge in Tai Po, will the Government advise this Committee of the following:

Before the finalisation of the vehicular bridge plan, what specific short-term measures does the Government have in place to mitigate traffic congestion in Kwong Fuk Estate and in the vicinity of Tai Po Hui? Will temporary traffic management measures or optimisation of existing bus routes be considered?

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

Reply:

At present, the residents of Kwong Fuk Estate and the vicinity of Tai Po Market mainly commute along the east-west passage of Kwong Fuk Road and the north-south passage of Po Heung Street. The Government has the following short term measures to alleviate traffic congestion in the district:

(i) the Civil Engineering and Development Department will carry out improvement works at the Kwong Fuk roundabout to provide a designated left-turn lane for Kwong Wang Street southbound. Upon resumption and completion of the works concerned, vehicles travelling from Kwong Wang Street southbound to Shatin and Kowloon will no longer need to enter the roundabout, thereby reducing the number of vehicles using the roundabout and enhancing its operation efficiency;

(ii) the Transport Department (TD) is planning to widen the western exit of Kwong Fuk roundabout to provide additional traffic lane for the exiting vehicles, thereby allowing more vehicles to leave the roundabout faster and enhancing its operation. The TD has already completed local consultation on the works, and no objection was received. The Highways Department (HyD) is carrying out the detailed design for the project and will strive to invite tenders for the improvement works within 2026;

(iii) the TD has coordinated with the HyD for carrying out improvement and widening works at the junction of Po Heung Street and Heung Sze Wui Street to enable two long vehicles making right turn simultaneously from Heung Sze Wui Street westbound to Po Heung Street northbound, thereby enhancing traffic safety and relieving traffic in the district. The works are expected to commence in the latter half of 2026;

(iv) in planning the public transport service network, including adjustments to existing bus routes, the TD will review relevant factors such as the current public transport service situation, passenger demand, the impact of service adjustments on existing passengers, changes in traffic burden in the vicinity and overall utilisation of resources. The TD will continue to closely monitor the traffic situation in Kwong Fuk Estate and the vicinity of Tai Po Market, passengers' travelling patterns and the actual operation of bus routes, as well as take the above factors into account, in order to discuss with the franchised bus operators, in a timely manner, the need and feasibility of optimising existing bus routes to facilitate the public in commuting;

(v) In accordance with the policy of selected traffic enforcement priorities, the Tai Po Police District has been taking strict enforcement actions against traffic offences, with a view to changing the irresponsible behaviour of road users that causes traffic accidents or traffic obstructions. The locations include the main roads in the vicinity of Tai Po Market, such as Kwong Fuk Road, Heung Sze Wui Street and Po Heung Street; and

(vi) the TD will closely monitor the latest traffic situation, review the setting of traffic lights at busy road junctions in the district from time to time to alleviate traffic congestion, and implement other appropriate traffic enhancement measures when necessary.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB294**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3574)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

According to the Annual Transport Digest 2025, the annual number of casualties in road traffic accidents in Hong Kong is on an upward trend, with the number of injured increased from 20 381 in 2015 to 23 656 in 2024. Among which, the number of casualties who were drivers aged 60 and above even increased from 710 in 2015 to 1 710 in 2024. To enhance road safety, the Transport and Logistics Bureau will introduce legislative amendments for enhancing requirements for physical fitness certification of driving licence applicants or holders in 2026-27. In this connection, will the Government inform this Committee of the following:

1. the annual numbers of road traffic casualties involving commercial vehicle (CV) drivers in the past three years, in table form, with a breakdown by: i). type of CV; ii). age group of the driver involved (under 20, 20 to 39, 40 to 59, 60 and above); iii). major contributing factors of traffic accidents (including a). driver contributory factor, b). casualty (driver, passenger or pedestrian) contributory factor, c). vehicle contributory factor and d). environment contributory factor); and a further breakdown for traffic accidents involving driver contributory factors by a). driving inattentively, b). driving too close to vehicle in front, c). careless lane changing, d). lost control of vehicle, e). turning right/left negligently and f). other reasons;

2. regarding the various schemes that the Government has put forward to encourage CV drivers to cultivate good driving behaviour, including free health check service for CV drivers under the Safe Driving and Health Campaign, the total expenditure and number of participants of these schemes in the past three years;

3. given that the Government plans to introduce legislative amendments for enhancing requirements for physical fitness certification of driving licence applicants or holders in 2026-27, and has stated earlier that it will explore the use of innovative technology and artificial intelligence for conducting reaction tests, such as simulating various road situations to test the physical responsiveness of drivers or simulating various road situations and driving conditions to assess aged drivers' reactions under different circumstances, the total expenditure and number of participants of the scheme; and

4. as local research institutions have developed innovative solutions to detect behaviours such as harsh acceleration, frequent lane switching and mobile phone use while driving, whether the Government will consider requiring CVs to adopt such innovative solutions for improving driving safety; if yes, the details; if no, the reasons?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 47)

Reply:

1.

(i) According to records, the numbers of casualties[#] in road traffic accidents involving commercial vehicle (CV) drivers by type of CV from 2023 to 2025 are tabulated below:

Year	Type of CV involved in traffic accidents								
	Taxi	**Public light bus**	**Private light bus**	**Public bus**	**Private bus**	**Medium goods vehicle**	**Heavy goods vehicle**	**Special purpose vehicle**	**All CVs^**
2023	6 243	1 207	133	2 777	44	1 119	402	118	10 554
2024	6 782	1 248	145	3 014	48	1 167	414	120	11 699
2025*	6 024	1 120	138	2 791	49	1 179	426	156	10 739

Notes: [#] Casualties include all drivers, cyclists, passengers and pedestrians who are injured or killed in the accident.

[^] If more than one type of CV are involved in a single traffic accident, the casualties of that accident will simultaneously be counted under all types of CV involved in that accident. Hence, the sum of casualties for individual types of CV will be larger than the actual number of casualties involving all CVs.

[*] The figures for traffic accidents in 2025 are provisional.

(ii) According to records, the numbers of casualties[#] in road traffic accidents involving CV drivers by age group of CV driver from 2023 to 2025 are tabulated below:

Year	Age group of CV driver				
	<20	**20-39**	**40-59**	**≥ 60**	**All age groups of CV driver^**
2023	0	1 687	5 220	5 008	10 554
2024	0	2 097	5 591	5 363	11 699
2025*	0	2 103	5 129	4 755	10 739

Notes: [#] Casualties include all drivers, cyclists, passengers and pedestrians who are injured or killed in the accident.

[^] If more than one age group of CV driver are involved in a single traffic accident, the casualties of that accident will simultaneously be counted in all age groups of CV drivers involved in that accident. Hence, the sum of casualties for

individual age groups of CV drivers will be larger than the actual number of casualties of all CV drivers.

* The figures for traffic accidents in 2025 are provisional.

(iii) (a) According to records, the numbers of CV drivers^ involved in traffic accidents by driver contributory factor from 2023 to 2025 are tabulated below:

Year	CV Driver contributory factor	Number of CV drivers
2023	Driving inattentively	2 157
	Driving too close to vehicle in front	1 030
	Careless lane changing	589
	Turning right/left negligently	205
	Lost control of vehicle	62
	Others	1 280
2024	Driving inattentively	2 293
	Driving too close to vehicle in front	1 039
	Careless lane changing	628
	Turning right/left negligently	251
	Lost control of vehicle	45
	Others	1 384
2025*	Driving inattentively	2 229
	Driving too close to vehicle in front	830
	Careless lane changing	510
	Turning right/left negligently	218
	Lost control of vehicle	49
	Others	1 097

Notes: ^ As not all CV drivers involved in accidents had driver contributory factors, the sum of the figures shown in the table does not equal the total number of CV drivers involved in traffic accidents.

* The figures for traffic accidents in 2025 are provisional.

(iii) (b) According to records, the numbers of casualties^ in traffic accidents involving CVs by major casualty contributory factor from 2023 to 2025 are tabulated below:

Year	Major casualty contributory factor in traffic accidents involving CVs	Number of casualties
2023	Passenger lost balance (apart from stairway)	409
	Passenger lost balance, on stairway	109
	Pedestrian inattentiveness	90
	Crossing road heedless of traffic (apart from crossing)	90
	Lost balance/fell down when boarding/alighting vehicle	40
	Crossing road heedless of traffic (at crossing)	37
2024	Passenger lost balance (apart from stairway)	490

Year	Major casualty contributory factor in traffic accidents involving CVs	Number of casualties
	Passenger lost balance, on stairway	137
	Pedestrian inattentiveness	100
	Crossing road heedless of traffic (apart from crossing)	64
	Crossing road heedless of traffic (at crossing)	36
	Lost balance/fell down when boarding/alighting vehicle	35
2025*	Passenger lost balance (apart from stairway)	433
	Passenger lost balance, on stairway	137
	Crossing road heedless of traffic (apart from crossing)	84
	Pedestrian inattentiveness	68
	Crossing road heedless of traffic (at crossing)	57
	In road, not crossing (jay walking)	28

Notes: ^ As not all casualties involved in CV accidents had casualty contributory factors, the sum of the figures shown in the table does not equal the total number of casualties in accidents involving CVs.

* The figures for traffic accidents in 2025 are provisional.

(iii) (c) According to records, the numbers of CVs involved in traffic accidents with vehicle contributory factors from 2023 to 2025 were 57, 56 and 58 respectively (the 2025 figure being provisional).

(iii) (d) According to records, the numbers of traffic accidents involving CVs with environment contributory factors from 2023 to 2025 were 44, 50 and 36 respectively (the 2025 figure being provisional).

2.

The free health check-up services for CV drivers (free check-up services) under the Safe Driving and Health Campaign of the Transport Department (TD) aim to encourage CV drivers to undergo regular basic health check-ups so as to understand their own health conditions at an early stage. Each eligible CV driver can register once for the free health check-up services provided by the TD within a year. In the past three years, the number of participants amounted to about 9 000, involving expenditure of around $5.3 million.

3.

In introducing the enhanced requirements for physical fitness certification of driving licence applicants or holders, the TD, with the assistance of the consultant team from the University of Hong Kong and the medical Expert Panel, is formulating detailed medical guidelines and new physical fitness certificates for implementation of the relevant proposal. The medical guidelines will cover the assessment of cognitive and motor functions, and set out the relevant criteria for doctors to assess the drivers' fitness for driving. In the long run, in order to assess more comprehensively the driving ability of individual aged drivers, the Government will explore the use of innovative technology and artificial intelligence, including drawing on the experiences in technological innovation across different regions to help test the physical responsiveness of drivers, or to simulate various road situations and driving conditions so as to assess aged drivers' reactions under different circumstances. The Government will

continue to keep under review the effectiveness of these arrangements in other regions and consider leveraging on technology to enhance assessment on aged drivers' driving ability.

4.
Franchised bus operators have progressively installed the Driver Management System in their bus fleets to monitor driving behaviour and enhance driving safety. The system installed by the Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited and Citybus Limited detects driving behaviours (including speeding, harsh braking and harsh acceleration, etc.) with real-time data and immediately issues alerts to bus captains. New Lantao Bus Co. (1973) Limited began using Driver Management System in the third quarter of 2025, and plans to install the system across its entire fleet in the third quarter of 2026.

The Government will continue to closely monitor technological developments, formulate strategies and implement measures in a timely manner to further enhance driving safety.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB295**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3650)

Head: (186) Transport Department

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

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Upon implementation of the refined arrangements for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) and the Public Transport Fare Subsidy Scheme (PTFSS), the Government is expected to save $6.2 billion in the coming five years. In this connection, will the Government inform this Committee of the following:

1. the details of the savings of $6.2 billion in the coming five years, including the potential savings on public funds and administrative costs for each scheme in each financial year (set out in table form);

2. the total subsidy amount, average number of beneficiaries per month and average amount of monthly subsidy per beneficiary under PTFSS in the past three financial years (set out in table form); and

3. whether the review report and relevant data on the refined arrangements for PTFSS will be published; if yes, what are the details; if no, what are the reasons.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 8)

Reply:

1. and 3.

Following the completion of the Government's review of the Public Transport Fare Subsidy Scheme (the Scheme) in 2025, the threshold of monthly public transport expenses incurred for receiving the subsidy under the Scheme was raised from $400 to $500 with effect from 1 June 2025. Prior to the adjustment of the Scheme, the average monthly subsidy amount from January to May 2025 was about $217 million. After adjustment to the Scheme, the average monthly subsidy amount from June 2025 to February 2026 was about $162 million. This represents a reduction of about $55 million in the average monthly subsidy amount. The adjustment to the Scheme is effective in achieving savings in expenditures and ensuring the financial sustainability of the Scheme, while preserving its policy intent of relieving the fare burden of

commuters whose public transport expenses are relatively high. The estimated subsidy amount for the 2026-27 financial year will be about $2.77 billion, representing savings of about $720 million compared with that prior to the adjustment.

The Government has been striving to lower the administrative cost of the Scheme as far as possible. The estimated recurrent expenditure of the Scheme (excluding the estimated subsidy amount) for the 2026-27 financial year will be $48.1 million, equivalent to about 1.7% of the estimated subsidy amount.

2. 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 set out in the table below:

Year	**Total subsidy amount ($ million)**	**Average number of beneficiaries per month ('000)**	**Average amount of monthly subsidy per beneficiary ($)**
2023	3,909	3 036	107
2024	2,528	1 988	106
2025	2,238	1 764	106

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB296

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3662)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To further promoting the use of electric taxis, will the Government inform this Committee of the following:

1. according to the latest data, the number of electric taxis with approvals for operation in Hong Kong and their percentage in the total number of taxis in Hong Kong;

2. the details of manpower establishment and expenditure for implementing "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis" (the Scheme);

3. the number of electric taxis participated in the Scheme and the amount of loan approved?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.11)

Reply:

1. As at 28 February 2026, there were 1 096 registered electric taxis (e-taxis), accounting for about 6.0% of the total number of 18 163 taxis in Hong Kong.

2. The Government launched the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (e-taxis)" (the Loan Scheme) on 4 September 2023 to encourage the taxi trade to switch to battery e-taxis. The Loan Scheme is administered by the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) and loan applications are processed by the participating lending institutions (PLIs), while the Transport Department (TD) is responsible for monitoring the Loan Scheme.

   The monitoring work of the Loan Scheme is undertaken by the existing staff of the TD as part of their overall duties, and there is no separate breakdown of the expenditure and manpower arrangement involved.

