

Index Page

Replies to initial written questions and supplementary questions raised by Finance Committee Members in examining the Estimates of Expenditure 2015-16

| Reply serial no. | Question serial no. | Name of Member | Head | Programme | Subject matter |
|------------------|---------------------|------------------|------|---|--|
| THB (T) 157 | 2002 | Hon CHAN Han-pan | 186 | 3 - District Traffic and Transport Services | Allocation of resources for the planning and implementing public transport services and related facilities to tie in with the housing and commercial developments |
| THB (T) 158 | 2003 | Hon CHAN Han-pan | 186 | 3 - District Traffic and Transport Services | Resources for planning and introducing new green minibus services |
| THB (T) 159 | 2013 | Hon CHAN Han-pan | 186 | 1 - Planning and Development | Number of incidents of railway service delays, TD's measures to follow up the incidents and monitor MTR service quality |
| THB (T) 160 | 2027 | Hon CHAN Han-pan | 186 | 4 - Management of Transport Services | Establishments and expenditure for management of Tsing Ma Control Area and Tsing Sha Control Area and maintenance expenses for various bridges and tunnels |
| THB (T) 161 | 3163 | Hon CHAN Han-pan | 186 | 3 - District Traffic and Transport Services | Conduct in-depth surveys on the demand and number of parking spaces in various districts and manpower and expenditure involved |
| THB (T) 162 | 1606 | Hon CHAN Kam-lam | 186 | 1 - Planning and Development | Fare adjustment application from various public transport modes |
| THB (T) 163 | 1608 | Hon CHAN Kam-lam | 186 | 4 - Management of Transport Services | Management of government multi-storey car parks |
| THB (T) 164 | 1611 | Hon CHAN Kam-lam | 186 | 4 - Management of Transport Services | Management fees payable to contractors for management, operation and maintenance (MOM) services of various tunnels and bridges operated by the Government and respective operating financial performance |

| | | | | | | | |
|-----|-----|-----|------|-------------------------|-----|---|--|
| THB | (T) | 165 | 1618 | Hon CHAN Kam-lam | 186 | 1 - Planning and Development | Bus-Bus Interchange at Tuen Mun Road and Tsing Sha Highway |
| THB | (T) | 166 | 1619 | Hon CHAN Kam-lam | 186 | 4 - Management of Transport Services | Numbers of parking spaces for private cars and commercial vehicles in each of 18 districts |
| THB | (T) | 167 | 1620 | Hon CHAN Kam-lam | 186 | 2 - Licensing of Vehicles and Drivers | Numbers of public buses providing student transport service |
| THB | (T) | 168 | 1622 | Hon CHAN Kam-lam | 186 | 3 - District Traffic and Transport Services | Fare concessions provided by public transport operators |
| THB | (T) | 169 | 1625 | Hon CHAN Kam-lam | 186 | 1 - Planning and Development | Numbers of introduced / cancelled / reduced bus routes and affected overall patronage of each district under bus route rationalisation proposals |
| THB | (T) | 170 | 1626 | Hon CHAN Kam-lam | 186 | 2 - Licensing of Vehicles and Drivers | Details and service provided by designated examination centre |
| THB | (T) | 171 | 1627 | Hon CHAN Kam-lam | 186 | 2 - Licensing of Vehicles and Drivers | Details and numbers of authorised vehicle examination centres providing vehicle examination services for cross-boundary vehicles |
| THB | (T) | 172 | 1629 | Hon CHAN Kam-lam | 186 | 3 - District Traffic and Transport Services | Average car journey speeds at the morning and evening peak hours for various roads and tunnels and mitigation measures for improving the vehicle speed |
| THB | (T) | 173 | 0818 | Hon HO Chun-yan, Albert | 186 | 1 - Planning and Development | Use of "Area Approach" and formulation of bus route rationalisation proposals |
| THB | (T) | 174 | 0819 | Hon HO Chun-yan, Albert | 186 | 1 - Planning and Development | Planning and development of franchised bus services |
| THB | (T) | 175 | 0820 | Hon HO Chun-yan, Albert | 186 | 1 - Planning and Development | Consultation on the public transport service re-organisation proposals of the West Island Line (East) |
| THB | (T) | 176 | 0821 | Hon HO Chun-yan, Albert | 186 | 3 - District Traffic and Transport Services | Deployment of intelligent transport systems, the car journey time indication system and the speed map panels to enhance the effectiveness of traffic |

| | | | | | |
|-------------|------|------------------------------|-----|---------------------------------------|---|
| | | | | | management and dissemination of real-time information |
| THB (T) 177 | 2287 | Hon KWOK Dennis | 186 | 1 - Planning and Development | Examination of the feasibility of adopting dynamometer-based emission testing in the annual vehicle examination for licence renewal for taxis and public light buses |
| THB (T) 178 | 0301 | Hon KWOK Wai-keung | 186 | 2 - Licensing of Vehicles and Drivers | Application / Renewal of taxi driver identification plate |
| THB (T) 179 | 0312 | Hon KWOK Wai-keung | 186 | 1 - Planning and Development | Consultation on the public transport service re-organisation proposals of the South Island Line (East) |
| THB (T) 180 | 1551 | Hon LAM Kin-fung, Jeffrey | 186 | 2 - Licensing of Vehicles and Drivers | Details of the establishment for processing registration of vehicles |
| THB (T) 181 | 1552 | Hon LAM Kin-fung, Jeffrey | 186 | 2 - Licensing of Vehicles and Drivers | Details of conducting road test upon application for motorcycle, private car, light goods vehicle, light bus, bus, medium and heavy goods vehicle and articulated vehicle |
| THB (T) 182 | 1155 | Hon LEUNG Mei-fun, Priscilla | 186 | 4 - Management of Transport Services | Operation of Emergency Transport Co-ordination Centre |
| THB (T) 183 | 1181 | Hon LEUNG Mei-fun, Priscilla | 186 | 1 - Planning and Development | Resource spent on the study on the relief of cross-harbour traffic and introduction of water taxi service in the Victoria Harbour |
| THB (T) 184 | 0525 | Hon LEUNG Yiu-chung | 186 | 4 - Management of Transport Services | Average actual hourly traffic flow on weekdays by different bounds and vehicle classes |
| THB (T) 185 | 0528 | Hon LEUNG Yiu-chung | 186 | 1 - Planning and Development | Details of bus only lanes |
| THB (T) 186 | 3086 | Hon LEUNG Yiu-chung | 186 | 4 - Management of Transport Services | Usage of 3 road harbour crossings by vehicle types |

| | | | | | | | |
|-----|-----|-----|------|-------------------------|-----|---|--|
| THB | (T) | 187 | 3087 | Hon LEUNG Yiu-chung | 186 | 3 - District Traffic and Transport Services | Patronage of respective railway lines |
| THB | (T) | 188 | 1085 | Hon LO Wai-kwok | 186 | 3 - District Traffic and Transport Services | Traffic and transport issues arising from the extensive road closures due to the Occupy Movement |
| THB | (T) | 189 | 0916 | Hon MAK Mei-kuen, Alice | 186 | 1 - Planning and Development | Loading for light rail |
| THB | (T) | 190 | 2427 | Hon MO Claudia | 186 | 3 - District Traffic and Transport Services | Pedestrian flow statistics of Sai Yeung Choi Street South for different time zone |
| THB | (T) | 191 | 2432 | Hon MO Claudia | 186 | 1 - Planning and Development | Monitor franchised bus companies' performance in accordance to Road Traffic Ordinance CAP.374 |
| THB | (T) | 192 | 0931 | Hon TANG Ka-piu | 186 | 1 - Planning and Development | Provisions and operating expenses of six major outlying island ferry routes |
| THB | (T) | 193 | 0932 | Hon TANG Ka-piu | 186 | 2 - Licensing of Vehicles and Drivers | Handle the registration of vehicles, issue and renewal of vehicle and service demand and issue of licences for Lantau taxis |
| THB | (T) | 194 | 0951 | Hon TANG Ka-piu | 186 | 3 - District Traffic and Transport Services | Casualties of MTR passengers, passenger-on-track, animals or other foreign objects on track cases |
| THB | (T) | 195 | 2570 | Hon TONG Ka-wah, Ronny | 186 | 3 - District Traffic and Transport Services | Monthly average speeds in the 18 Districts |
| THB | (T) | 196 | 2572 | Hon TONG Ka-wah, Ronny | 186 | 4 - Management of Transport Services | Special deployment of staff and resources made to handle occupy movement |
| THB | (T) | 197 | 1135 | Hon TSE Wai-chuen, Tony | 186 | 3 - District Traffic and Transport Services | Arrangements for the dissemination of free traffic and transport digital information online, including the details, specific information on the free dissemination arrangements, the expenditure, manpower, implementation |

| | | | | | | | |
|-----|-----|-----|------|----------------------------|-----|---|---|
| | | | | | | plan and objective involved. | |
| THB | (T) | 198 | 0254 | Hon WONG Kwok-hing | 186 | 1 - Planning and Development | Monitor of MTR Corporation Limited' s service readiness and commissioning of the West Island Line (WIL) and implementation of the public transport service re-organisation plan after consultation to tie with the opening of WIL |
| THB | (T) | 199 | 0391 | Hon WONG Kwok-hing | 186 | 3 - District Traffic and Transport Services | Impact on road traffic during the Occupy Movement |
| THB | (T) | 200 | 0611 | Hon WONG Kwok-hing | 186 | 1 - Planning and Development | Demand and supply of public buses providing student transport service |
| THB | (T) | 201 | 1275 | Hon WONG Ting-kwong | 186 | 2 - Licensing of Vehicles and Drivers | Designated vehicle examination centres |
| THB | (T) | 202 | 2630 | Hon WU Chi-wai | 186 | 3 - District Traffic and Transport Services | applications for renovation or provision of bus stop facilities (including renovation of bus shelters, provision of advertisement panels, seats, vending machines and Wi-Fi facilities, etc.) were received from franchised bus companies |
| THB | (T) | 203 | 2649 | Hon WU Chi-wai | 186 | 1 - Planning and Development | Measures in 2015-16 for ensuring the priority of public transport modes in the use of roads and controlling the growth rate of private cars and expenditure involved |
| THB | (T) | 204 | 2650 | Hon WU Chi-wai | 186 | 1 - Planning and Development | Encourage public to use bicycles for short-distance travel, including provision of infrastructures such as cycling tracks and bicycle parking spaces, bicycle carriage arrangements on public transport, public education and publicity |
| THB | (T) | 205 | 1296 | Hon YICK Chi-ming, Frankie | 186 | 2 - Licensing of Vehicles and Drivers | Numbers of private cars and light goods vehicles inspected at the 22 designated car testing centres and the average waiting times for vehicle examinations |
| THB | (T) | 206 | 1297 | Hon YICK Chi-ming, Frankie | 186 | 2 - Licensing of Vehicles and Drivers | Performance measurement for compliance rate of conducting road test for motorcycle, private car and light |

| | | | | | | | |
|-----|-----|-----|------|----------------------------------|-----|--|--|
| | | | | | | goods vehicle driving licence | |
| THB | (T) | 207 | 1298 | Hon YICK Chi-ming, Frankie | 186 | 2 - Licensing of Vehicles and Drivers | Legislative amendments on motor vehicle construction regulations |
| THB | (T) | 208 | 1299 | Hon YICK Chi-ming, Frankie | 186 | 2 - Licensing of Vehicles and Drivers | Applications of long load, excess weight and wide load permits |
| THB | (T) | 209 | 1300 | Hon YICK Chi-ming, Frankie | 186 | 3 - District Traffic and Transport Services | Introduction / cancellation of green minibus service routes |
| THB | (T) | 210 | 1338 | Hon YIU Si-wing | 186 | 4 - Management of Transport Services | Supply of coach parking spaces and assessment of the demand for coach parking spaces |
| THB | (T) | 370 | 4879 | Hon CHAN Chi-chuen | 186 | 1 - Planning and Development | Resource allocation involved after commencement of Kwun Tong Line Extension and South Island Line (East) |
| THB | (T) | 371 | 3889 | Hon CHAN Han-pan | 186 | 3 - District Traffic and Transport Services | Cancellation of passenger service licence of residents’ services of Allways Garden and introduction of a Green Minibus route 84 |
| THB | (T) | 372 | 3891 | Hon CHAN Han-pan | 186 | 3 - District Traffic and Transport Services | District traffic assessment and robustness testing for the Kwai Tsing district |
| THB | (T) | 373 | 3892 | Hon CHAN Han-pan | 186 | 1 - Planning and Development | Number of cycle parking spaces near Cheung Chau Ferry Pier and measures to improve the current cycle parking situation |
| THB | (T) | 374 | 3893 | Hon CHAN Han-pan | 186 | 4 - Management of Transport Services | Details of the renovation works at the Cheung Chau Ferry Pier and manpower and expenditure involved |
| THB | (T) | 375 | 3894 | Hon CHAN Han-pan | 186 | 1 - Planning and Development | Tender exercise for the “Cheung Chau – Aberdeen” ferry service |
| THB | (T) | 376 | 3895 | Hon CHAN Han-pan | 186 | 3 - District Traffic and Transport Services | District traffic assessment for Tung Chung New Town |

| | | | | | | | |
|-----|-----|-----|------|--------------------------|-----|---|--|
| THB | (T) | 377 | 3898 | Hon CHAN Han-pan | 186 | 1 - Planning and Development | Review the transport facilities in Kwai Tsing district |
| THB | (T) | 378 | 3905 | Hon CHAN Han-pan | 186 | 3 - District Traffic and Transport Services | Restructuring the traffic network and routeings of public transport of the Wo Yi Hop Road |
| THB | (T) | 379 | 5705 | Hon CHAN Ka-lok, Kenneth | 186 | 3 - District Traffic and Transport Services | Set up pedestrian precincts |
| THB | (T) | 380 | 6458 | Hon CHAN Ka-lok, Kenneth | 186 | 1 - Planning and Development | Bus route rationalisation proposals in Hong Kong island |
| THB | (T) | 381 | 6459 | Hon CHAN Ka-lok, Kenneth | 186 | 1 - Planning and Development | Work plan and budget for takeover of Eastern Harbour Tunnel |
| THB | (T) | 382 | 6461 | Hon CHAN Ka-lok, Kenneth | 186 | 2 - Licensing of Vehicles and Drivers | Numbers of registered vehicles of different vehicle classes and trade licences in Hong Kong |
| THB | (T) | 383 | 4503 | Hon CHAN Wai-yip, Albert | 186 | 2 - Licensing of Vehicles and Drivers | Resources involved for waiving the fees for vehicle examination once for the renewal of vehicle licences of taxis, light buses, franchised and non-franchised buses, goods vehicles, trailers and special purpose vehicles within a year |
| THB | (T) | 384 | 4504 | Hon CHAN Wai-yip, Albert | 186 | 2 - Licensing of Vehicles and Drivers | Operating expenses, establishment and estimated annual personal emoluments of the ALB |
| THB | (T) | 385 | 4506 | Hon CHAN Wai-yip, Albert | 186 | 3 - District Traffic and Transport Services | Details of rationalisation and improvement of bus services to improve quality and efficiency and help to relieve congestion and reduce road-side emission |
| THB | (T) | 386 | 3564 | Hon CHEUNG Kwok-che | 186 | 3 - District Traffic and Transport Services | Vehicle replacement (bus with low floor) and provision for subsidising the introduction of wheelchair-accessible public light bus and wheelchair-accessible tourist buses |

| | | | | | | | |
|-----|-----|-----|------|-----------------------------|-----|---|--|
| THB | (T) | 387 | 3383 | Hon FUNG Kin-kee, Frederick | 186 | 2 - Licensing of Vehicles and Drivers | Applications approved for direct issue of a Hong Kong full driving licence on the strength of a Mainland driving licence and Registration / Licence of left-hand-drive vehicles from the Mainland in Hong Kong |
| THB | (T) | 388 | 3581 | Hon IP LAU Suk-ye, Regina | 186 | 1 - Planning and Development | Details of bus route rationalisation proposals and high lost trip rate of bus service on the Hong Kong Island |
| THB | (T) | 389 | 3582 | Hon IP LAU Suk-ye, Regina | 186 | 3 - District Traffic and Transport Services | Frequent major and minor railway incidents which have resulted in service delays and affected passenger |
| THB | (T) | 390 | 6120 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Adoption of bicycle-friendly environment |
| THB | (T) | 391 | 6121 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Allowing cyclists to share road facilities |
| THB | (T) | 392 | 6123 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Improvement of the existing cycle tracks and develop cycling facilities in the urban areas |
| THB | (T) | 393 | 6124 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Development of cycle track system in all new development areas |
| THB | (T) | 394 | 6125 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Review the feasibility of designating bicycle and motorcycle only lanes |
| THB | (T) | 395 | 6126 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Re-tendering all bus franchises and introducing more operators to enhance the competition among public transport service |
| THB | (T) | 396 | 6127 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Conduct a comprehensive review on the public transport services in remote areas |
| THB | (T) | 397 | 6131 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Examination of the adequacy of the supply of urban, New Territories and Lantau taxis and issue additional licences |
| THB | (T) | 398 | 6134 | Hon KWOK Ka-ki | 186 | 1 - Planning and Development | Public consultations on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long districts under the “Area Approach” |

| | | | | | | | |
|-----|-----|-----|------|----------------|-----|---|---|
| THB | (T) | 399 | 6166 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of Kowloon Motor Bus routes in 2014 |
| THB | (T) | 400 | 6169 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of Citybus routes in 2014 |
| THB | (T) | 401 | 6173 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of New World First Bus routes in 2014 |
| THB | (T) | 402 | 6177 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of the “Star” Ferry services in 2014 |
| THB | (T) | 403 | 6180 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of respective railway lines (including Light Rail) of the MTR in 2014 |
| THB | (T) | 404 | 6183 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of urban taxis in 2014 |
| THB | (T) | 405 | 6187 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of New Territories taxis in 2014 |
| THB | (T) | 406 | 6188 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of Lantau taxis in 2014 |
| THB | (T) | 407 | 6190 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of red minibus service in 2014 |
| THB | (T) | 408 | 6192 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport Services | Average daily patronage of green minibus in 2014 |
| THB | (T) | 409 | 6194 | Hon KWOK Ka-ki | 186 | 3 - District Traffic and Transport | Average daily passenger journeys of tram services in 2014 |