3. Since the launch of the Loan Scheme up to 28 February this year, HKMCI has received from PLIs a total of 927 applications. Among them, 864 applications have been approved, nine applications are being processed, and 54 applications have the loan

cancelled due to withdrawal of application by applicants or the applicants' failure to draw the loan within the period of time designated by HKMCI. Among the 864 approved applications, applicants of 700 applications have drawn the loan, with a total loan amount of about $230 million, while the remaining 164 applicants have yet to draw the loan due to various reasons, such as vehicles has not been delivered.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB297**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3575)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department has stated that it will continue to conduct process re-engineering of licensing services, including arranging more online services and using Artificial Intelligence (AI) to assist in the processing of licensing applications. Regarding the direct issue of Hong Kong Full Driving Licence (Direct Issue), will the Government inform this Committee of the following:

1. the details of Direct Issue applications in the past five years, including but not limited to:

(i) the total numbers of applications received, approved and rejected, and the overall approval rates in the past five years, with a breakdown by issuing countries/ places of driving licences;

(ii) the numbers and percentages of Direct Issue applications by vehicle types, such as private cars, light goods vehicles and motor cycles in the past five years;

(iii) the main reasons for rejecting applications and their respective numbers in the past five years;

2. whether the Government will arrange more online services and use AI to assist in processing Direct Issue applications; if yes, the details; if no, the reasons?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 40)

Reply:

1.

(i) Currently, persons holding driving licences issued by countries or places as listed in Schedule 4 of the Road Traffic (Driving Licences) Regulations (Cap. 374B) may apply to the Transport Department (TD) for direct issue of Hong Kong Full Driving Licence (Direct Issue) for driving private cars, light goods vehicles, motorcycles, and motor tricycles. The numbers of Direct Issue applications and approvals, with a breakdown

by issuing countries or places of driving licences held by applicants in the past five years, are set out at **Annex**.

(ii) The numbers of approved Direct Issue applications by vehicle type and their percentages of the total number of applications approved in each year of the past five years are tabulated as follows:

Year	Vehicle type				(e) Total number of applications approved[Note]
	(a) Private car [(a) / (e) x100%)]	(b) Light goods vehicle [(b) / (e) x100%)]	(c) Motorcycle [(c) / (e) x100%)]	(d) Motor tricycle [(d) / (e) x100%)]	
2021	26 872 [99.9%]	6 481 [24.1%]	7 008 [26%]	7 008 [26%]	26 905
2022	28 676 [99.3%]	6 360 [22%]	7 175 [24.9%]	7 175 [24.9%]	28 868
2023	67 021 [99.3%]	10 738 [15.9%]	14 405 [21.3%]	14 405 [21.3%]	67 471
2024	72 932 [99.3%]	11 457 [15.6%]	16 689 [22.7%]	16 689 [22.7%]	73 421
2025	83 470 [98.8%]	13 051 [15.4%]	19 873 [23.5%]	19 873 [23.5%]	84 493

Note: Each approved Direct Issue application may involve more than one vehicle type

(iii) The unsuccessful Direct Issue applications were mainly rejected on the ground that the applicants failed to fully meet the requirements under the Road Traffic (Driving Licences) Regulations (Cap. 374B), for example, applications made with cancelled driving licences, driving licences which were expired for more than three years, and without a full driving licence. The TD does not maintain statistics with a breakdown by reason for rejection.

2. The TD's full implementation of online appointment for counter services for direct issue applications was launched from 16 March 2026, with the number of booking slots increased by 40% to 550 per working day and extension of the services to the four Licensing Offices across the territory at the same time, providing greater convenience to applicants and making better use of resources.

The enhanced online appointment system has introduced measures to ensure system stability and reduce the chance of improper use of services. Such measures include enhancing the virtual queuing system, verifying applicants' identities with iAM Smart

and artificial intelligence (AI), using one-time passwords for authentication, setting up a human verification mechanism to detect and block automated ticket-scalping bot operations. The TD will closely monitor the implementation of the new arrangements to ensure smooth system operation.

Furthermore, the TD will actively explore the use of AI technology in direct issue application procedures, so that applicants will be able to upload application documents to the new online platform for preliminary vetting, and then visit the Licensing Office at their booked time slot with their original documents for verification to ensure the authenticity of the documents and a smooth and efficient application process.

Annex

The Numbers of Direct Issue Applications and Approvals with a Breakdown by Issuing Countries or Places of Driving Licences Held by Applicants

(i) 2021

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
China, People's Republic of				
-Mainland	18 182	18 117	65	99.6%
-Taiwan	670	670	0	100%
-Macao	184	184	0	100%
Denmark	14	14	0	100%
Pakistan	1 452	1 410	42	97.1%
Japan	261	261	0	100%
Belgium	21	21	0	100%
Israel	20	20	0	100%
Canada	604	601	3	99.5%
Nigeria, Federal Republic of	22	20	2	90.9%
Iceland, Republic of	0	0	0	-
India	907	907	0	100%
Spain	47	47	0	100%
Bangladesh, People's Republic of	9	9	0	100%
France	231	231	0	100%
Finland	5	5	0	100%
Republic of South Africa together with S.W. Africa	129	129	0	100%
United States of America	1 330	1 330	0	100%
Norway	5	5	0	100%
New Zealand	112	112	0	100%
Malaysia	240	240	0	100%
Netherlands	60	60	0	100%
Austria	9	9	0	100%

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
Italy	58	58	0	100%
Ireland, Republic of	35	35	0	100%
Singapore	206	206	0	100%
Switzerland	51	51	0	100%
Sweden	44	44	0	100%
Portugal	11	11	0	100%
Germany, Federal Republic of	112	110	2	98.2%
Australia	676	673	3	99.6%
Luxembourg	3	3	0	100%
United Kingdom	999	999	0	100%
Korea, Republic of	313	313	0	100%
Others[#]	1	0	1	0%
Total	**27 023**	**26 905**	**118**	**99.6%**

#Note: Unsuccessful Direct Issue application submitted with driving licence issued by country or place not listed in Schedule 4 of the Road Traffic (Driving Licences) Regulations (Cap. 374B).

(ii) 2022

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
China, People's Republic of				
-Mainland	20 306	20 289	17	99.9%
-Taiwan	785	784	1	99.9%
-Macao	221	220	1	99.5%
Denmark	8	8	0	100%
Pakistan	1 592	1 591	1	99.9%
Japan	220	220	0	100%
Belgium	31	30	1	96.8%
Israel	9	9	0	100%
Canada	599	597	2	99.7%

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
Nigeria, Federal Republic of	25	24	1	96.0%
Iceland, Republic of	7	7	0	100%
India	970	970	0	100%
Spain	28	28	0	100%
Bangladesh, People's Republic of	12	12	0	100%
France	182	182	0	100%
Finland	4	4	0	100%
Republic of South Africa together with S.W. Africa	117	117	0	100%
United States of America	1 145	1 142	3	99.7%
Norway	11	11	0	100%
New Zealand	113	112	1	99.1%
Malaysia	226	226	0	100%
Netherlands	36	36	0	100%
Austria	9	9	0	100%
Italy	46	46	0	100%
Ireland, Republic of	20	20	0	100%
Singapore	170	170	0	100%
Switzerland	39	39	0	100%
Sweden	32	32	0	100%
Portugal	7	7	0	100%
Germany, Federal Republic of	62	62	0	100%
Australia	629	627	2	99.7%
Luxembourg	5	5	0	100%
United Kingdom	988	985	3	99.7%
Korea, Republic of	247	247	0	100%
Total	**28 901**	**28 868**	**33**	**99.9%**

(iii) 2023

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
China, People's Republic of				
-Mainland	57 914	57 894	20	100%
-Taiwan	1 115	1 115	0	100%
-Macao	671	670	1	99.9%
Denmark	7	7	0	100%
Pakistan	698	697	1	99.9%
Japan	221	221	0	100%
Belgium	26	26	0	100%
Israel	10	10	0	100%
Canada	1 039	1 039	0	100%
Nigeria, Federal Republic of	26	24	2	92.3%
Iceland, Republic of	0	0	0	-
India	747	747	0	100%
Spain	43	43	0	100%
Bangladesh, People's Republic of	23	23	0	100%
France	183	181	2	98.9%
Finland	1	1	0	100%
Republic of South Africa together with S.W. Africa	100	100	0	100%
United States of America	1 593	1 592	1	99.9%
Norway	8	8	0	100%
New Zealand	124	123	1	99.2%
Malaysia	295	295	0	100%
Netherlands	58	58	0	100%
Austria	7	7	0	100%
Italy	47	47	0	100%
Ireland, Republic of	30	30	0	100%
Singapore	183	182	1	99.5%

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
Switzerland	47	47	0	100%
Sweden	25	25	0	100%
Portugal	5	5	0	100%
Germany, Federal Republic of	103	103	0	100%
Australia	737	737	0	100%
Luxembourg	6	6	0	100%
United Kingdom	1 134	1 133	1	99.9%
Korea, Republic of	275	275	0	100%
Others[#]	2	0	2	0.0%
Total	**67 503**	**67 471**	**32**	**99.9%**

#Note: Unsuccessful Direct Issue applications submitted with driving licences issued by countries or places not listed in Schedule 4 of the Road Traffic (Driving Licences) Regulations (Cap. 374B).

(iv) 2024

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
China, People's Republic of				
-Mainland	64 575	64 475	100	99.8%
-Taiwan	1 064	1 064	0	100%
-Macao	543	542	1	99.8%
Denmark	10	10	0	100%
Pakistan	468	466	2	99.6%
Japan	196	196	0	100%
Belgium	20	20	0	100%
Israel	14	14	0	100%
Canada	1 076	1 075	1	99.9%
Nigeria, Federal Republic of	19	15	4	78.9%
Iceland, Republic of	0	0	0	-
India	576	575	1	99.8%

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
Spain	38	38	0	100%
Bangladesh, People's Republic of	22	22	0	100%
France	197	195	2	99.0%
Finland	7	7	0	100%
Republic of South Africa together with S.W. Africa	98	98	0	100%
United States of America	1 487	1 485	2	99.9%
Norway	5	5	0	100%
New Zealand	133	133	0	100%
Malaysia	239	239	0	100%
Netherlands	52	52	0	100%
Austria	7	7	0	100%
Italy	42	41	1	97.6%
Ireland, Republic of	28	28	0	100%
Singapore	197	197	0	100%
Switzerland	46	45	1	97.8%
Sweden	19	19	0	100%
Portugal	6	6	0	100%
Germany, Federal Republic of	92	91	1	98.9%
Australia	750	749	1	99.9%
Luxembourg	3	3	0	100%
United Kingdom	1 253	1 249	4	99.7%
Korea, Republic of	260	260	0	100%
Total	**73 542**	**73 421**	**121**	**99.8%**

(v) 2025

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
China, People's Republic of				
-Mainland	75 362	75 312	50	99.9%
-Taiwan	997	997	0	100%
-Macao	428	428	0	100%
Denmark	9	9	0	100%
Pakistan	805	803	2	99.8%
Japan	203	203	0	100%
Belgium	25	25	0	100%
Israel	12	12	0	100%
Canada	1 222	1 222	0	100%
Nigeria, Federal Republic of	17	17	0	100%
Iceland, Republic of	2	2	0	100%
India	594	594	0	100%
Spain	27	27	0	100%
Bangladesh, People's Republic of	46	45	1	97.8%
France	174	171	3	98.3%
Finland	1	1	0	100%
Republic of South Africa together with S.W. Africa	101	101	0	100%
United States of America	1 474	1 474	0	100%
Norway	8	8	0	100%
New Zealand	145	145	0	100%
Malaysia	224	224	0	100%
Netherlands	78	78	0	100%
Austria	10	10	0	100%
Italy	61	61	0	100%
Ireland, Republic of	22	22	0	100%
Singapore	208	208	0	100%

Issuing country or place of driving licences	Number of applications received	Number of applications approved	Number of applications rejected	Approval rate
Switzerland	40	40	0	100%
Sweden	17	17	0	100%
Portugal	4	4	0	100%
Germany, Federal Republic of	73	73	0	100%
Australia	706	706	0	100%
Luxembourg	2	1	1	50.0%
United Kingdom	1 228	1 227	1	99.9%
Korea, Republic of	226	226	0	100%
Total	**84 551**	**84 493**	**58**	**99.9%**

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB298

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3443)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government took over the Tai Lam Tunnel in May 2025 and implemented new tolls. Will the Government inform this Committee of the following:

1. a comparison of the total number of vehicles using the tunnel during the peak and off-peak hours each month since May 2025 with the corresponding figures for the same months in 2024 in table form; and

2. whether the traffic conditions of the Tai Lam Tunnel are in line with the expectation of the Government under the new toll arrangement; if yes, the details; if not, the additional resources and manpower to be deployed to help resolve the issues.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 45)

Reply:

1-2. The Government took over the Tai Lam Tunnel (TLT) and lowered its tolls on 31 May 2025, with a view to attracting some vehicles to switch to the TLT, thereby better utilising its remaining capacity and alleviating the heavy traffic at its alternative route (such as Tuen Mun Road). The Transport Department has been closely monitoring the traffic conditions after implementation of the new tolls at the TLT. As expected, the traffic flow at TLT has increased, but traffic remains smooth. According to the preliminary data as at December 2025, following the implementation of the new tolls, the ratio of traffic volume/capacity in the busier direction during peak hours on weekdays at the TLT ranges from 0.8 to 1.0. The traffic flows during peak and off-peak periods at the TLT from June to December in 2024 and 2025 are set out at the **Annex**.

Annex

Average weekday traffic flows at TLT (in two-way vehicles)
(June to December) 2024 & 2025

Month	Peak period[2]	Year-on-year change	Normal period[2]	Year-on-year change	Off-peak period[2]	Year-on-year change
2024						
June	17 100	--	16 500	--	12 300	--
July	15 900	--	16 100	--	12 100	--
August	15 300	--	15 900	--	12 100	--
September	16 600	--	16 200	--	12 400	--
October	16 700	--	16 000	--	12 200	--
November	16 800	--	16 400	--	12 400	--
December	16 800	--	16 800	--	12 700	--
2025						
June	19 900	+ 16%	20 900	+ 27%	17 100	+ 39%
July	19 400	+ 22%	21 300	+ 32%	17 400	+ 45%
August	19 000	+ 24%	21 300	+ 34%	17 900	+ 48%
September	19 300	+ 16%	20 700	+ 28%	17 300	+ 39%
October	21 900	+ 31%	22 600	+ 41%	18 900	+ 55%
November	22 500	+ 34%	23 100	+ 41%	19 100	+ 54%
December	21 800	+ 30%	23 600	+ 41%	19 400	+ 52%

Note:

1. Traffic flows on weekdays (i.e. Mondays to Fridays, except public holidays), before excluding the days affected by public holidays.