| | | | | | | | |
|-----|-----|-----|------|---------------------------|-----|---|--|
| | | | | | | Services | |
| THB | (T) | 410 | 6496 | Hon KWOK Ka-ki | 186 | 4 - Management of Transport Services | Average daily number of traffic incidents in the territory in 2014 |
| THB | (T) | 411 | 3443 | Hon LAM Kin-fung, Jeffrey | 186 | 2 - Licensing of Vehicles and Drivers | Current information on vehicles in Hong Kong |
| THB | (T) | 412 | 3833 | Hon MA Fung-kwok | 186 | 2 - Licensing of Vehicles and Drivers | Details of non-franchised public buses and nanny van providing student transport service |
| THB | (T) | 413 | 3704 | Hon MO Claudia | 186 | 3 - District Traffic and Transport Services | Locations and number of bicycle-parking spaces at the covered PTIs under TD management and near railway stations in Kowloon, as well as the number of bicycles removed by the TD |
| THB | (T) | 414 | 4141 | Hon POON Siu-ping | 186 | 3 - District Traffic and Transport Services | Details of introduction on eight new green minibus services in 2015 |
| THB | (T) | 415 | 4061 | Hon SIN Chung-kai | 186 | 3 - District Traffic and Transport Services | Details of hillside escalator links and elevator systems (HEL) in the Southern District of Hong Kong Island |
| THB | (T) | 416 | 4174 | Hon TANG Ka-piu | 186 | 1 - Planning and Development | Accidents caused by sudden illness of bus captains and work environment of bus captains |
| THB | (T) | 417 | 3732 | Hon TIEN Puk-sun, Michael | 186 | 1 - Planning and Development | Consultation on the public transport service re-organisation proposals of Kwun Tong Line Extension and South Island Line (East) |
| THB | (T) | 418 | 4580 | Hon WONG Kwok-hing | 186 | - Not Specified | Out-sourced services |
| THB | (T) | 419 | 4581 | Hon WONG Kwok-hing | 186 | - Not Specified | Engagement of use of agency workers |
| THB | (T) | 420 | 4582 | Hon WONG Kwok-hing | 186 | - Not Specified | Employment of non-civil service contract (NCSC) staff |
| THB | (T) | 421 | 3792 | Hon WU Chi-wai | 186 | 3 - District Traffic and Transport Services | Introduction new green minibus services in 2014 and 2015 |

| | | | | | | | |
|-----|------|------|------|--------------------------------|-----|--|---|
| THB | (T) | 422 | 4521 | Hon WU Chi-wai | 186 | 1 - Planning and Development | Numbers of buses owned by each franchised bus company by emission standards |
| THB | (T) | 423 | 4811 | Hon WU Chi-wai | 186 | 4 - Management of Transport Services | Details of insufficiency of bicycle parking spaces and confiscated bicycles |
| THB | (T) | 425 | 4058 | Hon SIN Chung-kai | 706 | - Not Specified | Improvement of feeder transport for connection to the Wong Chuk Hang Station and the HKU Station |
| THB | (T) | 426 | 4059 | Hon SIN Chung-kai | 706 | - Not Specified | Expansion of the public transport interchange at the Wong Chuk Hang Station and the bus terminus nearby and installation of large display panels to provide real-time information about bus departures |
| THB | (T) | 427 | 4060 | Hon SIN Chung-kai | 706 | - Not Specified | Provision of pedestrian links from Aberdeen and Shek Pai Wan to the future Wong Chuk Hang Station |
| THB | (T) | 428 | 4062 | Hon SIN Chung-kai | 706 | - Not Specified | Bus-Bus Interchange points in Southern District |
| THB | (T) | 429 | 4064 | Hon SIN Chung-kai | 706 | - Not Specified | Consultancy study of improvement of traffic in Aberdeen Town Centre |
| THB | (T) | 430 | 4447 | Hon WONG Pik-wan, Helena | 706 | - Not Specified | Impact of the full commissioning of the West Island Line (WIL) on the bus routes (in particular cross-harbour routes) along the line |
| LWB | (WW) | 0237 | 1609 | Hon CHAN Kam-lam | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - subsidy amount to respective transport operators |

| | | | | | |
|---------------|------|------------------------|-----|---|---|
| LWB (WW) 0238 | 1610 | Hon CHAN Kam-lam | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Extension of \$2 scheme to GMBs in phases |
| LWB (WW) 0239 | 0552 | Hon LEUNG Yiu-chung | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - number of eligible passenger (according to MTR and various franchised bus companies) |
| LWB (WW) 0240 | 2429 | Hon MO Claudia | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - numbers of eligible people |

| | | | | | |
|---------------|------|----------------------------------|-----|--|---|
| LWB (WW) 0241 | 2596 | Hon TONG Ka-wah, Ronny | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - details of eligible persons and extension to GMBs in phases |
| LWB (WW) 0242 | 1301 | Hon YICK Chi-ming, Frankie | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Extension of \$2 scheme to GMBs in phases |
| LWB (WW) 1177 | 4880 | Hon CHAN Chi-chuen | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - details of subventions to different transport service companies, eligible persons and extension to GMBs in phases |

| | | | | | |
|---------------|------|---|-----|--|---|
| LWB (WW) 1178 | 5421 | Hon CHEUNG Chiu-hung, Fernando | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Situation of orders for rehabus dial-a-ride services not entertained and their classification and turnover of rehabus drivers |
| LWB (WW) 1179 | 5840 | Hon CHEUNG Chiu-hung, Fernando | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - the numbers of trips taken and the average daily passenger trips by the elderly and eligible persons with disabilities and the amounts of revenue forgone of the participating public transport operators |
| LWB (WW) 1180 | 6242 | Hon CHEUNG Chiu-hung, Fernando | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - number of eligible persons |

| | | | | | |
|---------------|------|---|-----|--|--|
| LWB (WW) 1181 | 6247 | Hon CHEUNG Chiu-hung, Fernando | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme ~ number of confirmed cases of mental illness in the past few years and any abnormalities since the implementation of the \$2 scheme |
| LWB (WW) 1182 | 3558 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - total numbers and age groups of rehabus drivers |
| LWB (WW) 1183 | 3559 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - total numbers of resigned / retired rehabus drivers and allocation for rehabus drivers |

| | | | | | |
|---------------|------|---------------------------|-----|--|---|
| LWB (WW) 1184 | 3560 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - details of cancellation of services |
| LWB (WW) 1185 | 3561 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - details of full time / part time rehabus drivers |
| LWB (WW) 1186 | 3562 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - details (number , rank, salary, working hour) of rehabus drivers |

| | | | | | |
|---------------|------|---------------------------|-----|---|--|
| LWB (WW) 1187 | 3563 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - fleet size, routes and mode of operation of rehabus |
| LWB (WW) 1188 | 3565 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - provision of rehabus scheduled route services to other rehabilitation organisations |
| LWB (WW) 1189 | 6870 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - total numbers and age distribution of rehabus |

| | | | | | |
|---------------|------|---------------------------|-----|---|---|
| LWB (WW) 1190 | 7010 | Hon CHEUNG Kwok-che | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - details of eligible persons (by age group) |
| LWB (WW) 1191 | 3648 | Hon LEUNG Kwok-hung | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - waiting time of rehabus services |
| LWB (WW) 1192 | 5160 | Hon LEUNG Kwok-hung | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | Rehabus services - scheduled route services not entertain |

| | | | | | |
|----------------|-------|-----------------------------|-----|---|--|
| LWB (WW) 1193 | 4161 | Hon TANG Ka-piu | 186 | 5 - Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities | \$2 scheme - number of eligible passenger and subvention paid to various licensed ferry service companies |
| FSTB (Tsy) 047 | 1621 | Hon CHAN Kam-lam | 186 | 2 - Licensing of Vehicles and Drivers | Personalized Vehicle Registration Marks (PVRMs) Scheme |
| FSTB (Tsy) 048 | 2833 | Hon FUNG Kin-kee, Frederick | 186 | 2 - Licensing of Vehicles and Drivers | Personalized Vehicle Registration Marks (PVRMs) Scheme |
| SV- (T) 02 THB | SV014 | Hon Poon Siu-ping | 186 | 2 - Licensing of Vehicles and Drivers | Information on the measure TD would take to reduce the complaint against designated car testing centres before the completion of the computerization of the procedures for making vehicle examination appointments |

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2002)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How much resources will the Transport Department (TD) allocate for the planning and implementation of public transport services and related facilities in 2015-16 to tie in with the housing and commercial developments? Amongst them, how many resources will be allocated for handling the increasing demand for public transport services and related facilities arising from the population increase after construction of public housing under the "single-block squeeze-in" approach? Please provide the details and the number and distribution of the sites involved.

Asked by: Hon CHAN Han-pan (Member Question No. 27)

Reply:

In 2014-15, seven time-limited posts (namely one Chief Transport Officer, two Senior Transport Officers and four Transport Officers I) have been created in the Urban and New Territories Regional Offices of the TD for a period of six years to plan and implement public transport services and related public transport facilities arising from new housing and commercial developments.

The work involved in planning and implementing the public transport services and related facilities for new public housing developments is absorbed by the above-mentioned staff. There is no separate breakdown of manpower and expenditure.

The housing and commercial developments are located at various districts in the territory. Some major developments under design or construction stages are listed as follows:-

Urban Region

- (a) Anderson Road Public Housing Development;
- (b) Development of the Anderson Road Quarry Site;
- (c) Development of ex-Cha Kwo Ling Kaolin Mine Site;
- (d) Public Housing Development at the Diamond Hill Comprehensive Development;
- (e) Re-development of Pak Tin Estate; and
- (f) Northwest Kowloon Reclamation Site 6, Sham Shui Po.

New Territories Region

- (a) Public Housing Development at Hung Shui Kiu Area 13 (Hung Fuk Estate) ;
- (b) Public Housing Development at Tuen Mun Area 54;
- (c) Public Housing Development at Shui Chuen O, Shatin;
- (d) Public Housing Development at Hong Po Road;
- (e) Public Housing Development at Queen's Hill, Fanling;
- (f) Development of Tung Chung Area 39;
- (g) Development of Tuen Mun Areas 40 and 46;
- (h) North East New Territories New Development Area;
- (i) Kam Tin South Comprehensive Development; and
- (j) Hung Shui Kiu New Development Area.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)158

(Question Serial No. 2003)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How much resources will the Transport Department (TD) allocate in 2015-16 for the planning and introduction of new green minibus (GMB) services? For Tung Chung new town, in particular, with an increasing population, residents repeatedly request for introducing GMB service. Would the TD allocate resources in handling matters relating to introduction of GMB service in Tung Chung? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 29)

Reply:

GMB plays a supplementary role in our public transport system, providing feeder service to public transport interchanges and serving areas where passenger demand is comparatively low or where the use of high-capacity transport modes is not suitable. The work involved in the planning and introduction of new GMB services, including handling requests for introducing new GMB services in Tung Chung, is absorbed by the TD's existing manpower. There is no separate breakdown of expenditure for it.