2. "Peak period" refers to from 7 a.m. to 10 a.m. and from 5 p.m. to 7 p.m. while "normal period" refers to from 10 a.m. to 5 p.m., and "off-peak period" refers to the remaining hours.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB299

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3337)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the expenditure on the management and maintenance of public piers, will the Government inform this Committee of the following:

(a) Apart from the project costs involved in the Pier Improvement Programme, please provide details of the routine management and maintenance expenses of each public pier in the past five years in table form.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 64)

Reply:

(a) At present, there are approximately 130 public piers in Hong Kong for use by vessels. The Transport Department (TD) is responsible for the daily management of 65 public piers, while the Highways Department (HyD) and the Food and Environmental Hygiene Department (FEHD) carry out daily maintenance work. The Civil Engineering and Development Department (CEDD) is responsible for repair and maintenance. The expenditure involved in the relevant work carried out by the aforesaid departments at the public piers under their respective responsibilities is set out at **Annex**.

The TD does not maintain information on the expenditure of the piers managed by other departments.

Annex

Expenditure Involved in the Daily Management, Maintenance, Repair and Maintenance Work of Public Piers by Relevant Departments in the Past Five Years

Department	Work content	Expenditure involved ($)
TD	Daily management of 65 public piers	The relevant work is undertaken by existing staff of the TD. There is no separate breakdown of the expenditure involved.
HyD	Lighting of public piers	approximately $1.7 million*
FEHD	Environmental hygiene and cleanliness of public piers	The FEHD does not maintain a breakdown on the expenditure incurred in providing environmental hygiene service of public piers.
CEDD	Repair and maintenance of public pier facilities	approximately $81 million

* As at January 2026

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Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **TLB300**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3412)

Head: (186) Transport Department

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

Programme: Not Specified

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Transport Department (TD) will continue to improve existing cycle tracks and associated facilities in new towns in the New Territories. What is the number of cycle tracks scheduled for opening to the public in the coming year and the estimated expenditure involved? Will there be a collaboration with the Hong Kong Tourism Board in promoting well-established cycle tracks?

Asked by: Hon KONG Man-wai, Vivian (LegCo internal reference no.41)

Reply:

At present, a total length of about 250 kilometres of cycle tracks has been opened to the public. In 2026-27, the Government plans to open an approximately 800-metre-long cycle track in Tung Chung East for public use. As the cycle track is an item covered by Public Works Project Item No. 7859CL − Tung Chung New Town Extension − site formation and infrastructure works, there is no separate breakdown of the estimated expenditure for the cycle track.

Regarding promotion and publicity, the Hong Kong Tourism Board features a dedicated page on cycling in Hong Kong on its one-stop travel information platform "Discover Hong Kong". It recommends popular cycling routes and spots in Hong Kong, covering the cycle tracks in areas such as Tai Po, Sha Tin, Tuen Mun, Yuen Long, as well as attractions and places open to visitors for cycling in urban areas and on outlying islands of Hong Kong, so as to encourage visitors to appreciate the beautiful scenery of Hong Kong's countryside and cityscape. The Government has also provided a range of information on cycling safety on its website, reminding visitors to pay attention to traffic safety when cycling in Hong Kong.

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Examination of Estimates of Expenditure 2026-27 Reply Serial No.

TLB301

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3577)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winne TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The "Northbound Travel for Hong Kong Vehicles" (the Northbound Travel Scheme) was launched on 1 July 2023, while the "Southbound Travel for Guangdong Vehicles" (the Southbound Travel Scheme) has been launched in phases since mid-November last year. In this connection, will the Government inform this Committee of the following:

1. the monthly traffic flow of private cars, goods vehicles and coaches on the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the past year (to be set out in table form and broken down by vehicle type);

2. whether there are statistics on the average number of days spent in Guangdong Province by private cars under the Northbound Travel Scheme in the past two years; and

3. the number of applications received, number of approved quotas per month and average number of days spent in Hong Kong by Guangdong vehicles under the Southbound Travel Scheme since its launch.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 46)

Reply:

1. According to the information provided by the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority Note(1), figures on the monthly traffic flow of private cars, goods vehicles and buses on HZMB in 2025 are tabulated as follows:

2025	**Private car** Note(2)	**Goods vehicle** Note(3)	**Bus** Note(4)
January	317 581	33 442	57 300
February	297 155	27 129	52 557
March	312 445	35 734	55 786
April	348 779	34 861	61 256
May	355 960	38 020	56 180
June	324 073	38 860	52 149
July	331 362	40 482	56 463

2025	Private car Note(2)	Goods vehicle Note(3)	Bus Note(4)
August	374 125	42 190	61 590
September	293 475	45 206	46 530
October	391 998	46 947	54 037
November	341 498	49 536	51 723
December	384 597	48 451	58 307

Note:

(1) The HZMB Authority was established pursuant to the laws of the Chinese Mainland as a non-profitmaking public-institution legal entity responsible for the construction, operation, management and maintenance of the HZMB.

(2) Including cross-boundary private cars (dual-plate vehicles and triple-plate vehicles), cross-boundary hire cars and private cars under the Northbound Travel for Hong Kong Vehicles, Southbound Travel for Guangdong Vehicles and HZMB Macao Port Park-and-Ride Scheme.

(3) Including container trucks.

(4) Including cross-boundary coaches between Hong Kong and the Mainland/Macao, cross-boundary shuttle buses plying between Hong Kong Port and Zhuhai Port/Macao Port of the HZMB, shuttle buses plying between Zhuhai Port/Macao Port of the HZMB and the SkyPier Terminal of Hong Kong International Airport, and shuttle buses plying between Zhuhai Port and East Artificial Island of the HZMB for leisure travel.

2. The Transport Department (TD) does not maintain statistics on the average number of days private cars stay in Guangdong Province under the Northbound Travel Scheme. According to the requirements, vehicles under the Northbound Travel Scheme may stay for no more than 30 consecutive days upon each entry to the Mainland and no more than 180 days within a year in aggregate.

3. The Southbound Travel Scheme (Entry into the Urban Area) has been open for application from eligible Guangdong private cars since 9 December 2025. After receiving the applications referred from the Mainland authorities, the TD will process the applications and issue an electronic International Circulation Permit (ICPs) to the successful applicants. Guangdong vehicles issued with ICPs may make booking to enter Hong Kong via the HZMB for up to three days per visit.

As at end-February 2026, the TD received about 4 200 applications and issued over 3 500 ICPs to eligible applicants. The remaining some 700 applications were under processing. According to the information provided by the Customs and Excise Department, as at February 2026, about 90% of vehicles stayed in Hong Kong for one to two days.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)187

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2810)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Government has implemented a real-name registration system for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) starting from end-August 2024, mandating persons aged 60 or above to use JoyYou Card to enjoy the concessionary fare under the $2 Scheme. In this connection, will the Government inform this Committee of the following:

1. the number of beneficiaries of the $2 Scheme from 2023-24 to 2025-26, with a breakdown into persons aged 60 to 64, persons aged 65 or above and eligible persons with disabilities;

2. the expenditure of the $2 Scheme from 2023-24 to 2025-26;

3. the rate of increase/decrease in the expenditure of the $2 Scheme by comparing the expenditure before and after implementation of the real-name registration system; and

4. the numbers of (i) inspections, (ii) abuse cases found and (iii) prosecutions and convictions instituted with regard to combating abuses of the $2 Scheme from 2023-24 to 2025-26, set out by public transport modes.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 7)

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 type of beneficiary, are set out below:

Calendar year	Persons aged 65 or above	Persons aged 60 to 64	Eligible persons with disabilities	Total (Note)
2023	1 536 300	871 800	169 600	2 577 700
2024	1 634 900	912 900	171 700	2 719 400
2025	1 683 800	910 400	169 900	2 764 100

Note: Figures may not add up to the total due to rounding off to the nearest hundred.

2. and 3.

The Government has fully implemented a real-name registration system for the $2 Scheme starting from 25 August 2024, mandating Hong Kong residents aged 60 or above to use JoyYou Card and eligible persons with disabilities aged below 60 to use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. Annual expenditure of the $2 Scheme will depend on a number of factors, including changes in the population of eligible beneficiaries, travelling behaviour and patterns of eligible beneficiaries, fare adjustments, changes in public transport operators (PTOs) participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme from 2023-24 to 2025-26 are set out in the following table:

Financial year of 2023-24 Actual reimbursement	$4.0088 billion
Financial year of 2024-25 Actual reimbursement	$4.3916 billion
Financial year of 2025-26 Revised estimate	$4.6471 billion

4. The Transport Department (TD) has all along been requesting 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.

To step up enforcement actions against abuses of the $2 concessions by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at 24 August 2024 (i.e. before full implementation of the use of JoyYou Card), a total of around 450 joint enforcement actions were conducted across 900 routes with about 3 000 persons inspected for suspected abuse of the $2 Scheme, and 7 suspected abuse cases were found and referred to the Police for follow-up. The court hearings of 5 of the cases were completed: the passenger in the first case was fined approximately $14,000 and required to repay the underpaid fare (totalling around $2,000); the passenger in the second case was convicted of false accounting and sentenced to 120 hours of community service, and was fined around $5,800 and required to repay the underpaid fare (totalling around $620); the passenger in the third case was fined $2,000; the passenger in the fourth case was sentenced to 130 hours of community service and was required to repay the underpaid fare (totalling around $3,900); and the passenger in the fifth case was convicted of fraud and sentenced to 80 hours of community service, and was required to repay the underpaid fare (totalling around $2,900). Investigation into another 2 cases was

completed and the Police did not have sufficient evidence to prosecute the suspected abusers. Abusers in all cases were involved in using anonymous Elder Octopus.

After full implementation of the use of JoyYou Card, the TD carried out a total of around 270 joint enforcement actions with PTOs such as franchised buses and ferries from 25 August 2024 to February 2026, inspecting about 1 370 persons for suspected abuse of $2 Scheme, and no abuse case was found. During the same period, in the enforcement actions carried out by the MTR Corporation Limited, the weekly number of abuse cases with surcharges imposed were 8 on average, significantly lower by 95% as compared to 158 before implementation of the use of JoyYou Card, indicating that full implementation of the use of real-name JoyYou Card is effective in combating abuses.

The TD will continue to conduct joint special inspection and enforcement actions with the PTOs and refer suspected abuse cases with sufficient evidence to the Police for criminal investigations so as to deter ineligible persons from abusing the $2 Scheme.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)188

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1764)

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 (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

In 2024-25 and 2025-26, regarding the travelling behaviour of eligible beneficiaries of the $2 Scheme among the following groups: (1) JoyYou Card holders aged 60 to 64, (2) JoyYou Card holders aged 65 or above and (3) eligible persons with disabilities aged below 60 using Personalised Octopus with "Persons with Disabilities Status", will the Government inform this Committee of the following:

1. Currently, for the above three groups, what are the numbers of JoyYou Cards and Octopus cards issued and the total numbers of beneficiaries using JoyYou Cards/Octopus cards to enjoy the $2 Scheme each month?

2. Why is there a difference of about $800 million between the approved estimate and the revised estimate for 2025-26? How does the Government determine the estimate for 2026-27 at about $5.17 billion?

3. For the above three groups, what are the average monthly numbers of passenger trips taken, broken down into 60 trips or below, 61 to 120 trips, 121 to 180 trips, 181 to 240 trips and above 240 trips?

4. For the above three groups, what are the average monthly numbers of trips taken per person, broken down into adult fare below or equal to $10 and above $10?

5. For the above three groups, what are the average monthly number of trips per person, average annual subsidy per person, average subsidy per trip, and monthly number of trips taken by persons who made the highest number of trips in 2024-2025 and 2025-2026?

6. What are the average daily numbers of beneficiaries, broken down by public transport operators, in 2024-2025 and 2025-2026? And

7. Given that JoyYou Cards and Octopus cards contain card holders' travelling records, has the Government considered collaborating with Octopus Cards Limited to utilise the data from these records for analysing traffic data, such as travelling distance, frequency, location and the amount of money spent for their trip, without compromising the privacy of personal data? This analysis would help explore ways to promote the silver economy and understand changes in the lives and needs of the elderly. If yes, what is the relevant work plan? If no, what are the reasons?

Asked by: Hon CHAN Man-yee, Grace (LegCo internal reference no.: 38)

Reply:

1. The Government has fully implemented a real-name registration system for the $2 Scheme starting from 25 August 2024, mandating Hong Kong residents aged 60 or above to use JoyYou Card and eligible persons with disabilities aged below 60 to use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. As at the end of December 2025, the number of eligible beneficiaries aged 60 or above and holding JoyYou Card is about 2.59 million (about 690 000 of them aged 60 to 64) whereas the number of eligible persons with disabilities aged below 60 and holding Personalised Octopus encoded with "Persons with Disabilities Status" to enjoy the $2 concession is about 130 000. The number of beneficiaries in each group is tabulated in Part 3 to Part 5 below.

2. The revised estimate of the $2 Scheme in the financial year of 2025-26 is lower than the approved estimate. This is mainly due to lower-than-expected number of passenger trips and rates of fare increase of various public transport operators (PTOs), as well as lower-than-expected numbers of red minibus routes, kaito services and residents' services joining the $2 Scheme. As a result, the provision required for the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme has reduced.

   The estimated expenditure of the $2 Scheme for 2026-27 is about $5.1707 billion. Apart from the implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount" in 2026-27, annual expenditure of the $2 Scheme will also depend on a number of factors, including changes in the population of eligible beneficiaries, travelling habits and patterns of eligible beneficiaries, fare adjustments, changes in PTOs participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The Government has taken into account the above factors in preparing the estimated expenditure.

3. - 5.

   The key data (including the figures asked in the questions) collected in the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme are set out in the table below:

	Persons aged 65 or above	Persons aged 60 to 64	Eligible persons with disabilities	Total
Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme in 2024-25 to 2026-27 financial years [1]				
2024-25 (Actual)	$1.6887 billion (38%)	$2.4053 billion (55%)	$297.6 million (7%)	$4.3916 billion
2025-26 (Revised estimate)	$1.8424 billion (40%)	$2.4911 billion (53%)	$313.6 million (7%)	$4.6471 billion
2026-27 (Estimate)	-	-	-	$5.1707 billion
Data of the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme				
Numbers of beneficiaries				
No. of card holders[2]	1 851 000	683 000	131 000[3]	2 665 000
Average monthly numbers of passenger trips				
Adult fare below or equal to $10 (61% of routes)	37 million (83%)	17.9 million (65%)	4.1 million (80%)	59 million (77%)
Adult fare above $10 (39% of routes)	7.5 million (17%)	9.5 million (35%)	1 million (20%)	18 million (23%)
Total no. of passenger trips	44.5 million	27.4 million	5.1 million	77 million
Average monthly amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme [1]				
Adult fare below or equal to $10 (61% of routes)	$88.4 million (62%)	$76.7 million (38%)	$13.5 million (54%)	$178.6 million (48%)
Adult fare above $10 (39% of routes)	$54.3 million (38%)	$125.9 million (62%)	$11.3 million (46%)	$191.5 million (52%)
Total amount of subsidy	$142.7 million	$202.6 million	$24.8 million	$370.1 million
Average monthly numbers of beneficiaries broken down by average monthly number of passenger trips				
Less than 120 trips	1 659 000	764 000	146 000	2 569 000
120 to 240 trips	10 000	10 000	2 000	22 000
Above 240 trips	80	90	50	220
Other data				
Average no. of trips taken per person	0.9 per day 27 per month	1.2 per day 36 per month	1.1 per day 34 per month	(N/A)
Average subsidy per person	$2.8 per day $85 per month	$8.7 per day $262 per month	$5.6 per day $167 per month	
Average subsidy per trip	$3.2	$7.4	$4.9	

Average daily no. of trips taken by persons who made the highest no. of trips	14	20	19	

[1] The Government reimburses the PTOs the actual applicable fare (i.e. adult fare deducting any concessions offered by the PTOs) minus the fare paid by an eligible beneficiary. As some PTOs voluntarily offer fare concessions to persons aged 65 or above and/or eligible persons with disabilities, the Government's reimbursement of the fare differentials for the relevant trips will be lower.

[2] From 25 August 2024, Hong Kong residents aged 60 or above must use a JoyYou Card and eligible persons with disabilities aged below 60 must use the Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The relevant numbers of card holders refer to the numbers of Octopus cards issued and not refunded that are in circulation as at the end of August 2025.

[3] Including Personalised Octopus with "Persons with Disabilities Status" and JoyYou Card with "Persons with Disabilities Status".

6. The average daily numbers of beneficiaries of the $2 Scheme regarding PTOs in 2024 and 2025 are tabulated as follows:

	Calendar year	**Persons aged 65 or above**	**Persons aged 60 to 64**	**Eligible persons with disabilities**	**Total** (Note 2)
MTR Corporation Limited	2024	609 000	380 000	69 000	1 058 000
	2025	606 100	379 700	68 600	1 054 400
Franchised bus operators	2024	676 000	352 000	69 000	1 097 000
	2025	702 200	345 000	67 000	1 114 200
Ferry operators	2024	10 300	5 900	1 100	17 300
	2025	10 100	5 900	1 100	17 100
Green minibus operators	2024	300 900	144 000	28 300	473 200
	2025	320 300	148 300	28 800	497 400
Red minibus operators	2024	28 100	17 500	2 900	48 400
	2025	33 100	18 000	3 000	54 100
Kaito operators	2024	1 400	800	100	2 300
	2025	1 400	800	100	2 300
Hong Kong Tramways Limited (Note 1)	2024	-	6 900	800	7 600
	2025	-	6 800	700	7 500

	Calendar year	**Persons aged 65 or above**	**Persons aged 60 to 64**	**Eligible persons with disabilities**	**Total** (Note 2)
Residents' service operators	2024	9 700	5 400	500	15 600
	2025	10 600	5 900	600	17 100
Total (Note 2)	**2024**	**1 634 900**	**912 900**	**171 700**	**2 719 400**
	2025	**1 683 800**	**910 400**	**169 900**	**2 764 100**

Note 1: Hong Kong Tramways Limited offers a concessionary fare of $1.5 for elderly persons aged 65 or above, which is lower than the flat fare of $2 under the $2 Scheme. In this connection, the $2 Scheme is not applicable to elderly persons aged 65 or above travelling on trams.

Note 2: Figures may not add up to total due to rounding off to the nearest hundred.

7. The use of the travelling records of JoyYou Cards and Octopus card holders for data analysis involves cross-organisation data processing and takes into account various factors, including privacy, technical and commercial considerations. The Government will continue to explore the feasibility of using relevant data to help understand the needs of the elderly and promote the development of the silver economy, on the premise of protecting the privacy of personal data.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)189

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1888)

Head: (186) Transport Department

Subhead (No. & title): (000) Operating 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 (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Under Matters Requiring Special Attention in 2026-27, it is mentioned 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 implement the strengthened anti-abuse measures, as well as continue to provide support to the Labour and Welfare Bureau in implementing adjustments to the $2 Scheme. Given that the concessionary fare under the $2 Scheme will be changed to "$2 flat rate cum 80 per cent discount" in April this year, will the Government inform this Committee of the following:

1. The revised estimate for the $2 Scheme for 2025-26 is $753.014 million less than the approved estimate for 2025-26, and the actual patronage enjoying the concessionary fare under the $2 Scheme in 2025 has decreased by about 79 000 compared to the estimated number in last year's Budget. In this connection, is the Government aware of the reasons for the over-estimation of the expenditure and patronage of the $2 Scheme for 2025-26 compared to the original estimate? Meanwhile, the expenditure and patronage of the $2 Scheme for 2026-27 will still increase by 11.2% and 2.5% respectively compared to the revised estimate for 2025-26. Are these estimates in line with the actual situation? If yes, what are the details? If no, what are the reasons?

2. The Government indicated last year that the implementation of concession in the form of "$2 flat rate cum 80 per cent discount" would require adjustments and testing of the Octopus system with relevant administrative cost around $60 million, to be borne two-thirds by the Government and one-third by the Octopus Cards Limited. Given that the Government has recently completed the adjustments and commenced trials of the systems such as the Octopus gate machines, will it advise the details of the actual expenditure for the relevant administrative cost?

3. Under Programme (5), there will be a net decrease of 6 posts in 2026-27. Will the Government inform this Committee of the details and total expenditure of the proposed additional posts, the details and total savings in expenditure of the posts proposed to be

deleted, and whether the work pertaining to the $2 Scheme is involved? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Pui-leung (LegCo internal reference no.: 31)

Reply:

1. The revised estimate of the $2 Scheme in the financial year of 2025-26 is lower than the approved estimate. This is mainly due to lower-than-expected number of passenger trips and rates of fare increase of various public transport operators (PTOs), as well as lower-than-expected numbers of red minibus routes, kaito services and residents' services joining the $2 Scheme. As a result, the expenditure required for the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme is lower than expected. The reasons for the actual average daily number of passenger trips being lower than expected in 2025 include the lower-than-expected growth in the number of eligible beneficiaries and the overall number of trips, as well as the lower-than-expected number of PTOs joining the $2 Scheme.

   The estimated expenditure of the $2 Scheme in 2026-27 is about $5.1707 billion. Apart from the implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount" in 2026-27, annual expenditure of the $2 Scheme will also depend on a number of factors, including changes in the population of eligible beneficiaries, travelling habits and patterns of eligible beneficiaries, fare adjustments, changes in PTOs participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The Government has taken into account the above factors in preparing the estimates of expenditure.

2. The preliminary estimated cost of system modification and trial runs for the implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount" and "limit on the number of concessionary trips" is about $90 million. After deducting the portion to be borne by the Octopus Cards Limited and the relevant PTOs, the expenditure of about $60 million will be borne by the Government.

3. Under Programme (5), there will be a net decrease of 6 posts in the Transport Department's $2 Scheme Section in 2026-27, including 2 posts in the Transport Officer grade, 1 post in the Treasury Accountant grade, 2 posts in the Accounting Officer grade and 1 post in the Clerical Officer grade, and the corresponding salary expenses (notional annual mid-point salary) are about $4.7 million.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)190

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1938)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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 (i.e. $2 Scheme), will the Government inform this Committee of the following:

1. the basis of estimation involved and the reasons for the large difference between the revised estimate for 2025-26 being about $4.6 billion and the approved estimate for 2025-26 being about $5.4 billion according to Subhead 166;

2. the basis of estimation for the 2026-27 estimate of about $5.2 billion according to Subhead 166;

3. the reasons for the decline in average daily passenger trips under the $2 Scheme in 2025 from the estimated 2.82 million to the actual 2.74 million;

4. the numbers of persons eligible for the $2 Scheme and the amounts of subsidy in the past 3 financial years, with a breakdown into the age groups of 60 to 64 and 65 or above;

5. the amounts of subsidy disbursed to various public transport operators, and the recurrent expenses and administrative costs in the past 3 financial years?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.6)

Reply:

1. & 3.

The revised estimate of the $2 Scheme in the financial year of 2025-26 is lower than the approved estimate. This is mainly due to lower-than-expected number of passenger trips and rates of fare increase of various public transport operators (PTOs), as well as lower-than-expected numbers of red minibus routes, kaito services and residents' services joining the $2 Scheme. As a result, the expenditure required for the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme is lower than expected. The reasons for the actual average daily number of passenger trips being lower than expected in 2025 include the lower-than-expected growth in the number of eligible beneficiaries and overall number of trips, as well as the lower-than-expected number of PTOs joining the $2 Scheme.

2. The estimated expenditure of the $2 Scheme in 2026-27 is about $5.1707 billion. Apart from the implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount" in 2026-27, annual expenditure of the $2 Scheme will also depend on a number of factors, including changes in the population of eligible beneficiaries, travelling habits and patterns of eligible beneficiaries, fare adjustments, changes in PTOs participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The Government has taken into account the above factors in preparing the estimates of expenditure.

4.& 5.

The numbers of average daily passenger trips taken by the beneficiaries under the $2 Scheme by type of beneficiary in the past 3 years are set out in the following table:

Calendar Year	Persons aged 65 or above	Persons aged 60 to 64 (Note)	Eligible persons with disabilities	Total (Note)
2023	1 536 300	871 800	169 600	2 577 700
2024	1 634 900	912 900	171 700	2 719 400
2025	1 683 800	910 400	169 900	2 764 100

Note: Figures may not add up to the total due to rounding off to the nearest hundred.

The recurrent expenditure of the $2 Scheme, including reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme, and the operating expenses, in the past 3 financial years with a breakdown by PTO are tabulated as below:

PTO	**Financial year of 2023-24 Actual ($'000)**	**Financial year of 2024-25 Actual ($'000)**	**Financial year of 2025-26 Revised estimate ($'000)**
(a) The Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme:			
MTR Corporation Limited (MTRCL)	1,536,197	1,633,058	1,661,644
Franchised bus operators	1,556,079	1,694,123	1,824,623
Ferry operators	86,147	92,675	96,218

PTO	Financial year of 2023-24 Actual ($'000)	Financial year of 2024-25 Actual ($'000)	Financial year of 2025-26 Revised estimate ($'000)
Green minibus operators	690,463	785,042	863,765
Red minibus operators	103,527	144,774	153,919
Kaito operators	6,438	6,518	6,280
Hong Kong Tramways Limited	2,698	2,787	3,477
Residents' service operators	27,262	32,600	37,204
Sub-total	4,008,811	4,391,577	4,647,130
(b) Operating expenses	**52,333**	**60,236**	**45,898**
Total recurrent expenditure	**4,061,144**	**4,451,813**	**4,693,028**

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)191

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1939)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the implementation of "$2 flat rate cum 80 per cent discount", will the Government inform this Committee of the following:

1. What are the staff establishment and administrative cost involved in the implementation of "$2 flat rate cum 80 per cent discount"?

2. The Government has completed adjusting all Octopus card readers in the territory. What is the administrative cost for the adjustments? Will the Government bear two-thirds of the administrative cost, which is about $40 million, as previously estimated?

3. Please tabulate the number of beneficiaries taking more than 240 trips per month in the past financial year.

4. The "limit on the number of concessionary trips" arrangement is estimated to be implemented around April 2027. Has the Government assessed the administrative cost of implementing the trip limit of 240 trips?

5. Statistics from end of August to end of November 2024 show that only 360 beneficiaries made more than 240 concessionary trips a month. If the administrative cost outweighs the potential savings, will the Government consider shelving the implementation of the monthly limit of 240 trips?

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

Reply:

1.-2. and 4.-5.

The preliminary estimated cost of system modification and trial runs for the implementation of the refined arrangements of "$2 flat rate cum 80 per cent discount"

and "limit on the number of concessionary trips" is about $90 million. After deducting the portion to be borne by the Octopus Cards Limited and the relevant public transport operators (PTOs), the expenditure of about $60 million will be borne by the Government. As the work of implementing the refined arrangements is undertaken by existing staff of the Transport Department (TD), no separate breakdown of the manpower and expenditure involved is available.

The refined arrangement of "$2 flat rate cum 80 per cent discount" was implemented on 3 April 2026, while the "limit on the number of concessionary trips" arrangement is expected to be implemented about 1 year after the introduction of the refined arrangement. The Government will continue to monitor the operation of the $2 Scheme, and further announcements will be made in due course.

3. The Government has fully implemented a real-name registration system for the $2 Scheme starting from 25 August 2024, mandating Hong Kong residents aged 60 or above to use JoyYou Card and eligible persons with disabilities aged below 60 to use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The key data (including the figures asked in the question) collected in the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme are set out in the table below:

	Persons aged 65 or above	**Persons aged 60 to 64**	**Eligible persons with disabilities**	**Total**
Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme in 2024-25 to 2026-27 financial years [1]				
2024-25 (Actual)	$1.6887 billion (38%)	$2.4053 billion (55%)	$297.6 million (7%)	$4.3916 billion
2025-26 (Revised estimate)	$1.8424 billion (40%)	$2.4911 billion (53%)	$313.6 million (7%)	$4.6471 billion
2026-27 (Estimate)	-	-	-	$5.1707 billion
Data of the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme				
Numbers of beneficiaries				
No. of card holders[2]	1 851 000	683 000	131 000[3]	2 665 000
Average monthly numbers of passenger trips				
Adult fare below or equal to $10 (61% of routes)	37 million (83%)	17.9 million (65%)	4.1 million (80%)	59 million (77%)
Adult fare above $10 (39% of routes)	7.5 million (17%)	9.5 million (35%)	1 million (20%)	18 million (23%)
Total no. of passenger trips	44.5 million	27.4 million	5.1 million	77 million

	Persons aged 65 or above	Persons aged 60 to 64	Eligible persons with disabilities	Total
Average monthly amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme [1]				
Adult fare below or equal to $10 (61% of routes)	$88.4 million (62%)	$76.7 million (38%)	$13.5 million (54%)	$178.6 million (48%)
Adult fare above $10 (39% of routes)	$54.3 million (38%)	$125.9 million (62%)	$11.3 million (46%)	$191.5 million (52%)
Total amount of subsidy	$142.7 million	$202.6 million	$24.8 million	$370.1 million
Average monthly numbers of beneficiaries broken down by average monthly number of passenger trips				
Less than 120 trips	1 659 000	764 000	146 000	2 569 000
120 to 240 trips	10 000	10 000	2 000	22 000
Above 240 trips	80	90	50	220
Other data				
Average no. of trips taken per person	0.9 per day 27 per month	1.2 per day 36 per month	1.1 per day 34 per month	(N/A)
Average subsidy per person	$2.8 per day $85 per month	$8.7 per day $262 per month	$5.6 per day $167 per month	
Average subsidy per trip	$3.2	$7.4	$4.9	
Average daily no. of trips taken by persons who made the highest no. of trips	14	20	19	

[1] The Government reimburses the PTOs the actual applicable fare (i.e. adult fare deducting any concessions offered by the PTOs) minus the fare paid by an eligible beneficiary. As some PTOs voluntarily offer fare concessions to persons aged 65 or above and/or eligible persons with disabilities, the Government's reimbursement of the fare differentials for the relevant trips will be lower.