Tung Chung new town is well served by the railway and 51 franchised bus routes (including 29 external and 22 internal routes). The TD would consider strengthening public transport services, including GMB, for Tung Chung new town when proven need arises. GMB service is one of the options to be considered for meeting any such proven needs. The TD will keep in view the situation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)159

(Question Serial No. 2013)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the frequent incidents occurred in the MTR network which caused service disruption in recent years, please advise this Committee on the following:

- (a) What were the respective numbers of incidents of different level over the past three years? What measures were taken by the Government to follow up on the incidents?
- (b) What were the manpower and expenditure deployed by the Government in monitoring the quality of railway service provided by the MTR Corporation Limited (MTRCL) over the past three years?
- (c) In view of the frequent service disruption in the MTR network in recent years, will the Government deploy more manpower and increase the expenditure in monitoring the MTRCL in the coming three years more effectively? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 14)

Reply:

- (a) The numbers of incidents causing service disruption of eight minutes or above due to factors under the MTRCL's control in 2012, 2013 and 2014 were 146 (0.50 per every million revenue car-kilometers (pmcs)), 143 (0.47 pmcs) and 160 (0.52 pmcs) respectively, where the numbers of serious incidents causing service disruption of 31 minutes or above in 2012, 2013 and 2014 were 8 (0.03 pmcs), 5 (0.02 pmcs) and 12 (0.04 pmcs) respectively.

There is a well-established notification mechanism for the MTRCL to notify the Transport Department (TD) in the event of railway service disruption. The MTRCL is required to notify the TD within eight minutes on any service disruption incident which has lasted for eight minutes or is expected to last for eight minutes or more. In the

event of major service disruption, the TD will request the MTRCL to provide incident reports. The TD will also arrange review meetings with the MTRCL and other relevant government departments to seek further improvements in the notification and emergency arrangements by drawing on the actual operational experiences gained. The TD will follow up with the MTRCL on the improvement measures identified, such as proper communication with passengers during incidents, and monitor the progress of implementing such measures. Besides, the Electrical and Mechanical Services Department (EMSD) will look into railway incidents with safety implication, and will advise the MTRCL to take proper improvement measures where necessary.

- (b) The TD is responsible for monitoring the service performance of railway operated by the MTRCL. The Railway Service Monitoring Team (the Team) of the TD comprises one Chief Transport Officer, two Senior Transport Officers and two Transport Officers I/II. It is headed by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include those related to franchised and non-franchised buses, environmental schemes related to transport, and railway matters. The staff costs of the five staff in the Team, in terms of notional annual mid-point salary, were \$3.752 million, \$3.861 million and \$4.078 million in 2012-13, 2013-14 and 2014-15 respectively.

In addition, the Emergency Transport Co-ordination Centre (ETCC) of the TD monitors and handles traffic and public transport incidents 24 hours a day. It liaises with government departments and public transport operators for arrangements of alternative public transport services and dissemination of information to the public as necessary. Handling of railway incidents is part of the ETCC's duties, and there is no breakdown on the resources which the ETCC uses specifically for this purpose.

- (c) The TD will regularly review the manpower requirements to ensure that it would remain able to discharge its duty on railway services efficiently.

Besides, the Government will enhance the manpower of the Railways Branch of the EMSD by creating 11 permanent new posts in the Branch starting from 2015-16, to enhance safety inspection and monitoring of existing railway service and new railway projects.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)160****(Question Serial No. 2027)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the following information in the past three years:

- (a) the number of staff and the cost for monitoring the Tsing Ma Control Area (TMCA) and the Tsing Sha Control Area (TSCA); and
- (b) the maintenance expenses for the Tsing Ma Bridge, the Ma Wan Viaduct, the Kap Shui Mun Bridge, the Nam Wan Tunnel, the Stonecutters Bridge, the Eagle's Nest Tunnel, the Sha Tin Heights Tunnel and the Tai Wai Tunnel.

Asked by: Hon CHAN Han-pan (Member Question No. 30)Reply:

- (a) The monitoring of the operation of the TMCA and the TSCA is handled by the Tsing Ma and Tsing Sha Monitoring Team (the Team) of the Transport Department. The Team is headed by a Chief Transport Officer (CTO) who is also responsible for the management of all six Government tunnels. It is not possible to separately break down the time and cost deployed on the monitoring work of the TMCA and the TSCA in respect of the CTO. The number and cost of other staff of the Team responsible for the monitoring of the TMCA and the TSCA for the past three years are as follow:

| Rank | Number of staff | Staff cost for 2011-12 (\$'000) | Staff cost for 2012-13 (\$'000) | Staff cost for 2013-14 (\$'000) |
|--------------------------|-----------------|---------------------------------|---------------------------------|---------------------------------|
| Senior Transport Officer | 1 | 784 | 825 | 846 |
| Transport Officer I | 2 | 1,131 | 1,197 | 1,244 |
| Transport Controller I | 3 | 1,176 | 1,245 | 1,293 |
| Transport Controller II | 1 | 280 | 297 | 308 |
| Clerical Assistant | 1 | 158 | 167 | 174 |

Note: The staff cost is calculated based on notional annual mid-point salary value.

- (b) The management, operation and maintenance (MOM) of the Lantau Link^{Note 1}, the Route 8K^{Note 2} and the Route 8T^{Note 3} has been outsourced to private contractors who are responsible for carrying out routine maintenance works, including the maintenance of all the roads, structures, buildings, systems and equipment, etc. The maintenance costs are included in the MOM contract fees, and there is no separate breakdown.

For non-routine maintenance works such as large scale road re-surfacing and bridge cable replacement, the Government is responsible for the maintenance costs and the relevant expenses in the past three years are as follows:

| | 2011-12 (\$ million) | 2012-13 (\$ million) | 2013-14 (\$ million) |
|-------------|----------------------|----------------------|----------------------|
| Lantau Link | 22.9 | 17.4 | 14.5 |
| Route 8T | 0.1 | 0.7 | 0.1 |
| Route 8K | 2.8 | 3.3 | 1.3 |

Notes:

- (1) The Lantau Link includes the Tsing Ma Bridge, the Kap Shui Mun Bridge and the Ma Wan Viaduct.
- (2) The Route 8K is the section of the Route 8 between Sha Tin and Cheung Sha Wan. It includes the Eagle's Nest Tunnel, the Sha Tin Heights Tunnel and the Tai Wai Tunnel.
- (3) The Route 8T is the section of the Route 8 between Cheung Sha Wan and Tsing Yi. It includes the Stonecutters Bridge and the Nam Wan Tunnel.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)161

(Question Serial No. 3163)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The problem of parking spaces in Tsuen Wan was mentioned in the Tsuen Wan Community Sustainable Development Integrated Study and Proposals (the Study and Proposals) published by the Working Group on Community Development and Planning (the Working Group) under the Community Building, Planning and Development Committee (CBPDC) of the Tsuen Wan District Council (TWDC) in January 2015. Has the Government considered making reference to and studying the report, and then to conduct in-depth surveys on the demand and number of parking spaces in various districts? If yes, what are the manpower and expenditure involved and the specific details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 49)

Reply:

The Transport Department (TD) notes the findings of the Study and Proposals published by the Working Group under the CBPDC of the TWDC. The TD has been closely monitoring the demand and supply of parking spaces in the Tsuen Wan District, as well as other districts in Hong Kong, and will provide additional parking spaces at appropriate locations as long as road safety and other road users are not affected.

The TD will also ensure that suitable number of parking spaces is provided for new development projects in various districts in accordance with the Hong Kong Planning Standards and Guidelines, and taking into account the local traffic condition. If the demand for a certain type of vehicles is particularly high, the TD will consider including additional requirements in the tenancy terms of temporary short-term tenancy car parks for parking of that type of vehicles. The staff resources required for the monitoring and review of demand and supply of parking spaces for various districts is absorbed as part of the duties of the TD staff, and there is no separate breakdown of the corresponding expenditure.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)162****(Question Serial No. 1606)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the service development plans and applications for fare adjustment for public transport modes, would the Transport Department (TD) provide information on the fare adjustment applications from various public transport modes since the last financial year, with the rates applied for and the results, in the table below:

| Public transport mode | Application date | Fare adjustment applied for | Result |
|--------------------------------------|------------------|-----------------------------|-------------------|
| e.g. Green Minibus (GMB) route No. 2 | October 2013 | To increase by 5% | Increased by 3.5% |

Asked by: Hon CHAN Kam-lam (Member Question No. 2)Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2014-15 is as follows:

(A) GMB

| GMB route | | Application date | Fare adjustment applied for | Result |
|-----------|---------|------------------|-----------------------------|-------------------------|
| 1. | HKI 45A | April 2014 | To increase by 16.7% | Increased by 8.3% |
| 2. | NT 36 | April 2014 | To increase by 20.6% | To be increased by 8.8% |
| 3. | NT 37 | April 2014 | To increase by 20.6% | To be increased by 8.8% |
| 4. | NT 38 | April 2014 | To increase by 20.6% | To be increased by 8.8% |
| 5. | NT 15 | April 2014 | To increase by 15.4% | Increased by 10.3% |
| 6. | NT 15A | April 2014 | To increase by 15.4% | Increased by 10.3% |
| 7. | NT 15M | April 2014 | To increase by 13.2% | Increased by 10.5% |
| 8. | NT 16 | April 2014 | To increase by 12.5% | Increased by 10% |

| GMB route | | Application date | Fare adjustment applied for | Result |
|-----------|---------|------------------|-----------------------------|--------------------|
| 9. | NT 17 | April 2014 | To increase by 14% | Increased by 10.5% |
| 10. | NT 17A | April 2014 | To increase by 12.1% | Increased by 12.1% |
| 11. | NT 17M | April 2014 | To increase by 12.1% | Increased by 12.1% |
| 12. | NT 301 | April 2014 | To increase by 16.1% | Increased by 6.5% |
| 13. | NT 301M | April 2014 | To increase by 16.1% | Increased by 6.5% |
| 14. | NT 302 | April 2014 | To increase by 8.2% | Increased by 3.5% |
| 15. | NT 20A | April 2014 | To increase by 11.5% | Increased by 3.8% |
| 16. | NT 20X | April 2014 | To increase by 11.5% | Increased by 3.8% |
| 17. | NT 20S | April 2014 | To increase by 6.5% | Increased by 4.3% |
| 18. | NT 20K | April 2014 | To increase by 13.8% | Increased by 5.2% |
| 19. | NT 20B | April 2014 | To increase by 12.1% | Increased by 4.5% |
| 20. | NT 20C | April 2014 | To increase by 11.4% | Increased by 4.3% |
| 21. | NT 20R | April 2014 | To increase by 9.7% | Increased by 4.3% |
| 22. | NT 21K | April 2014 | To increase by 12.7% | Increased by 5.5% |
| 23. | NT 21A | April 2014 | To increase by 14.6% | Increased by 4.9% |
| 24. | NT 22K | April 2014 | To increase by 9.7% | Increased by 6.5% |
| 25. | NT 23K | April 2014 | To increase by 8.9% | Increased by 4.4% |
| 26. | NT 23S | April 2014 | To increase by 14% | Increased by 4% |
| 27. | NT 68K | April 2014 | To increase by 12.2% | Being processed |
| 28. | NT 69K | April 2014 | To increase by 13.6% | Being processed |
| 29. | Kln 23 | May 2014 | To increase by 29.6% | Increased by 11.1% |
| 30. | Kln 23B | May 2014 | To increase by 25% | Increased by 11.1% |
| 31. | Kln 23C | May 2014 | To increase by 29.6% | Increased by 11.1% |
| 32. | Kln 23M | May 2014 | To increase by 29.6% | Increased by 11.1% |
| 33. | Kln 23S | May 2014 | To increase by 7.7% | Increased by 7.7% |
| 34. | Kln 24 | May 2014 | To increase by 56.3% | Increased by 18.8% |
| 35. | Kln 24M | May 2014 | To increase by 9.4% | Increased by 6.2% |
| 36. | NT 312 | May 2014 | To increase by 10% | Increased by 6.7% |
| 37. | NT 313 | May 2014 | To increase by 9.3% | Increased by 5.3% |
| 38. | NT 105 | May 2014 | To increase by 11.5% | Increased by 9.2% |
| 39. | NT 105S | May 2014 | To increase by 9.3% | Increased by 9.3% |
| 40. | HKI 14M | June 2014 | To increase by 13.2% | Increased by 7.5% |
| 41. | HKI 21A | June 2014 | To increase by 10.3% | Increased by 7.7% |
| 42. | HKI 21M | June 2014 | To increase by 11.1% | Increased by 6.7% |
| 43. | Kln 74 | June 2014 | To increase by 12.3% | Increased by 7.7% |
| 44. | Kln 74S | June 2014 | To increase by 12.3% | Increased by 7.7% |
| 45. | Kln 2 | June 2014 | To increase by 14.5% | Increased by 5.3% |
| 46. | Kln 2A | June 2014 | To increase by 14.5% | Increased by 5.3% |
| 47. | Kln 6 | June 2014 | To increase by 19.3% | Increased by 8.8% |
| 48. | Kln 6A | June 2014 | To increase by 19.3% | Increased by 8.8% |
| 49. | Kln 6X | June 2014 | To increase by 19.3% | Increased by 8.8% |
| 50. | Kln 83M | June 2014 | To increase by 11.8% | Increased by 8.8% |
| 51. | Kln 83A | June 2014 | To increase by 11.8% | Increased by 8.8% |
| 52. | NT 412 | June 2014 | To increase by 20.4% | Increased by 10.2% |
| 53. | NT 94 | June 2014 | To increase by 23.3% | Increased by 11.6% |
| 54. | NT 94A | June 2014 | To increase by 23.3% | Increased by 11.6% |
| 55. | NT 94S | June 2014 | To increase by 21.7% | Increased by 10.9% |

| GMB route | | Application date | Fare adjustment applied for | Result |
|-----------|---------|------------------|-----------------------------|-------------------------|
| 56. | NT 404M | June 2014 | To increase by 13.6% | Increased by 9.1% |
| 57. | NT 405 | June 2014 | To increase by 19.2% | Increased by 11.5% |
| 58. | NT 88D | June 2014 | To increase by 12.5% | Increased by 7.5% |
| 59. | NT 106 | June 2014 | To increase by 10.1% | Increased by 10.1% |
| 60. | NT 107 | June 2014 | To increase by 11.1% | Increased by 11.1% |
| 61. | HKI 16M | July 2014 | To increase by 13.6% | Increased by 10.9% |
| 62. | HKI 16A | July 2014 | To increase by 13.6% | Increased by 10.9% |
| 63. | HKI 16X | July 2014 | To increase by 18.8% | Increased by 12.5% |
| 64. | HKI 18M | July 2014 | To increase by 22.1% | Increased by 4.4% |
| 65. | HKI 20 | July 2014 | To increase by 28.3% | Increased by 11.3% |
| 66. | HKI 20M | July 2014 | To increase by 42.9% | Increased by 11.4% |
| 67. | Kln 34M | July 2014 | To increase by 33.3% | Being processed |
| 68. | Kln 34S | July 2014 | To increase by 33.3% | Being processed |
| 69. | Kln 35 | July 2014 | To increase by 30.3% | Being processed |
| 70. | Kln 36A | July 2014 | To increase by 33.3% | Being processed |
| 71. | Kln 60 | July 2014 | To increase by 23.8% | Being processed |
| 72. | Kln 3 | July 2014 | To increase by 13.7% | Increased by 7.8% |
| 73. | Kln 8 | July 2014 | To increase by 14.8% | Increased by 9.3% |
| 74. | Kln 8S | July 2014 | To increase by 14.8% | Increased by 9.3% |
| 75. | NT 27 | July 2014 | To increase by 13.6% | Being processed |
| 76. | Kln 70 | August 2014 | To increase by 10.4% | Increased by 7.8% |
| 77. | Kln 70A | August 2014 | To increase by 10.4% | Increased by 7.8% |
| 78. | Kln 86 | August 2014 | To increase by 14% | Being processed |
| 79. | NT 87 | August 2014 | To increase by 10.5% | To be increased by 7.9% |
| 80. | NT 87A | August 2014 | To increase by 22.2% | To be increased by 6.7% |
| 81. | NT 87M | August 2014 | To increase by 11.4% | To be increased by 6.8% |
| 82. | NT 87K | August 2014 | To increase by 10.5% | To be increased by 7.9% |
| 83. | NT 89 | August 2014 | To increase by 22% | To be increased by 9.8% |
| 84. | NT 89A | August 2014 | To increase by 22% | To be increased by 9.8% |
| 85. | NT 89B | August 2014 | To increase by 46.3% | To be increased by 9.8% |
| 86. | NT 89P | August 2014 | To increase by 22% | To be increased by 9.8% |
| 87. | NT 89M | August 2014 | To increase by 28.2% | To be increased by 7.7% |
| 88. | NT 89S | August 2014 | To increase by 28.2% | To be increased by 7.7% |
| 89. | NT 98 | August 2014 | To increase by 28.2% | To be increased by 7.7% |
| 90. | NT 101M | August 2014 | To increase by 13.6% | Increased by 11.1% |
| 91. | NT 102 | August 2014 | To increase by 13.6% | Increased by 9.9% |
| 92. | NT 102B | August 2014 | To increase by 13.9% | Increased by 12.7% |
| 93. | NT 102S | August 2014 | To increase by 11.8% | Increased by 11.8% |
| 94. | NT 111 | August 2014 | To increase by 13.6% | Increased by 9.9% |
| 95. | Kln 54 | September 2014 | To increase by 10.7% | Increased by 6.7% |
| 96. | Kln 54M | September 2014 | To increase by 7.7% | Increased by 7.7% |
| 97. | Kln 54S | September 2014 | To increase by 9.7% | Increased by 6.5% |
| 98. | NT 28S | September 2014 | To increase by 5.9% | Being processed |
| 99. | Kln 18M | October 2014 | To increase by 21.2% | Being processed |
| 100. | Kln 12A | October 2014 | To increase by 11.9% | Increased by 9.5% |
| 101. | Kln 12B | October 2014 | To increase by 11.9% | Increased by 9.5% |
| 102. | Kln 12S | October 2014 | To increase by 11.1% | Increased by 8.9% |