[2] From 25 August 2024, Hong Kong residents aged 60 or above must use a JoyYou Card and eligible persons with disabilities aged below 60 must use the Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The relevant numbers of card holders refer to the numbers of Octopus cards issued and not refunded that are in circulation as at the end of August 2025.

[3] Including Personalised Octopus with "Persons with Disabilities Status" and JoyYou Card with "Persons with Disabilities Status".

The Government does not maintain the statistics required before full implementation of the real-name registration system for the $2 Scheme.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)192

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2416)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Upon implementation of the refined arrangements for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) and the Public Transport Fare Subsidy Scheme (PTFSS), the Government is expected to save $6.2 billion in the coming 5 years. In this connection, will the Government inform this Committee of the following:

1. the details of the savings of $6.2 billion in the coming 5 years, including the potential savings on public funds and administrative costs for each scheme in each financial year (set out in table form);

2. the total subsidy amount, average number of beneficiaries per month and average amount of monthly subsidy per beneficiary under the 2 schemes in the past 3 financial years (set out in table form); and

3. whether the review reports and relevant data on the 2 refined arrangements will be published; if yes, what are the details; if no, what are the reasons.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 8)

Reply:

1. The 2 refined arrangements of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) include "$2 flat rate cum 80 per cent discount" and "limit on the number of concessionary trips". The refined arrangement of "$2 flat rate cum 80 per cent discount" was implemented on 3 April 2026, while the "limit on the number of concessionary trips" arrangement is expected to be implemented about 1 year after the introduction of the refined

arrangement. Savings amounting to about $550 million are expected to be achieved in 2026-27.

The preliminary estimated cost of system modification and trial runs for the implementation of the refined arrangements of "$2 flat rate cum 80 per cent discount" and "limit on the number of concessionary trips" is about $90 million. After deducting the portion to be borne by the Octopus Cards Limited and the relevant public transport operators (PTOs), the expenditure of about $60 million will be borne by the Government.

2. The numbers of average daily passenger trips taken by the beneficiaries under the $2 Scheme in the past 3 years, with a breakdown by type of beneficiary, are set out below:

Calendar year	**Persons aged 65 or above**	**Persons aged 60 to 64**	**Eligible persons with disabilities**	**Total (Note)**
2023	1 536 300	871 800	169 600	2 577 700
2024	1 634 900	912 900	171 700	2 719 400
2025	1 683 800	910 400	169 900	2 764 100

Note: Figures may not add up to the total due to rounding off to the nearest hundred.

The amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme in the past 3 financial years are set out in the following table:

Financial year of 2023-24 Actual reimbursement	$4.0088 billion
Financial year of 2024-25 Actual reimbursement	$4.3916 billion
Financial year of 2025-26 Revised estimate	$4.6471 billion

3. The Government will continue to monitor the operation of the $2 Scheme after the implementation of the refined arrangements and report in a timely manner.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)193

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1107)

Head: (186) Transport Department

Subhead (No. & title): ( )

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Government has previously reviewed the $2 Scheme and will introduce new measures from April 2026, i.e. for trips with fare below $10, beneficiaries will continue to pay $2; for trips with fare above $10, the beneficiaries will have to pay the amount of full fare after 80 per cent discount. Furthermore, the number of trips will be limited to 240 per month. In this connection, will the Government inform this Committee of the following:

1. What are the expenditure and manpower establishment involved in the review of the $2 Scheme?

2. How does the Government expect this measure will affect the annual expenditure of the whole scheme?

3. Has the Government estimated the percentages of elderly people who pay 20 per cent of a fare and those who do not? What will be the transport mode most affected?

4. Please provide the statistics on the numbers of elderly people taking more than 240 trips per month on average in the past 2 years.

5. Please provide the average numbers of passenger trips taken by the elderly people in the past year, broken down by: 1. persons with disabilities; 2. persons aged 60 to 64; 3. persons aged 65 to 79; 4. persons aged 70 to 74; 5. persons aged 75 to 80; and 6. persons aged 80 or above.

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.218)

Reply:

1. & 2.

The refined arrangement of "$2 flat rate cum 80 per cent discount" was implemented on 3 April 2026, while the "limit on the number of concessionary trips" is expected to be

implemented about one year after the introduction of the refined arrangement. Upon implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount", savings of about $550 million are expected to be achieved in the first financial year (2026-27).

The Transport Department deployed existing staff to assist the review of the $2 Scheme. As they have undertaken other duties as well, therefore there is no separate breakdown of the administration cost involved in the work of the review.

3. to 5.

In the process of formulating the refined arrangement of "$2 flat rate cum 80 per cent discount", the Government made an overall impact assessment taking into account the travelling patterns and affordability of various groups holistically. Currently, about 60% of the public transport routes have fares below or equal to $10, representing almost 80% of total subsidised trips under the $2 Scheme. Beneficiaries travelling on these routes remain unaffected under "$2 flat rate cum 80 per cent discount" and continue to pay $2 fare only. While travelling on routes with fares above $10, they only have to pay the amount of the fare after 80% discount and need not bear the remaining 80% of the fare amount. We believe this is still a significant incentive for them to travel.

The Government has fully implemented a real-name registration system for the $2 Scheme starting from 25 August 2024, mandating Hong Kong residents aged 60 or above to use JoyYou Card and eligible persons with disabilities aged below 60 to use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The key data (including the figures asked in the questions) collected in the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme are set out in the table below:

	Persons aged 65 or above	**Persons aged 60 to 64**	**Eligible persons with disabilities**	**Total**
Government's reimbursement of the revenue forgone to the participating public transport operators (PTOs) under the $2 Scheme in 2024-25 to 2026-27 financial years [1]				
2024-25 (Actual)	$1.6887 billion (38%)	$2.4053 billion (55%)	$297.6 million (7%)	$4.3916 billion
2025-26 (Revised estimate)	$1.8424 billion (40%)	$2.4911 billion (53%)	$313.6 million (7%)	$4.6471 billion
2026-27 (Estimate)	-	-	-	$5.1707 billion
Data of the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme				
Numbers of beneficiaries				
No. of card holders [2]	1 851 000	683 000	131 000[3]	2 665 000
Average monthly numbers of passenger trips				
Adult fare below or equal to $10 (61% of routes)	37 million (83%)	17.9 million (65%)	4.1 million (80%)	59 million (77%)

	Persons aged 65 or above	Persons aged 60 to 64	Eligible persons with disabilities	Total
Adult fare above $10 (39% of routes)	7.5 million (17%)	9.5 million (35%)	1 million (20%)	18 million (23%)
Total no. of passenger trips	44.5 million	27.4 million	5.1 million	77 million
Average monthly amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme [1]				
Adult fare below or equal to $10 (61% of routes)	$88. 4 million (62%)	$76.7 million (38%)	$13.5 million (54%)	$178.6 million (48%)
Adult fare above $10 (39% of routes)	$54.3 million (38%)	$125.9 million (62%)	$11.3 million (46%)	$191.5 million (52%)
Total amount of subsidy	$142.7 million	$202.6 million	$24.8 million	$370.1 million
Average monthly numbers of beneficiaries broken down by average monthly number of passenger trips				
Less than 120 trips	1 659 000	764 000	146 000	2 569 000
120 to 240 trips	10 000	10 000	2 000	22 000
Above 240 trips	80	90	50	220
Other data				
Average no. of trips taken per person	0.9 per day 27 per month	1.2 per day 36 per month	1.1 per day 34 per month	(N/A)
Average subsidy per person	$2.8 per day $85 per month	$8.7 per day $262 per month	$5.6 per day $167 per month	
Average subsidy per trip	$3.2	$7.4	$4.9	
Average daily no. of trips taken by persons who made the highest no. of trips	14	20	19	

[1] The Government reimburses the PTOs the actual applicable fare (i.e. adult fare deducting any concessions offered by the PTOs) minus the fare paid by an eligible beneficiary. As some PTOs voluntarily offer fare concessions to persons aged 65 or above and/or eligible persons with disabilities, the Government's reimbursement of the fare differentials for the relevant trips will be lower.

[2] From 25 August 2024, Hong Kong residents aged 60 or above must use a JoyYou Card and eligible persons with disabilities aged below 60 must use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The relevant numbers of card holders refer to the numbers of Octopus cards issued and not refunded that are in circulation as at the end of August 2025.

[3] Including Personalised Octopus with “Persons with Disabilities Status” and JoyYou Card with “Persons with Disabilities Status”.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)194

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1115)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

JoyYou Card holders can access designated public transport modes and services at a concessionary fare of $2 per trip under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ($2 Scheme). In this connection, will the Government advise this Committee of the following:

1. the proportion of the $2 Scheme in the Government's actual recurrent expenditure in each of the past 5 financial years;

2. further to the above, the actual expenditures subsidised by the $2 Scheme for various modes of transport in the past 5 financial years;

3. the respective number of proactive enforcement actions taken against the abuse of the $2 Scheme for various modes of transport in the past year;

4. further to the above, the respective numbers of successful prosecutions against abuse of the $2 Scheme for various modes of transport in each of the past 5 years;

5. the current numbers of elderly persons holding JoyYou Cards under the real-name registration system and those holding Personalised Octopus with "Persons with Disabilities Status";

6. the respective numbers of JoyYou Cards that needed to be reissued for various reasons in each of the past 5 years; and

7. please set out in tabular form the concessions enjoyed by persons with disabilities and persons in different age groups (a. persons with disabilities, b. aged 60 to 64, c. aged 65 to 69, d. aged 70 to 74, e. aged 75 to 80 and f. aged 80 or above) under the $2 Scheme in the past 5 years and the corresponding estimates for this year.

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 113)

Reply:

1. The percentage of total recurrent expenditure of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) (including the reimbursement of the revenue forgone to the participating public transport operators (PTOs) under the $2 Scheme and operational expenses) in the total operating expenditure of the Government in the past 5 financial years is set out below:

	2021-22 Financial year	**2022-23 Financial year**	**2023-24 Financial year**	**2024-25 Financial year**	**2025-26 Financial year Revised Estimate**
Percentage of total recurrent expenditure in the total operating expenditure of the Government (Note 1)	0.2%	0.5%	0.7%	0.7%	0.8%

Note 1: Figure for 2025-26 is calculated based on the revised estimate for 2025-26.

2. The amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme in respect of PTOs in the past 5 financial years are set out below (Note 2):

PTOs	**2021-22 Financial year Actual ($'000)**	**2022-23 Financial year Actual ($'000)**	**2023-24 Financial year Actual ($'000)**	**2024-25 Financial year Actual ($'000)**	**2025-26 Financial year Revised estimate ($'000)**
MTR Corporation Limited	368,927	1,165,741	1,536,197	1,633,058	1,661,644
Franchised bus operators	576,020	1,187,781	1,556,079	1,694,123	1,824,623
Ferry operators	38,362	78,745	86,147	92,675	96,218
Green minibus operators	407,401	564,345	690,463	785,042	863,765
Red minibus operators	3,742	61,424	103,527	144,774	153,919
Kaito operators	683	7,941	6,438	6,518	6,280

PTOs	2021-22 Financial year Actual ($'000)	2022-23 Financial year Actual ($'000)	2023-24 Financial year Actual ($'000)	2024-25 Financial year Actual ($'000)	2025-26 Financial year Revised estimate ($'000)
Hong Kong Tramways Limited	188	2,259	2,698	2,787	3,477
Residents' service operators	The $2 Scheme has not yet been extended to cover the public transport modes concerned	10,587	27,262	32,600	37,204
Total	**1,395,323**	**3,078,823**	**4,008,811**	**4,391,577**	**4,647,130**

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, and from 25 September 2022, the $2 Scheme has been extended to cover residents' services.

3. to 4.

The Transport Department (TD) has all along been requesting 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. The TD also conducts surveys and monitors the situation. To step up enforcement actions against abuses of the $2 concessions by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at 24 August 2024 (i.e. before full implementation of the use of JoyYou Card), a total of around 450 joint enforcement actions were conducted across 900 routes with about 3 000 persons inspected for suspected abuse of the $2 Scheme, and 7 suspected abuse cases were found and referred to the Police for follow-up. The court hearings of 5 of the cases were completed: the passenger in the first case was fined approximately $14,000 and required to repay the underpaid fare (totalling around $2,000); the passenger in the second case was convicted of false accounting and sentenced to 120 hours of community service, and was fined around $5,800 and required to repay the underpaid fare (totalling around $620); the passenger in the third case was fined $2,000; the passenger in the fourth case was sentenced to 130 hours of community service, and was required to repay the underpaid fare (totalling around $3,900); and the passenger in the fifth case was convicted of fraud and sentenced to 80 hours of community service, and was required to repay the underpaid fare (totalling around $2,900). Investigation into another 2 cases was completed and the Police did not have sufficient evidence to prosecute the suspected abusers. In all the cases, the abusers were involved in using anonymous Elder Octopus, and the cases involve ineligible

individuals illegally using the $2 concession to travel on public transport such as the MTR, ferries, franchised buses and green minibuses.

After full implementation of the use of JoyYou Card, the TD carried out a total of around 270 joint enforcement actions with PTOs such as franchised buses and ferries from 25 August 2024 to February 2026, inspecting about 1 370 persons for suspected abuse of the $2 Scheme, and no abuse case was found. During the same period, in the enforcement actions carried out by the MTR Corporation Limited, the weekly number of abuse cases with surcharges imposed were 8 on average, significantly lower by 95% as compared to 158 before implementation of the use of JoyYou Card, indicating that full implementation of the use of real-name JoyYou Card is effective in combating abuses.

The TD will continue to conduct joint special inspection and enforcement actions with the PTOs and refer suspected abuse cases with sufficient evidence to the Police for criminal investigations so as to deter ineligible persons from abusing the $2 Scheme.

5. As at the end of December 2025, the number of eligible beneficiaries aged 60 or above and holding JoyYou Card is about 2.59 million whereas the number of eligible persons with disabilities aged below 60 and holding Personalised Octopus encoded with "Persons with Disabilities Status" to enjoy the $2 concession is about 130 000.

6. According to the information provided by the Octopus Cards Limited, the numbers of JoyYou Cards reissued due to reasons such as loss and malfunction since the introduction of JoyYou Card for enjoying the concessionary fare under the $2 Scheme up to the present are set out below:

Calendar year	**Number of JoyYou Cards re-issued (Note 3)**
2022	37 100
2023	70 000
2024	86 500
2025	90 300

Note 3: Figures are rounded to the nearest hundred.

7. The numbers of average daily passenger trips taken by the beneficiaries under the $2 Scheme in the past 5 years, with a breakdown by type of beneficiary, are set out below:

Calendar year	**Persons aged 65 or above**	**Persons aged 60 to 64 (Note 4)**	**Eligible persons with disabilities**	**Total (Note 5)**
2021	1 247 100	-	159 100	1 406 200
2022	1 190 300	750 000	145 300	2 085 600
2023	1 536 300	871 800	169 600	2 577 700
2024	1 634 900	912 900	171 700	2 719 400
2025	1 683 800	910 400	169 900	2 764 100

Note 4: From 27 February 2022, the eligible age of the $2 Scheme has been lowered from 65 to 60.

Note 5: Figures may not add up to the total due to rounding off to the nearest hundred.

The estimated numbers of average daily passenger trips taken this year by persons aged 60 or above and eligible persons with disabilities under the $2 Scheme are about 2.64 million and 170 000 respectively.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)195

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1293)

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 (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

The aim of the Transport Department is to administer effectively the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ($2 Scheme) and continue to implement the strengthened anti-abuse measures for the $2 Scheme In this connection, will the Government inform this Committee of the following:

(a) What is the number of abuse cases of $2 Scheme found with surcharge imposed after the implementation of the real-name registration system for JoyYou Cards in August 2024?

(b) Will the Government consider amending the legislation to require JoyYou Card holders to show their JoyYou Cards to drivers for verification of their appearance when travelling on buses and minibuses, so as to further combat the illegal use of JoyYou Cards? If yes, what are the details? If not, what are the reasons?

(c) Will the Government consider amending the legislation to impose heavier penalties on illegal use of JoyYou Cards, or even make it a criminal offence? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.25)

Reply:

(a)-(c)

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 relevant legislation and penalty under the relevant by-laws to prevent abuses. The TD also conducts surveys and monitors the situation. At present, persons found to be suspected of abuse of the $2 Scheme will be required to show their

JoyYou Cards that carry a personal photo and the name of the eligible beneficiary or their Personalised Octopus with "Persons with Disabilities Status" as proof of eligibility for enjoying the $2 concessionary fare.

To step up enforcement actions against abuses of the $2 concessions by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at 24 August 2024 (i.e. before full implementation of the use of JoyYou Card), a total of around 450 joint enforcement actions were conducted across 900 routes with about 3 000 persons inspected for suspected abuse of the $2 Scheme, and 7 suspected abuse cases were found and referred to the Police for follow-up. The court hearings of 5 of the cases were completed: the passenger in the first case was fined approximately $14,000 and required to repay the underpaid fare (totalling around $2,000); the passenger in the second case was convicted of false accounting and sentenced to 120 hours of community service, and was fined around $5,800 and required to repay the underpaid fare (totalling around $620); the passenger in the third case was fined $2,000; the passenger in the fourth case was sentenced to 130 hours of community service, and was required to repay the underpaid fare (totalling around $3,900); and the passenger in the fifth case was convicted of fraud and sentenced to 80 hours of community service, and was required to repay the underpaid fare (totalling around $2,900). Investigation into another 2 cases was completed and the Police did not have sufficient evidence to prosecute the suspected abusers. The investigation and prosecution work of the remaining 2 cases are ongoing. Abusers in all cases were involved in using anonymous Elder Octopus.

After full implementation of the use of JoyYou Card, the TD carried out a total of around 270 joint enforcement actions with PTOs such as franchised buses and ferries from 25 August 2024 to February 2026, inspecting about 1 370 persons for suspected abuse of $2 Scheme, and no abuse case was found. During the same period, in the enforcement actions carried out by the MTR Corporation Limited (MTRCL), the weekly number of abuse cases with surcharges imposed were 8 on average, significantly lower by 95% as compared to 158 before implementation of the use of JoyYou Card, indicating that full implementation of the use of real-name JoyYou Card is effective in combating abuses.

At present, PTOs' staff may ask passengers to show their JoyYou Cards that carry a personal photo and the name of the eligible beneficiary or their Personalised Octopus with "Persons with Disabilities Status" for identity verification. Should passengers fail to produce relevant proof of eligibility and refuse to pay the full fare, PTOs may refuse to provide services. Nevertheless, since PTOs' frontline staff are not law enforcement officers, TD will continue to conduct joint special inspection actions with PTOs and refer suspected abuse cases with sufficient evidence to the Police for criminal investigations for achieving a deterrent effect. The Government has no plan at this stage to enact legislation to require eligible beneficiaries to show their proof of eligibility to the staff of PTOs when boarding.

Currently, JoyYou Cards require real-name registration and can only be used by card holders. It is an offence for an ineligible person to use other people's JoyYou Cards to enjoy the concessions. Any person who is convicted is liable to imprisonment. Starting from 25 June 2023, MTRCL has raised the amount of surcharge on all ineligible passengers travelling at the concessionary fares (including concessions under the $2

Scheme) from $500 to $1,000 for heavy rail and from $290 to $370 for light rail and MTR bus services.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **LWB(W)196**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0628)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is announced in the 2026-27 Budget that the concessionary fare would be changed to "$2 flat rate cum 80 per cent discount" under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) and the number of concessionary trips would be limited to 240 per month. Taking into account that the Government expects the estimated expenditure on the new measures to remain as high as $5.17 billion in 2026-27, only a slight decrease from the revised expenditure in 2025-26, I would like to enquire about the following:

1. Effectiveness of cost control: Have the savings brought about by the implementation of 80 per cent discount on the fares for long-haul trips and monthly limit on concessionary trips under the $2 Scheme been fully reflected in the estimated expenditure of the new proposal? If no, what are the actual expected savings on the expenditure?

2. Mechanism for preventing abuse and monitoring: Facing with substantial annual public expenditure of tens of billions of dollars in the future, what are the specific and quantifiable measures to ensure effective administration of the new limit of 240 trips per month and to prevent abuses such as "long-haul trips for short-distance travel" or "abuse of the concession", with a view to using resources in a more cost-effective manner?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 34)

Reply:

1. The refined arrangement of "$2 flat rate cum 80 per cent discount" will be implemented on 3 April 2026. Upon implementation of the refined arrangement, savings of about $550 million are expected to be achieved in 2026-27.

   The estimated expenditure of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) for 2026-27 is about $5.1707 billion. Apart from the implementation of the refined arrangement

of "$2 flat rate cum 80 per cent discount" in 2026-27, annual expenditure of the $2 Scheme will also depend on a number of factors, including changes in the population of eligible beneficiaries, travelling habits and patterns of eligible beneficiaries, fare adjustments, changes in public transport operators (PTOs) participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The Government has taken into account the above factors in preparing the estimated expenditure.

2. One point of community consensus is that the issue of "long-haul trips for short-distance travel" must be addressed. Although the trips with fares above $10 (mostly long-haul trips) taken by beneficiaries with concession have accounted for less than 25% of the total number of concessionary trips, they made up more than half of the amount of the Government's reimbursement to PTOs. The refined arrangement of "$2 flat rate cum 80 per cent discount" will provide beneficiaries with an incentive, encouraging them to choose routes that suit their travelling needs and ease the situation of "long-haul trips for short-distance travel". This will help the beneficiaries to save money, and at the same time optimise the use of government resources.

Another point of community consensus is that concessionary trips should not be unlimited. In response to this is the proposed limit on the number of concessionary trips. The "limit on the number of concessionary trips" arrangement is expected to be implemented about one year after the introduction of the refined arrangement of "$2 flat rate cum 80 per cent discount". The Government will make a further announcement in due course.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **LWB(W)197**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2887)

Head: (186) Transport Department

Subhead (No. & title): ( )

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It was mentioned in last year's Budget that adjustments would be made to the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme), with the concessionary fare changing to "$2 flat rate cum 80 per cent discount". In this connection, will the Government inform this Committee of the following:

1. the estimated annual savings in expenditure after the implementation of these initiatives;

2. the current number of persons eligible for the "$2 flat rate cum 80 per cent discount" by age distribution in table form; and

3. whether further adjustments will be made to the initiatives if the number of beneficiaries continues to increase.

Asked by: Hon KOON Ho-ming, Peter Douglas (LegCo internal reference no.: 14)

Reply:

1. The two refined arrangements of the $2 Scheme include "$2 flat rate cum 80 per cent discount" and "limit on the number of concessionary trips". The "$2 flat rate cum 80 per cent discount" was implemented on 3 April 2026, while the "limit on the number of concessionary trips" is expected to be implemented about one year after the introduction of the refined arrangement. Upon implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount", savings of about $550 million are expected to be achieved in 2026-27.

   The estimated expenditure of the $2 Scheme for 2026-27 is about $5.1707 billion. Apart from the implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount" in 2026-27, annual expenditure of the $2 Scheme will also depend on a number of factors, including changes in the population of eligible beneficiaries,

travelling habits and patterns of eligible beneficiaries, fare adjustments, changes in the public transport operators (PTOs) participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The Government has taken into account the above factors in preparing the estimated expenditure.

2. The Government has fully implemented a real-name registration system for the $2 Scheme starting from 25 August 2024, mandating Hong Kong residents aged 60 or above to use JoyYou Card and eligible persons with disabilities aged below 60 to use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The key data (including the figures asked in the question) collected in the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme are set out in the table below:

	Persons aged 65 or above	**Persons aged 60 to 64**	**Eligible persons with disabilities**	**Total**
Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme in 2024-25 to 2026-27 financial years [1]				
2024-25 (Actual)	$1.6887 billion (38%)	$2.4053 billion (55%)	$297.6 million (7%)	$4.3916 billion
2025-26 (Revised estimate)	$1.8424 billion (40%)	$2.4911 billion (53%)	$313.6 million (7%)	$4.6471 billion
2026-27 (Estimate)	-	-	-	$5.1707 billion
Data of the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme				
Number of beneficiaries				
No. of card holders[2]	1 851 000	683 000	131 000[3]	2 665 000
Average monthly numbers of passenger trips				
Adult fare below or equal to $10 (61% of routes)	37 million (83%)	17.9 million (65%)	4.1 million (80%)	59 million (77%)
Adult fare above $10 (39% of routes)	7.5 million (17%)	9.5 million (35%)	1 million (20%)	18 million (23%)
Total no. of passenger trips	44.5 million	27.4 million	5.10 million	77 million
Average monthly amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme [1]				
Adult fare below or equal to $10 (61% of routes)	$88.4 million (62%)	$76.7 million (38%)	$13.5 million (54%)	$178.6 million (48%)
Adult fare above $10 (39% of routes)	$54.3 million (38%)	$125.9 million (62%)	$11.3 million (46%)	$191.5 million (52%)
Total amount of subsidy	$142.7 million	$202.6 million	$24.8 million	$370.1 million

	Persons aged 65 or above	Persons aged 60 to 64	Eligible persons with disabilities	Total
Average monthly numbers of beneficiaries broken down by average monthly number of passenger trips				
Less than 120 trips	1 659 000	764 000	146 000	2 569 000
120 to 240 trips	10 000	10 000	2 000	22 000
Above 240 trips	80	90	50	220
Other data				
Average no. of trips taken per person	0.9 per day 27 per month	1.2 per day 36 per month	1.1 per day 34 per month	(N/A)
Average amount of subsidy per person	$2.8 per day $85 per month	$8.7 per day $262 per month	$5.6 per day $167 per month	
Average amount of subsidy per trip	$3.2	$7.4	$4.9	
Average daily no. of trips taken by persons who made the highest no. of trips	14	20	19	

[1] The Government reimburses the PTOs the actual applicable fare (i.e. adult fare deducting any concessions offered by the PTOs) minus the fare paid by an eligible beneficiary. As some PTOs voluntarily offer fare concessions to persons aged 65 or above and/or eligible persons with disabilities, the Government's reimbursement of the fare differentials for the relevant trips will be lower.

[2] From 25 August 2024, Hong Kong residents aged 60 or above must use a JoyYou Card and eligible persons with disabilities aged below 60 must use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The relevant numbers of card holders refer to the numbers of Octopus cards issued and not refunded that are in circulation as at the end of August 2025.

[3] Including Personalised Octopus with "Persons with Disabilities Status" and JoyYou Card with "Persons with Disabilities Status".

3. The Government will continue to monitor the operation of the $2 Scheme upon the implementation of the "$2 flat rate cum 80 per cent discount", including changes in the number of beneficiaries, their travelling patterns, and the expenditure of the Scheme etc., with a view to reviewing the effectiveness of the measure.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)198

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0529)

Head: (186) Transport Department

Subhead (No. & title): (000) Operating 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 (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Government announced in the 2025-26 Budget that the concessionary fare would be changed to "$2 flat rate cum 80 per cent discount" under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) and the number of concessionary trips would be limited to 240 per month. In this connection, will the Government inform this Committee of the following:

(a) The revised estimate for 2025-26 is $4.8893 billion, representing a decrease of $806.8 million or 14.2% compared with the original estimate of $5.6961 billion, while the estimate for 2026-27 is $5.4941 billion, representing an increase of $604.8 million or 12.4% compared with the revised estimate for 2025-26. What are the reasons for the significant fluctuations between the revised and original estimates for this year and next year?

(b) What are (i) the amounts of subsidy disbursed to public transport operators (PTOs) (with a breakdown by company), (ii) the Transport Department (TD)'s staffing provision and expenditure on emoluments involved in monitoring the $2 Scheme and (iii) other operating expenses in 2025-26 and the estimates for 2026-27?

(c) What are the numbers of JoyYou Cards issued to (i) persons aged 60 to 64 and (ii) persons aged 65 or above in the past three years and the estimated numbers in 2026?

(d) What are (i) the number of eligible trips, (ii) number of eligible trips with full fare of $10 or above, (iii) average monthly number of beneficiaries, (iv) average daily number of concessionary trips per person, (v) average monthly number of beneficiaries taking 8 concessionary trips or more on average per day and (vi) average subsidy amount for each concessionary trip of the $2 Scheme in the past 3 years (with a breakdown by age groups of 60 to 64 and 65 or above)?