| GMB route | | Application date | Fare adjustment applied for | Result |
|-----------|---------|------------------|-----------------------------|-------------------------|
| 103. | NT 46M | October 2014 | To increase by 19.4% | Being processed |
| 104. | NT 47M | October 2014 | To increase by 19.5% | Being processed |
| 105. | NT 90M | October 2014 | To increase by 18.8% | Being processed |
| 106. | NT 92M | October 2014 | To increase by 18.8% | Being processed |
| 107. | NT 93 | October 2014 | To increase by 18.8% | Being processed |
| 108. | NT 93A | October 2014 | To increase by 15.7% | Being processed |
| 109. | NT 403 | October 2014 | To increase by 14.6% | Being processed |
| 110. | NT 403A | October 2014 | To increase by 14.6% | Being processed |
| 111. | NT 403X | October 2014 | To increase by 14.6% | Being processed |
| 112. | NT 481 | October 2014 | To increase by 14.6% | Being processed |
| 113. | NT 481A | October 2014 | To increase by 14.6% | Being processed |
| 114. | NT 481B | October 2014 | To increase by 14.6% | Being processed |
| 115. | NT 482 | October 2014 | To increase by 16.2% | Being processed |
| 116. | NT 11 | October 2014 | To increase by 28.8% | Being processed |
| 117. | NT 11A | October 2014 | To increase by 30% | Being processed |
| 118. | NT 11B | October 2014 | To increase by 28.8% | Being processed |
| 119. | NT 11M | October 2014 | To increase by 29.2% | Being processed |
| 120. | NT 11S | October 2014 | To increase by 29.1% | Being processed |
| 121. | NT 12 | October 2014 | To increase by 33.7% | Being processed |
| 122. | NT 83A | October 2014 | To increase by 16% | Being processed |
| 123. | NT 85 | October 2014 | To increase by 16% | Being processed |
| 124. | NT 86 | October 2014 | To increase by 16% | Being processed |
| 125. | NT 86A | October 2014 | To increase by 15.4% | Being processed |
| 126. | NT 86M | October 2014 | To increase by 16% | Being processed |
| 127. | NT 71 | October 2014 | To increase by 17.6% | To be increased by 8.8% |
| 128. | NT 72 | October 2014 | To increase by 17.6% | To be increased by 8.8% |
| 129. | NT 409 | October 2014 | To increase by 14% | To be increased by 8.8% |
| 130. | NT 409K | October 2014 | To increase by 14% | To be increased by 8.8% |
| 131. | HKI 39C | November 2014 | To increase by 18.8% | Being processed |
| 132. | HKI 39S | November 2014 | To increase by 18.8% | Being processed |
| 133. | HKI 39M | November 2014 | To increase by 12.5% | Being processed |
| 134. | HKI 40 | November 2014 | To increase by 15% | Being processed |
| 135. | HKI 40X | November 2014 | To increase by 15% | Being processed |
| 136. | HKI 52 | November 2014 | To increase by 14.5% | Being processed |
| 137. | HKI 4A | November 2014 | To increase by 17.6% | Being processed |
| 138. | HKI 4B | November 2014 | To increase by 13.3% | Being processed |
| 139. | HKI 4C | November 2014 | To increase by 17.6% | Being processed |
| 140. | HKI 4S | November 2014 | To increase by 100% | Being processed |
| 141. | HKI 5 | November 2014 | To increase by 21.8% | Being processed |
| 142. | HKI 8 | November 2014 | To increase by 14.5% | Being processed |
| 143. | HKI 8X | November 2014 | To increase by 14.5% | Being processed |
| 144. | HKI 35M | November 2014 | To increase by 13.3% | Being processed |
| 145. | Kln 79K | November 2014 | To increase by 9.1% | Increased by 6.8% |
| 146. | Kln 79M | November 2014 | To increase by 8.6% | To be increased by 8.6% |
| 147. | Kln 79S | November 2014 | To increase by 8.6% | To be increased by 8.6% |
| 148. | Kln 77M | November 2014 | To increase by 9.5% | Being processed |
| 149. | Kln 78 | November 2014 | To increase by 9.4% | Being processed |

| GMB route | | Application date | Fare adjustment applied for | Result |
|-----------|---------|------------------|-----------------------------|-----------------|
| 150. | Kln 78A | November 2014 | To increase by 9.4% | Being processed |
| 151. | NT 502 | November 2014 | To increase by 9.1% | Being processed |
| 152. | NT 50K | November 2014 | To increase by 9.8% | Being processed |
| 153. | NT 50A | November 2014 | To increase by 9.8% | Being processed |
| 154. | NT 51K | November 2014 | To increase by 9.3% | Being processed |
| 155. | HKI 66 | December 2014 | To increase by 21.4% | Being processed |
| 156. | HKI 66A | December 2014 | To increase by 21.4% | Being processed |
| 157. | HKI 68 | December 2014 | To increase by 25% | Being processed |
| 158. | HKI 24A | December 2014 | To increase by 35.4% | Being processed |
| 159. | HKI 24M | December 2014 | To increase by 14.7% | Being processed |
| 160. | HKI 25 | December 2014 | To increase by 20.8% | Being processed |
| 161. | NT 57K | December 2014 | To increase by 10.2% | Being processed |
| 162. | NT 58K | December 2014 | To increase by 9.1% | Being processed |
| 163. | NT 58S | December 2014 | To increase by 10.3% | Being processed |
| 164. | NT 46 | December 2014 | To increase by 9.1% | Being processed |
| 165. | NT 46A | December 2014 | To increase by 9.1% | Being processed |
| 166. | NT 90A | December 2014 | To increase by 81.1% | Being processed |
| 167. | NT 90P | December 2014 | To increase by 81.1% | Being processed |
| 168. | NT 91 | December 2014 | To increase by 62.5% | Being processed |
| 169. | NT 91A | December 2014 | To increase by 71.4% | Being processed |
| 170. | HKI 51 | January 2015 | To increase by 17.9% | Being processed |
| 171. | HKI 51A | January 2015 | To increase by 17.9% | Being processed |
| 172. | HKI 51S | January 2015 | To increase by 15.2% | Being processed |
| 173. | Kln 43M | January 2015 | To increase by 15.2% | Being processed |
| 174. | NT 59K | January 2015 | To increase by 11.7% | Being processed |
| 175. | NT 1 | January 2015 | To increase by 7.1% | Being processed |
| 176. | NT 1A | January 2015 | To increase by 7.1% | Being processed |
| 177. | NT 1S | January 2015 | To increase by 13.4% | Being processed |
| 178. | NT 2 | January 2015 | To increase by 8.6% | Being processed |
| 179. | NT 7 | January 2015 | To increase by 9.6% | Being processed |
| 180. | NT 9 | January 2015 | To increase by 9.4% | Being processed |
| 181. | NT 109M | January 2015 | To increase by 6.1% | Being processed |
| 182. | HKI 56 | February 2015 | To increase by 23% | Being processed |
| 183. | HKI 56A | February 2015 | To increase by 23% | Being processed |
| 184. | NT 310M | February 2015 | To increase by 13.5% | Being processed |
| 185. | NT 410 | February 2015 | To increase by 11.1% | Being processed |
| 186. | NT 80 | February 2015 | To increase by 16.9% | Being processed |
| 187. | NT 95 | February 2015 | To increase by 17.6% | Being processed |
| 188. | NT 95A | February 2015 | To increase by 17.2% | Being processed |
| 189. | NT 95K | February 2015 | To increase by 17.6% | Being processed |
| 190. | NT 95M | February 2015 | To increase by 17.2% | Being processed |
| 191. | NT 96 | February 2015 | To increase by 16.9% | Being processed |
| 192. | NT 96P | February 2015 | To increase by 17.6% | Being processed |
| 193. | NT 96A | February 2015 | To increase by 14.6% | Being processed |
| 194. | NT 96B | February 2015 | To increase by 17.6% | Being processed |
| 195. | NT 96C | February 2015 | To increase by 16.9% | Being processed |
| 196. | NT 96M | February 2015 | To increase by 16.9% | Being processed |

| GMB route | | Application date | Fare adjustment applied for | Result |
|------------------|---------|-------------------------|------------------------------------|-----------------|
| 197. | NT 19S | February 2015 | To increase by 9.5% | Being processed |
| 198. | NT 108A | February 2015 | To increase by 14.6% | Being processed |

The processing time for a fare increase application may differ as, amongst other reasons, the TD may require the applicant to submit more information and may also request the applicant to carry out certain improvements before approving the fare adjustment application. In addition, another 14 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

(B) Licensed ferry service

| Licensed ferry service | | Application date | Fare adjustment applied for | Result |
|-------------------------------|--|-------------------------|---|------------------|
| 1. | Aberdeen – Sok Kwu Wan via Mo Tat | July 2014 | To increase by a weighted average of 9.2% | Being processed |
| 2. | Aberdeen – Pak Kok Tsuen – Yung Shue Wan | July 2014 | To increase by a weighted average of 8.1% | Being processed |
| 3. | Sai Wan Ho – Kwun Tong | September 2014 | To increase by 50% | Increased by 50% |
| 4. | Sai Wan Ho – Sam Ka Tsuen | September 2014 | To increase by 50% | Increased by 50% |

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. There was no fare adjustment application for taxi and tram services.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)163****(Question Serial No. 1608)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Concerning the management of government multi-storey car parks, please provide the respective peak hour and non-peak hour usage, actual revenue and management fees to contractors.

2014-15

| Government multi-storey car parks | Average peak hour usage (%) | Average non-peak hour usage (%) | Actual revenue (\$) | Management fees to contractors (\$) |
|-----------------------------------|-----------------------------|---------------------------------|---------------------|-------------------------------------|
| | | | | |
| | | | | |

2015-16 (Estimate)

| Government multi-storey car parks | Average peak hour usage (%) | Average non-peak hour usage (%) | Actual revenue (\$) | Management fees to contractors (\$) |
|-----------------------------------|-----------------------------|---------------------------------|---------------------|-------------------------------------|
| | | | | |
| | | | | |

Asked by: Hon CHAN Kam-lam (Member Question No. 4)Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2014, and their actual operating revenue in 2014-15 (up to January 2015) are set out in the following table:

| Government multi-storey car parks | Average peak hour usage ^{Note 1} (%) | Average non-peak hour usage ^{Note 1} (%) | Actual operating revenue ^{Note 2} (\$ million) |
|--|--|--|--|
| | 2014 | | 2014-15 (up to January 2015) |
| Aberdeen Car Park | 86 | 75 | 4.7 |
| City Hall Car Park | 29 | 13 | 3.2 |
| Kennedy Town Car Park | 78 | 73 | 5.0 |
| Kwai Fong Car Park | 62 | 58 | 9.8 |
| Middle Road Car Park ^{Note 3} | 64 | 34 | 8.9 |
| Murray Road Car Park | 61 | 37 | 15.4 |
| Rumsey Street Car Park | 80 | 54 | 41.0 |
| Shau Kei Wan Car Park | 86 | 78 | 8.4 |
| Sheung Fung Street Car Park | 88 | 76 | 5.6 |
| Star Ferry Car Park | 75 | 35 | 17.6 |
| Tin Hau Car Park | 80 | 67 | 13.0 |
| Tsuen Wan Car Park | 82 | 76 | 14.4 |
| Yau Ma Tei Car Park | 72 | 51 | 24.4 |

Note:

1. Average peak hour usage: the average usage of the hour with the highest usage within a day in 2014.
Average non-peak hour usage: the average usage of the hours other than the peak hour within a day in 2014.
2. Actual operating revenue represents revenue collected before deduction of relevant management fees to contractors.
3. The Middle Road Car Park was closed on 1 July 2014.

For the purpose of compiling the revenue estimates for 2015-16, the Transport Department (TD) has estimated that the total operating revenue of car parks managed by the TD under two management, operation and maintenance (MOM) contracts (i.e. 12 government multi-storey car parks and the open-air Sheung Shui Park-and-Ride Car Park) for 2015-16 is \$231 million. As revenue projection was calculated in two batches for the car parks grouped under two contracts, the TD does not have a breakdown of the revenue estimate for individual car parks. As regards the projected peak hour and non-peak hour usage in

2015-16, it is difficult to estimate for individual car parks as parking demand is affected by various factors, such as the fee levels and the availability of other car parking facilities in the vicinity.

The government multi-storey car parks, together with the open-air Sheung Shui Park-and-Ride Car Park, are under two three-year MOM contracts from May 2014 to April 2017. The value of Contract TD 24/2013 (comprising car parks at Aberdeen, City Hall, Kwai Fong, Murray Road, Rumsey Street, Sheung Fung Street and Star Ferry) is \$36.918 million. The value of Contracts TD 25/2013 (comprising car parks at Kennedy Town, Middle Road (car park closed in July 2014), Shau Kei Wan, Sheung Shui Park-and-Ride, Tin Hau, Tsuen Wan and Yau Ma Tei) is \$47.698 million. Contracts TD 25/2013 also include the design, production, distribution and sale of tickets for government tunnels and toll roads.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)164****(Question Serial No. 1611)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide information on the respective management fees payable to the contractors with their names for management, operation and maintenance (MOM) services of various tunnels and bridges operated by the Government.

| | Name of contractor | Management fees (\$) | | | |
|----------------------|--------------------|----------------------|------|------|------|
| | | 2014 | 2013 | 2012 | 2011 |
| Cross-Harbour Tunnel | | | | | |
| Lion Rock Tunnel | | | | | |
| Shing Mun Tunnels | | | | | |
| Tseung Kwan O Tunnel | | | | | |
| Aberdeen Tunnel | | | | | |
| Eagle's Nest Tunnel | | | | | |
| Lantau Link | | | | | |

- (2) Please provide the operating results of the above tunnels and bridges.

| | 2014 surplus / deficit \$ | 2013 surplus / deficit \$ | 2012 surplus / deficit \$ | 2011 surplus / deficit \$ |
|----------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Cross-Harbour Tunnel | | | | |
| Lion Rock Tunnel | | | | |
| Shing Mun Tunnels | | | | |
| Tseung Kwan O Tunnel | | | | |
| Aberdeen Tunnel | | | | |
| Eagle's Nest Tunnel | | | | |
| Lantau Link | | | | |

Asked by: Hon CHAN Kam-lam (Member Question No. 7)

Reply:

- (1) The MOM of all these tunnels and the Lantau Link have been outsourced to private contractors. The names of the existing contractors and management fees payable to the contractors from 2011-12 to 2014-15 are as follows:

| | Name of MOM Contractor | Management Fees to MOM Contractors (\$ million) | | | |
|-----------------------------------|--|---|---------|---------|---------|
| | | 2014-15 | 2013-14 | 2012-13 | 2011-12 |
| Cross-Harbour Tunnel | Serco Group (H.K.) Limited | 63 | 63 | 63 | 63 |
| Lion Rock Tunnel | Greater Lucky (H.K.) Company Limited / Serco Group (H.K.) Limited ^{Note 1} | 34 | 33 | 36 | 40 |
| Shing Mun Tunnels | Greater Lucky (H.K.) Company Limited | 33 | 32 | 32 | 30 |
| Tseung Kwan O Tunnel | Greater Lucky (H.K.) Company Limited | 33 | 32 | 32 | 30 |
| Aberdeen Tunnel | Transport Infrastructure Management Limited / Serco Group (H.K.) Limited ^{Note 2} | 40 | 37 | 37 | 37 |
| Route 8K ^{Note 3} | Serco Lam JV / Transport Infrastructure Management Limited ^{Note 4} | 101 | 116 | 134 | 134 |
| Route 8T ^{Note 3} | | 57 | 61 | 65 | 65 |
| Lantau Link ^{Note 5} | TIML MOM Limited / Transport Infrastructure Management Limited ^{Note 6} | 104 | 98 | 95 | 95 |
| Non-Lantau Link ^{Note 5} | | 106 | 101 | 98 | 97 |

Note 1 – The Greater Lucky (H.K.) Company Limited has taken up the MOM contract from the Serco Group (H.K.) Limited since 1 August 2012 upon expiry of the previous MOM contract.

Note 2 – The Transport Infrastructure Management Limited has taken up the MOM contract from the Serco Group (H.K.) Limited since 29 September 2014 upon expiry of the previous MOM contract.

Note 3 – The MOM contract for Route 8 covers both Route 8K (Sha Tin – Cheung Sha Wan section) and Route 8T (Cheung Sha Wan – Tsing Yi section). The Eagle's Nest Tunnel forms part of Route 8K.

Note 4 – Serco Lam JV has taken up the MOM contract from the Transport Infrastructure Management Limited since 19 September 2013 upon expiry of the previous MOM contract.

Note 5 – The MOM contract for the Tsing Ma Control Area covers both the Lantau Link and the non-Lantau Link portion.

Note 6 – The contractor changed its company name from the Transport Infrastructure Management Limited to the TIML MOM Limited upon contract renewal on 19 November 2013.

- (2) The operating results (before tax) of the above tunnels and bridges for the past four years are as follows:

| | 2013-14 surplus / (deficit) (\$ million) | 2012-13 surplus / (deficit) (\$ million) | 2011-12 surplus / (deficit) (\$ million) | 2010-11 surplus / (deficit) \$ million |
|--|---|---|---|---|
| Cross-Harbour Tunnel ^{Note 1} | 666.0 | 672.6 | 680.6 | 626.8 |
| Lion Rock Tunnel ^{Note 2} | 195.2 | 187.3 | 185.9 | 182.6 |
| Shing Mun Tunnels ^{Note 2} | 37.5 | 35.4 | 36.1 | 33.8 |
| Tseung Kwan O Tunnel ^{Note 2} | 43.2 | 41.8 | 39.1 | 33.4 |
| Aberdeen Tunnel ^{Note 2} | 51.0 | 52.7 | 52.9 | 47.6 |
| Route 8K (Eagle's Nest Tunnel forms part of Route 8K) ^{Note 2} | (141.6) | (174.1) | (169.8) | (175.4) |
| Lantau Link ^{Note 2} | 222.4 | 188.3 | 170.5 | 170.2 |

Note 1: The Cross-Harbour Tunnel was a “Build-Operate-Transfer” project. The capital cost of the Cross-Harbour Tunnel was not contributed by the Government. The figures provided in the above table represent the difference between revenue (including the toll fees) and management fee paid to the contractor for the year concerned.

Note 2: These tunnels were constructed by the Government. The operating results have taken into account the depreciation charges of the capital costs of the tunnels for the years concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)165

(Question Serial No. 1618)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Tuen Mun Road Bus-Bus Interchange (TMR BBI) commissioned in 2012 and the Tsing Sha Highway Bus-Bus Interchange (TSH BBI) commissioned early this year, please advise:

- (1) What are the utilisation rates of the TMR BBI for both northbound and southbound during peak and off peak periods respectively?
- (2) Does the Government have any plan to arrange more bus routes observing the TMR BBI? If yes, what are the routes and when will the plan be implemented?
- (3) What are the utilisation rates of the TSH BBI for both northbound and southbound during peak and off peak periods respectively?
- (4) Does the Government have any plan to arrange more bus routes observing the TSH BBI? If yes, what are the routes and when will the plan be implemented?
- (5) Apart from the TMT BBI and the TSH BBI, is there any plan to provide similar BBIs in other areas? If yes, what are the plans and the implementation timetable?

Asked by: Hon CHAN Kam-lam (Member Question No. 14)

Reply:

As at February 2015, there are a total of 25 regular bus routes using both bounds of the TMR BBI. The numbers of daily passenger trips using the TMR BBI are set out below:

| Direction | Total daily passenger trips* | Daily passenger trips | |
|----------------|------------------------------|------------------------|-----------------|
| | | Peak hour period | Off peak period |
| Kowloon bound | 10 000 | 3 500 (6 am – 9 am) | 6 500 |
| Tuen Mun bound | 14 000 | 5 100 (5 pm – 8 pm) | 8 900 |

- * The number of daily passenger trips using the Kowloon bound TMR BBI is smaller than that of Tuen Mun bound, because some passengers can take the supplementary special direct bus services from Tuen Mun to urban areas during the morning peak period without the need to interchange at the TMR BBI.