(e) Has TD estimated the average monthly number of beneficiaries who will pay more in fares under the $2 Scheme after implementation of the review proposal?

(f) It is noted that certain PTOs have cancelled the free rides for retired employees in recent years and instead requested them to apply for JoyYou Cards and pay the $2 fare in advance when taking public transport for reimbursement by the company afterwards. This appears to be an abuse of the Scheme, shifting their corporate responsibilities to provide welfare for retirees onto the Government. Has TD noticed this situation and will the Department request the PTOs concerned to rectify it? If no, what are the reasons?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 28)

Reply:

(a) The revised estimate of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the $2 Scheme) in the financial year of 2025-26 is lower than the approved estimate. This is mainly due to lower-than-expected number of passenger trips and rates of fare increase of various public transport operators (PTOs), as well as lower-than-expected numbers of red minibus routes, kaito services and residents' services joining the $2 Scheme. As a result, the provision required for the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme has reduced.

The estimated expenditure of the $2 Scheme for 2026-27 is about $5.1707 billion. Apart from the implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount" in 2026-27, annual expenditure of the $2 Scheme will also depend on a number of factors, including changes in the population of eligible beneficiaries, travelling habits and patterns of eligible beneficiaries, fare adjustments, changes in PTOs participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The Government has taken into account the above factors in preparing the estimated expenditure.

(b) The Government's reimbursements of the revenue forgone to the participating PTOs under the $2 Scheme and the operating expenses in the financial year of 2025-26 are tabulated below:

	2025-26 Revised estimate ($'000)
(a) The Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme:	
MTR Corporation Limited (MTRCL)	1,661,644
Franchised bus operators	1,824,623
Ferry operators	96,218
Green minibus operators	863,765
Red minibus operators	153,919
Kaito operators	6,280
Hong Kong Tramways Limited	3,477
Residents' service operators	37,204
Sub-total	**4,647,130**
(b) Operating Expenses (Note 1)	**45,898**

	2025-26 Revised estimate ($'000)
Total recurrent expenditure	**4,693,028**

Note 1: The operating expenses included emoluments expenses of the TD's staff expenses for on-site inspections conducted by the TD's staff or entrusted third parties, and other operating and equipment expenses.

The estimated expenditure of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme is about $5.1707 billion, while the estimated operating expenses are about $125 million in 2026-27.

(c) The numbers of JoyYou Cards in circulation in the past three years are tabulated below:

Calendar year (Note 2)	Persons aged 65 or above	Persons aged 60 to 64
2023	1 495 000	658 000
2024	1 750 000	690 000
2025	1 909 000	685 000

Note 2: Figures as at 31 December of the year.

According to the provisional statistics on the population of Hong Kong as at end-2025 released by the Census and Statistics Department, it is estimated that about 110 000 persons will reach the age of 60 and become eligible to apply for the JoyYou Card in 2026.

(d) The Government has fully implemented a real-name registration system for the $2 Scheme starting from 25 August 2024, mandating Hong Kong residents aged 60 or above to use JoyYou Card and eligible persons with disabilities aged below 60 to use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare under the $2 Scheme. The key data (including the figures asked in the question) collected in the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme are set out in the table below:

	Persons aged 65 or above	Persons aged 60 to 64	Eligible persons with disabilities	Total
Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme in 2024-25 to 2026-27 financial years [1]				
2024-25 (Actual)	$1.6887 billion (38%)	$2.4053 billion (55%)	$297.6 million (7%)	$4.3916 billion
2025-26 (Revised estimate)	$1.8424 billion (40%)	$2.4911 billion (53%)	$313.6 million (7%)	$4.6471 billion
2026-27 (Estimate)	-	-	-	$5.1707 billion
Data of the first year (i.e. from 25 August 2024 to 24 August 2025) after full implementation of the real-name registration system for the $2 Scheme				
Numbers of beneficiaries				
No. of card holders [2]	1 851 000	683 000	131 000[3]	2 665 000

	Persons aged 65 or above	Persons aged 60 to 64	Eligible persons with disabilities	Total
Average monthly numbers of passenger trips				
Adult fare below or equal to $10 (61% of routes)	37 million (83%)	17.9 million (65%)	4.1 million (80%)	59 million (77%)
Adult fare above $10 (39% of routes)	7.5 million (17%)	9.5 million (35%)	1 million (20%)	18 million (23%)
Total no. of passenger trips	44.5 million	27.4 million	5.1 million	77 million
Average monthly amounts of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme [1]				
Adult fare below or equal to $10 (61% of routes)	$88.4 million (62%)	$76.7 million (38%)	$13.5 million (54%)	$178.6 million (48%)
Adult fare above $10 (39% of routes)	$54.3 million (38%)	$125.9 million (62%)	$11.3 million (46%)	$191.5 million (52%)
Total amount of subsidy	$142.7 million	$202.6 million	$24.8 million	$370.1 million
Average monthly numbers of beneficiaries broken down by average monthly number of passenger trips				
Less than 120 trips	1 659 000	764 000	146 000	2 569 000
120 to 240 trips	10 000	10 000	2 000	22 000
Above 240 trips	80	90	50	220
Other data				
Average no. of trips taken per person	0.9 per day 27 per month	1.2 per day 36 per month	1.1 per day 34 per month	(N/A)
Average subsidy per person	$2.8 per day $85 per month	$8.7 per day $262 per month	$5.6 per day $167 per month	
Average subsidy per trip	$3.2	$7.4	$4.9	
Average daily no. of trips taken by persons who made the highest no. of trips	14	20	19	

[1] The Government reimburses the PTOs the actual applicable fare (i.e. adult fare deducting any concessions offered by the PTOs) minus the fare paid by an eligible beneficiary. As some PTOs voluntarily offer fare concessions to persons aged 65 or above and/or eligible persons with disabilities, the Government's reimbursement of the fare differentials for the relevant trips will be lower.

[2] From 25 August 2024, Hong Kong residents aged 60 or above must use a JoyYou Card and eligible persons with disabilities aged below 60 must use Personalised Octopus with "Persons with Disabilities Status" to enjoy the concessionary fare

under the $2 Scheme. The relevant numbers of card holders refer to the numbers of Octopus cards issued and not refunded that are in circulation as at the end of August 2025.

[3] Including Personalised Octopus with "Persons with Disabilities Status" and JoyYou Card with "Persons with Disabilities Status".

The Government does not maintain the statistics required before full implementation of the real-name registration system for the $2 Scheme.

(e) According to the key data collected in the first year after full implementation of the real-name registration system for the $2 Scheme (i.e. from 25 August 2024 to 24 August 2025), about 60% of the public transport routes have fares below or equal to $10 currently and nearly 80% of the beneficiaries travelled on routes with fares below or equal to $10. Under the "$2 flat rate cum 80 per cent discount" fine-tuned proposal, over 75% of the beneficiaries will remain unaffected, as they will continue to pay $2 only. If a beneficiary needs to take a long-haul trip, he will have to pay the amount of adult fare after 80% discount. We believe this is still a significant incentive for them to travel.

(f) Currently, the target beneficiaries under the $2 Scheme are Hong Kong residents aged 60 or above and eligible persons with disabilities. Eligible persons can access designated public transport modes and services at a concessionary fare under the Scheme. Staff benefits are contractual arrangements between PTOs (as employers) and their employees. The TD has reminded PTOs to balance commercial considerations with social responsibilities and to fully consider and respect the expectations of their staff and other stakeholders in the provision of benefits.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)199

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0364)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

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. i) the expected implementation date; ii) the staff establishment involved; iii) the administrative cost; and iv) the expenses for explanatory and publicity work for the refined arrangements of the "$2 flat rate cum 80 per cent discount" and "limit on the number of concessionary trips";

2. i) the number of enforcement actions taken; ii) the scope of the enforcement actions; iii) the expenditure for the enforcement actions; iv) the number of ineligible persons identified; and v) the relevant convictions following the implementation of the strengthened anti-abuse measures for the $2 Scheme in the past year; and

3. The Government has stated earlier that total savings of $2.64 billion are expected for the financial years from 2025-26 to 2029-30 upon the implementation of the two refined arrangements, namely the "$2 flat rate cum 80 per cent discount" and "limit on the number of concessionary trips". How is the provision for 2026-27 still $604.8 million higher than the revised estimate for 2025-26 justified?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.5)

Reply:

1. The refined arrangement of "$2 flat rate cum 80 per cent discount" was implemented on 3 April 2026. As for the "limit on the number of concessionary trips" arrangement, it is expected to be implemented about one year after the introduction of the refined arrangement.

The preliminary estimated cost of system modification and trial runs for the implementation of the aforesaid refined arrangements is about $90 million. After deducting the portion to be borne by the Octopus Cards Limited and the relevant public transport operators (PTOs), the expenditure of about $60 million will be borne by the Government. As the work of implementing the refined arrangements is undertaken by existing staff of the Transport Department (TD), no separate breakdown of the manpower and expenditure involved is available.

The Government is currently carrying out extensive publicity work for the refined arrangement of "$2 flat rate cum 80 percent discount", including holding physical and online briefing sessions, broadcasting Announcements of Public Interest on television and radio, making use of social media and online platforms to promote the arrangement and tips for travelling on public transport, inviting members of the local community and social welfare organisations to promote the arrangement, posting promotional posters and distributing promotional leaflets, placing advertisements on public transport, etc., with a view to ensuring that the public understand the refined arrangement and are aware that the arrangement took effect on 3 April. The Government will also deploy service ambassadors to MTR stations and public transport interchanges, starting from the effective date of "$2 flat rate cum 80 per cent discount" arrangement, to assist the public and answer their enquiries. Publicity work will continue after the arrangement takes effect. As the publicity work is on-going, the relevant actual expenditure involved is not yet available.

2. The TD has all along been requesting 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.

To step up enforcement actions against abuses of the $2 concessions by ineligible persons, the TD has enhanced joint enforcement actions with PTOs such as franchised buses and ferries from June 2023 onwards. As at 24 August 2024 (i.e. before full implementation of the use of JoyYou Card), a total of around 450 joint enforcement actions were conducted across 900 routes with about 3 000 persons inspected for suspected abuse of the $2 Scheme, and 7 suspected abuse cases were found and referred to the Police for follow-up. The court hearings of 5 of the cases were completed: the passenger in the first case was fined approximately $14,000 and required to repay the underpaid fare (totalling around $2,000); the passenger in the second case was convicted of false accounting and sentenced to 120 hours of community service, and was fined around $5,800 and required to repay the underpaid fare (totalling around $620); the passenger in the third case was fined $2,000; the passenger in the fourth case was sentenced to 130 hours of community service and required to repay the underpaid fare (totalling around $3,900); and the passenger in the fifth case was convicted of fraud and sentenced to 80 hours of community service, and was required to repay the underpaid fare (totalling around $2,900). Investigation into another 2 cases was completed and the Police did not have sufficient evidence to prosecute the suspected abusers.

After full implementation of the use of JoyYou Card, the TD carried out a total of around 270 joint enforcement actions with PTOs such as franchised buses and ferries from 25 August 2024 to February 2026, inspecting about 1 370 persons for suspected abuse of $2 Scheme, and no abuse case were found. During the same period, in the enforcement

actions carried out by the MTR Corporation Limited, the weekly number of abuse cases with surcharges imposed was 8 on average, significantly lower by 95% as compared to 158 before implementation of the use of JoyYou Card, indicating that full implementation of the use of real-name JoyYou Card is effective in combating abuses.

The TD will continue to conduct joint special inspection actions with the PTOs and refer suspected abuse cases with sufficient evidence to the Police for criminal investigations so as to deter ineligible persons from abusing the $2 Scheme.

The newly increased workload involved in combating abuses of the $2 Scheme is mainly absorbed by TD with existing resources and no separate breakdown of expenditure on the actions can be provided.

3. The estimated expenditure of the $2 Scheme for 2026-27 is about $5.1707 billion. Apart from the implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount" in 2026-27, annual expenditure of the $2 Scheme will also depend on a number of factors, including changes in the population of eligible beneficiaries, travelling habits and patterns of eligible beneficiaries, fare adjustments, changes in PTOs participating in the $2 Scheme, and the effectiveness of the anti-abuse measures. The Government has taken into account the above factors in preparing the estimated expenditure.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)200

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2614)

Head: (186) Transport Department

Subhead (No. & title): (166) 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 (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is noted that the new arrangement of "$2 flat rate cum 80 per cent discount" for concessionary fare for the elderly will be formally implemented in April this year. For routes with adult fare below or equal to $10, the elderly will continue to pay $2 only, while for routes with fare above $10, the elderly will have to pay the amount of full fare after 80 per cent discount. Meanwhile, the limit of 240 concessionary trips per month, which is about 8 trips per day, is expected to be introduced in April 2027. In this connection, will the Government inform this Committee of the following:

1. the administrative costs involved in the refined arrangements;

2. the estimated expenditure in the coming three years after the implementation of "$2 flat rate cum 80 per cent discount"; and

3. whether any assessment has been conducted on the effect of the new arrangement of "$2 flat rate cum 80 per cent discount" on the elderly, including the changes in the number of beneficiaries and the estimated rate of increase in transport expenses for the elderly in general; if yes, the details.

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 38)

Reply:

1. and 2.

The refined arrangement of "$2 flat rate cum 80 per cent discount" was implemented on 3 April 2026, while the "limit on the number of concessionary trips" arrangement is expected to be implemented about a year after the introduction of the refined arrangement. The preliminary estimated cost of system modification and trial runs for the implementation of the refined arrangements of "$2 flat rate cum 80 per cent

discount" and "limit on the number of concessionary trips" is about $90 million. After deducting the portion to be borne by the Octopus Cards Limited and the relevant public transport operators (PTOs), the expenditure of about $60 million will be borne by the Government.

Upon implementation of the refined arrangement of "$2 flat rate cum 80 per cent discount", the estimated expenditure of the Government's reimbursement of the revenue forgone to the participating PTOs under the $2 Scheme for 2026-27 is expected to be about $5.1707 billion and the expenditure for 2026-27 to 2028-29 is expected to be about $16 billion.

3. Currently, about 60% of the public transport routes have fares below or equal to $10. During the first year after full implementation of the real-name registration system for the $2 Scheme, nearly 80% of the beneficiaries travelled on routes with fares below or equal to $10. Under the "$2 flat rate cum 80 per cent discount" arrangement, it is estimated that over 75% of the beneficiaries will remain unaffected, as they will continue to pay $2 only when travelling on routes with fares below or equal to $10. If beneficiaries need to take a long-haul trip, they will have to pay the amount of adult fare after 80% discount. We believe this is still a significant incentive for them to travel and that the amount subsidised by the Government remains substantial.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

LWB(W)226

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3348)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Labour and Welfare

Question:

Taking the public transport fare subsidy as an example, the adjustment to the subsidy threshold has been packaged as a "reform" in the Budget but it requires approximately 17 000 Octopus readers to be adjusted one by one. Does this technical requirement reflect that the Government's digital and system integration capabilities have lagged behind, and that Hong Kong is failing to live up to its positioning as an international innovation and technology centre?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 48)

Reply:

The beneficiaries under the $2 Scheme are numerous, particularly the elderly, hence, the refined arrangement should be implemented in a timely, prudent and orderly manner. To implement the "$2 flat rate cum 80 per cent discount" arrangement, adjustments and trial-runs have been carried out at approximately 17 000 Octopus readers of the public transport operators across the territory. With the completion of such work, the "$2 flat rate cum 80 per cent discount" arrangement was implemented on 3 April 2026, about five months earlier than originally expected. The Transport Department activated the Emergency Transport Co-ordination Centre to closely monitor the implementation situation on that day.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. S-TLB009

CONTROLLING OFFICER'S REPLY

(Question Serial No. S041)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

In the Bureau's reply to TLB213, following the installation of auxiliary devices which project red light (auxiliary devices), the number of jaywalking was reduced by about 24%, while traffic accidents involving vehicle-to-pedestrian collisions was decreased from 66 cases in 2020 to 14 cases in 2025. The Bureau states that it will consider installing such auxiliary devices at individual suitable locations. In my opinion, it is an overly conservative approach. In this connection, will the Government advise this Committee of the following:

Given the effectiveness of the auxiliary devices in reducing accidents and traffic offences, will the Government proactively expand the installation of such devices in 2026-27, particularly in old districts with a large ageing population and heavy pedestrian traffic, such as Tsuen Wan and Kwai Tsing?

Asked by: Hon KWOK Fu-yung

Reply:

The auxiliary devices concerned are used to draw pedestrians' attention to traffic signals by projecting red light, particularly when their heads are nodding down looking at the mobile devices, so as to enhance pedestrian safety at the crossings.

The Transport Department (TD) continues to keep under review the traffic conditions at various junctions and the availability of its resources, and will take into consideration comprehensively various factors (such as whether the location concerned is a pedestrian crossing black site, the geographical location and environmental constraints, etc.) in order to ascertain the need for and feasibility of installing auxiliary devices, thereby enhancing pedestrian safety in a targeted and effective manner. In fact, the TD installed auxiliary devices at 12 new pedestrian crossing black sites with a relatively high number of pedestrian accidents in 2025. The TD will continue to take into account the above factors and install auxiliary devices at suitable locations, including locations in Tsuen Wan and Kwai Tsing districts.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. S-TLB010

CONTROLLING OFFICER'S REPLY

(Question Serial No. S042)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Bureau has mentioned in TLB154 that the pilot project of the real-time adaptive traffic signal system (RTATSS) at Tung Chung was conducted in 2024 and operated smoothly. The TD is implementing the RTATSS at about 50 suitable independent signalised junctions across the territory. It is expected that the RTATSS will be installed and commissioned progressively starting from the second half of this year. The whole project is expected to be completed in 2027. In this connection, please advise this Committee of the following:

Given the satisfactory trial results, will the Government formulate a more forward-looking timetable for traffic-saturated areas such as the Kowloon West and the Southwest New Territories, rather than stopping at 50 junctions at this stage?

Asked by: Hon KWOK Fu-yung

Reply:

The Transport Department (TD) completed a pilot project of implementing RTATSS at five selected independent signalised junctions in 2021. The pilot project operated smoothly in general, enabling real-time adaptation of traffic signals according to vehicular and pedestrian flows at any particular moment by allocating green time flexibly to the direction with heavier vehicular flow or for pedestrians waiting to cross the road. Drawing on the experience gained from the pilot project, we consider that the RTATSS has more significant effects on independent signalised junctions with the following characteristics:

(i) junctions with sufficient capacity on the whole to allow flexible allocation of green time to the direction with heavier vehicular flow;

(ii) vehicular and pedestrian flows in different directions are prone to more dynamic and irregular variations within a short period of time;

(iii) vehicular flow in a certain direction is prone to dynamic variations and thus causes heavy traffic; and

(iv) pedestrians, upon pressing the pushbutton at the pedestrian crossing, often leave the crossing before the pedestrian signal is on.

Regarding signalised junctions with saturated traffic flow, it is difficult for the RTATSS to function effectively as there is no spare capacity for the allocation of green time. Therefore, based on the above criteria and the traffic characteristics of various junctions, we have selected 50 independent signalised junctions across the territory where the installation of the RTATSS is expected to bring about significant effects.

As for the more complicated linked signalised junctions, the trials have been conducted since mid-2022 at eight locations in Tung Chung town centre with a view to further testing the system's effectiveness at such junctions. The system was completed by mid-2024 and has since been operating smoothly.

The TD will continue to implement the RTATSS at suitable signalised junctions, having regard to the experience gained from the above projects.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. S-TLB011

CONTROLLING OFFICER'S REPLY

(Question Serial No. S043)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

According to the data provided in the reply with serial no. TLB172, fare increase applications were received from 236 green minibus routes in 2025, with some increases as high as 30% to 33.3%, while the ferry fare increases ranged from 15% to 35%. In view of the volatile situation in the Middle East and oil price fluctuations, the operating environment of public transport has deteriorated. In this connection, please advise this Committee of the following:

While the Government has launched the $1.8 billion fuel subsidy measures, does the Bureau have any specific plans to assist the light bus and ferry trades in carrying out structural transformation in addition to disbursing subsidy and approving fare increases, such as expediting the transition to new energy sources with a view to addressing the root causes of the risks faced by the public transport trade arising from the use of a single energy source?

Moreover, despite the Government's provision of subsidies to the trade, the public still faces pressure from public transport fare increases. What is the stance of the Bureau on regulating the extent of public transport fare increases, or what methods can be adopted to alleviate the pressure of transport expenses on the public?

Asked by: Hon KWOK Fu-yung

Reply:

In light of the impact of international oil prices on the community, the Government announced a series of measures on 9 April 2026, including subsidising diesel prices, reducing tunnel tolls by 50 % for all commercial vehicles (including franchised buses, public light buses and taxis) using government-operated toll tunnels (but excluding private cars and motorcycles), and establishing a Working Group on Public Transport Service Special Applications (the Working Group) to maintain communication with public transport operators, assist them in responding flexibly to the rising fuel costs, etc. The Working Group held its first meeting on 16 April, at which it listened to the three franchised bus operators about their current operating environment and situation, as well as the measures they had taken to address the rising fuel costs, and acknowledged the operators' continued dedication to providing stable public transport services despite the challenging operating environment. The Working Group will

consider targeted temporary measures to help operators save energy and enhance operational efficiency in response to oil price changes.

On the other hand, the Government is committed to promoting trials on various types of new energy public transport. The Environment and Ecology Bureau (EEB) and the Environmental Protection Department (EPD) launched the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) in 2022 and earmarked $80 million to subsidise the trial of electric public light buses (e-PLBs) on different green minibus (GMB) routes to test the operational performance of the existing e-PLB models available in the market, so as to evaluate the feasibility of the application of e-PLBs and the associated charging arrangements in Hong Kong. During the trial, GMB operators will submit the daily operational data of e-PLBs and their relevant opinion to the EPD. Besides, subsidy has been approved under the New Energy Transport Fund for two e-PLBs to commence operational trial. The EEB has established a working group in collaboration with the trades to assist in introducing more competitively priced electric vehicle models. PLBs will be the initial trial target, with expansion to other vehicle types depending on the results, with a view to creating the condition for future large-scale application of electric commercial vehicles.

Also, the Government is implementing trials of new energy ferries and testing the viability of electric and hybrid ferries for operating inner harbour routes and outlying islands routes respectively. Trials of electric ferries and hybrid ferries have been progressively commenced by the relevant ferry operators since end-December 2024. The Government has established an inter-departmental working group to oversee the progress and assess the operational and environmental performance of the new energy ferries.

Regarding the fare increase applications from various public transport operators, the Government will, as in the past, handle each application prudently under the existing mechanism. The factors to be taken into account include the changes in costs, financial position and outlook, as well as the acceptability and affordability of the public. The TD will continue to perform the gatekeeping role properly.

Moreover, the Government has adopted targeted measures to subsidise passengers, including implementing the Public Transport Fare Subsidy Scheme to relieve the fare burden of passengers who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. Elderly and eligible persons with disabilities can also benefit from the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (i.e the $2 Scheme).

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. S-TLB012

CONTROLLING OFFICER'S REPLY

(Question Serial No. S033)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

By dividing the number of candidates attending the driving tests by the number of candidates passing the driving tests in the reply to question (b), we can know that in average, imported drivers had to take the driving tests 2.3 times for the light bus licence and twice for the bus licence before they could pass the tests. What are the most common driving mistakes made by the imported drivers resulting in their failing the driving test as compared with local candidates?

Moreover, the Transport Department is studying the arrangement of mutual recognition of qualifications for commercial vehicle drivers among Guangdong, Hong Kong and Macao. How will the Department assess the impacts on the road environment and transport trades in Hong Kong in order to prevent the direct issue of full driving licence from becoming an open door for non-local professional drivers, thereby even increasing the risk of incidents due to a lack of training in the local driving tests?

Asked by: Hon LAM Wai-kong

Reply:

According to the observations of the Transport Department (TD), some common driving mistakes made by the imported drivers who failed their driving tests for public light buses and public buses include failing to check traffic conditions, driving too close to objects, etc.

As stated in the Transport Strategy Blueprint announced earlier, the TD is actively studying the feasibility of mutual recognition of commercial vehicle (CV) driving licences (DLs) among Guangdong, Hong Kong and Macao, and will further discuss the details with the governments of Guangdong and Macao, with a view to firming the details of the arrangement in 2027. In the past few months, the TD has also received the trade's views on the mutual recognition of CV DLs. The TD will consider a range of factors, including the classification of DLs, test standards, test scope and level of CVs of the three places, taking into account the views of the trade, and will further discuss the details with the governments of Guangdong and Macao. The TD will then consult the trade and relevant stakeholders on the proposed

arrangement for mutual recognition, including the applicable vehicle classes, eligibility criteria, etc., in due course.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. S-TLB013

CONTROLLING OFFICER'S REPLY

(Question Serial No. S034)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the reply to item (d), it is mentioned that the Transport Department (TD) does not maintain the statistics on the age of public light bus and coach drivers. What are the TD's considerations in this regard, and will it consider conducting a survey to obtain demographic data on the age distribution of drivers?

As seen from the table on "Traffic Accident Rates of Drivers by Age Group and Commercial Vehicle (CV) Type" at Annex 3 of the reply, the trend in traffic accident rates for various types of CVs appears to be contrary to the common perception that the older the age, the lower the accident rate among them, except for public and private light buses which shows an upward trend. Has the TD analysed the reasons for this, and what measures will be it take to address this issue?

Asked by: Hon LAM Wai-kong

Reply:

All persons holding full driving licences for public light buses (PLBs) and public buses may work as drivers of PLBs and coaches respectively. The current numbers of these two types of full driving licence holders exceed 160 000 and 130 000 respectively. The TD has always maintained information on the numbers of the above types of licence holders and their age distribution for reference. As some drivers of PLBs and coaches are self-employed and driver employment mobility is high, the TD will continue to keep in view the employment situation of PLB and coach drivers through regular meetings with the trade and continuous monitoring of their daily service , as well as through the liaison with the transport sectors via the stakeholder consultative group (comprising representatives of employees and employers) under the Labour Importation Scheme for Transport Sector–PLB/Coach Trade.

Traffic accidents involve multiple factors, including drivers' physical conditions, driving attitude, road and vehicle conditions, etc. While age itself is not necessarily an accurate indicator of driving ability, studies show that there is a direct correlation between old age and deteriorating physical functions. In view of the ageing population and the year-on-year growth in the number of aged drivers, the proportion of aged drivers involved in traffic accidents has also been increasing steadily. In addition, driving CVs generally involves

longer hours and distances, which is more physically demanding for aged drivers when compared with driving private cars. When aged drivers are involved in traffic accidents, they face relatively higher risks, and such accidents may also result in more serious consequences and a higher number of casualties. According to government figures, the rate of fatal or serious traffic accidents involving aged CV drivers is higher than that of younger CV drivers. Therefore, there is a need to enhance the existing mechanism to ensure that aged CV drivers undergo physical assessments earlier and more frequently, so as to safeguard both the drivers and other road users. The TD invited members of the CV trade to participate in a trial health assessment in the fourth quarter of last year with a view to collecting views from the trade and doctors. Meanwhile, the TD has also drawn on the recommendations of the consultant team and expert panel in finalising legislative proposals and related medical guidelines to enhance the requirements for physical fitness certification for drivers.

Furthermore, the TD has been arranging on-going publicity and educational activities to promote road safety, including organising the Safe Driving and Health Campaign, and working with the Road Safety Council and the trades to appeal to CV drivers of various age groups to pay attention to safety and health. The TD also maintains communication with the trades through regular meetings, and collaborates with operators to enhance efforts to remind their drivers to drive safely.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

S-TLB014

CONTROLLING OFFICER'S REPLY

(Question Serial No. S035)

Head: (186) Transport Department

Subhead (No. & title): (000) Operational Expenses

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Winnie TSE)

Director of Bureau: Secretary for Transport and Logistics

Question:
Apart from the short-term measures to increase commercial vehicle (CV) parking spaces mentioned in the reply, will the Transport Department (TD) consider, in consultation with the Police and other relevant departments and on the premise that traffic will not be obstructed, opening up more on-street locations for parking purposes? If yes, is there any preliminary plan? If not, what are the reasons?

Asked by: Hon LAM Wai-kong
Reply:
Provided that traffic is not be obstructed, the TD has been actively pursuing measures to provide on-street night-time CV parking spaces by designating suitable on-street locations as night-time parking spaces for goods vehicles and coaches. The relevant measures include the conversion of certain on-street private car parking spaces into shared-use parking spaces, allowing goods vehicles and coaches to park at night, while reverting to private car parking during the daytime. During the site selection process, the TD will consider and balance a host of factors, including road safety, road capacity, impact on road users, local demand for parking spaces, views of local residents, and views of the transport trade (including operating hours and locations, etc.).

As at December 2025, there were over 2 000 on-street night-time CV parking spaces across the territory, covering industrial areas with higher demand for night-time CV parking. The TD will continue to proactively identify suitable locations in various districts to increase on-street night-time CV parking spaces, and will consult the trade, the local residents and District Councillors with a view to securing their support for the provision of additional on-street night-time CV parking spaces.

- End -