As at February 2015, there are a total of six regular bus routes using both bounds of the TSH BBI. The numbers of daily passenger trips using the TSH BBI are set out below:

| Direction | Total daily passenger trips | Daily passenger trips | |
|---------------|-----------------------------|-----------------------|-----------------|
| | | Peak hour period | Off peak period |
| Kowloon bound | 254 | 128 (7 am – 10 am) | 126 |
| Shatin bound | 136 | 80 (5 pm – 8 pm) | 56 |

As the bus network serving the TMR BBI is already extensive, the Transport Department (TD) has no plan to arrange more bus routes to use the TMR BBI in the near future. As for the TSH BBI, a KMB route 286P (Mei Chung Court – Cheung Sha Wan)¹, will be introduced this year.

The TD and the franchised bus companies will continue to closely monitor the operation of the BBIs and the passenger demand of the bus services in the New Territories. Adjustments to the bus services serving the TMR BBI and the TSH BBI would be made as and when necessary. The TD will continue to explore with the franchised bus companies on the provision of enhanced interchange facilities at other suitable locations. However, owing to the high pedestrian and vehicular flows in urban areas and the relatively narrower pavements and carriageways, setting up similar large-scale BBIs in urban areas is subject to certain geographical and technical constraints.

- End -

¹ A special service of KMB route 286X

CONTROLLING OFFICER'S REPLY**THB(T)166****(Question Serial No. 1619)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What are the numbers of parking spaces for private cars and commercial vehicles provided by public car parks (including roadside parking spaces) in each of the 18 districts in Hong Kong? Please make reference to the following example in the reply.

Example:

| District | Public car parks | On-street metered parking spaces | Public car parks | On-street metered parking spaces |
|-----------------|---|--|---|---|
| | Number (No.) and utilisation rate of private car parking spaces | No. and utilisation rate of private car parking spaces | No. and utilisation rate of commercial vehicle parking spaces | No. and utilisation rate of commercial vehicle parking spaces |
| Wong Tai Sin | No. (%) | No. (%) | No. (%) | No. (%) |

Asked by: Hon CHAN Kam-lam (Member Question No. 15)Reply:

The numbers of parking spaces provided on-street (metered) and in government and private car parks that are available for use by the public in each of the 18 districts as at end February 2015 are shown in the following table:

| District | Public car parks* | On-street metered parking spaces | Public car parks* | On-street metered parking spaces |
|---------------------|-----------------------------------|---|---|---|
| | No. of private car parking spaces | No. of private car parking spaces | No. of commercial vehicle ⁺ parking spaces | No. of commercial vehicle ⁺ parking spaces |
| Central and Western | 10 320 | 470 | 760 | 110 |
| Wan Chai | 8 880 | 770 | 70 | 20 |
| Eastern | 13 120 | 520 | 750 | 80 |
| Southern | 7 430 | 560 | 430 | 90 |
| Yau Tsim Mong | 14 590 | 1 500 | 2 000 | 380 |
| Sham Shui Po | 9 390 | 1 010 | 2 630 | 170 |
| Kowloon City | 8 600 | 2 420 | 2 090 | 290 |
| Wong Tai Sin | 6 570 | 250 | 430 | 120 |
| Kwun Tong | 14 910 | 380 | 1 730 | 120 |
| Tsuen Wan | 9 660 | 450 | 1 210 | 60 |
| Tuen Mun | 8 420 | 1 000 | 1 270 | 190 |
| Yuen Long | 8 300 | 800 | 450 | 270 |
| North | 5 450 | 910 | 630 | 240 |
| Tai Po | 5 870 | 1 250 | 590 | 180 |
| Sai Kung | 9 120 | 930 | 540 | 210 |
| Sha Tin | 16 890 | 1 310 | 1 290 | 230 |
| Kwai Tsing | 10 960 | 360 | 7 100 | 130 |
| Islands | 6 840 | 150 | 280 | 40 |
| Total | 175 320 | 15 040 | 24 250 | 2 930 |
| | 190 360 | | 27 180 | |

* Including government and private car parks available for use by the public

+ Including goods vehicle and non-franchised bus

As some of the public parking spaces are managed by private entities and the on-street metered parking spaces are designed for short duration of stay only, we do not have a complete breakdown of the utilisation rates of the above parking spaces.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)167****(Question Serial No. 1620)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

How many public buses could provide student transport service in the current and the past three years? Please provide the information in the following table:

| | Non-franchised public buses (NFBs) with student service endorsement | Private school buses operated directly by schools or school sponsoring bodies | School private light buses | Number of operators involved | Number of employees involved |
|---------------------|---|---|----------------------------|------------------------------|------------------------------|
| 2015-16 (Estimated) | | | | | |
| 2014-15 | | | | | |
| 2013-14 | | | | | |
| 2012-13 | | | | | |

Asked by: Hon Chan Kam-lam (Member Question No. 16)Reply:

The Transport Department (TD) has been closely monitoring the supply of school bus service and making arrangements to cater for its demand as and when appropriate. There are three types of student service vehicles (SSVs): (i) NFBs with student service endorsement; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”). The numbers of SSVs by types and operators involved in the past three years are set out as follows:

| | NFBs with student service endorsement ^{Note} | Private school buses operated by schools or school sponsoring bodies | School private light buses | Number of operators involved |
|----------------------------------|---|--|----------------------------|------------------------------|
| 2014-15 (up to February 2015) | 3 257 | 75 | 1 912 | 1 501 |
| 2013-14 | 3 445 | 71 | 1 775 | 1 517 |
| 2012-13 | 3 459 | 64 | 1 528 | 1 492 |

Note: NFBs with student service endorsement can also apply for other types of service endorsement(s) from the TD to provide services for other types of passengers.

Since SSVs are operated on commercial principle and the number of SSVs in the market would vary throughout a year based on the market situation, the projected number of SSVs for the entire year of 2015-16 cannot be predicted with certainty at this early stage.

The TD does not have information on the number of employees involved in the business.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)168****(Question Serial No. 1622)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information of interchange fare concession arrangements between different public transport operators in the past three years.

2014-15

| Public transport operators involved | Concession for each journey | Number of beneficiaries |
|--|-----------------------------|-------------------------|
| e.g. Railway and Green Minibus (GMB) Route No. 7 | \$1 | |
| 1. | | |
| 2. | | |

Asked by: Hon CHAN Kam-lam (Member Question No. 18)Reply:

There are interchange fare concession arrangements between different public transport operators. The details in the past three years from 2012 to 2014 are set out below:

2012 (Note 1)

| Public transport operators involved in the interchange schemes | Adult fare concession for each interchange trip | Average daily passenger interchange trips benefited |
|---|---|---|
| Railway and franchised bus (five routes) | \$1.0 | 9 000 |
| Railway and GMB (49 routes) | \$0.3 - \$3.0 | 54 100 |
| Railway and ferry (five routes) (<i>time-limited from 1 July 2012 to 1 January 2013</i>) (Note 2) | \$1.5 | 3 600 |

| Public transport operators involved in the interchange schemes | Adult fare concession for each interchange trip | Average daily passenger interchange trips benefited |
|--|---|--|
| Bus-bus interchanges between different franchised bus companies (171 routes) | \$1.0 - \$24.0 | 13 000 |
| GMB-GMB interchanges between different GMB operators (25 routes) | \$0.1 - \$9.1 | - (Note 3) |
| Ferry-ferry interchanges between different ferry operators (two routes) | Mondays to Saturdays: \$3.3 Sundays and Public Holidays: \$4.5 | 33 |

2013 (Note 1)

| Public transport operators involved in the interchange schemes | Adult fare concession for each interchange trip | Average daily passenger interchange trips benefited |
|--|---|--|
| Railway and franchised bus (five routes) | \$1.0 | 8 800 |
| Railway and GMB (47 routes) | \$0.3 - \$3.0 | 49 000 |
| Bus-bus interchanges between different franchised bus companies (205 routes) | \$0.5 - \$24.0 | 14 200 |
| GMB-GMB interchanges between different GMB operators (25 routes) | \$1.0 - \$9.6 | - (Note 3) |
| Ferry-ferry interchanges between different ferry operators (two routes) | Mondays to Saturdays: \$3.3 Sundays and Public Holidays: \$4.5 | 35 |

2014 (Note 1)

| Public transport operators involved in the interchange schemes | Adult fare concession for each interchange trip | Average daily passenger interchange trips benefited |
|---|--|--|
| Railway and franchised bus (seven routes) | \$1.0 | 9 300 |
| Railway and GMB (54 routes) | \$0.3 - \$3.0 | 47 500 |
| Railway and ferry (five routes) <i>(time-limited from 1 July 2014 to 1 January 2015)</i> (Note 2) | \$1.5 | 4 300 |
| Bus-bus interchanges between different franchised bus companies (208 routes) | \$0.5 - \$24.0 | 15 800 |
| GMB-GMB interchange between different GMB operators (29 routes) | \$1.0 - \$9.6 | - (Note 3) |

| Public transport operators involved in the interchange schemes | Adult fare concession for each interchange trip | Average daily passenger interchange trips benefited |
|---|---|--|
| Ferry-ferry interchanges between different ferry operators (two routes) | Mondays to Saturdays: \$3.5 Sundays and Public Holidays: \$4.8 | 36 |

Notes:

1. The above tables do not cover interchange concessionary fare arrangements for routes operated by the same operator.
2. Public transport operators would take into account factors such as their respective operating and financial conditions, market condition and passenger needs, when considering offering fare concessions to passengers. Details of such concessions are commercial decisions of individual operators.
3. The Transport Department does not have passenger trip figures of the GMB-GMB interchange schemes.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)169****(Question Serial No. 1625)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Since the implementation of the Area Approach rationalisation plans, how many routes have frequency reduced or been cancelled; and how many new routes have been introduced in each district? How have such adjustments affected the overall patronage of each district? Please provide information in the following table:

| District | Number of routes with frequency reduction or cancelled | Number of new routes introduced | Percentage change in overall patronage after rationalisation (+/-%) |
|----------------|--|---------------------------------|---|
| North District | | | |
| | | | |
| | | | |
| | | | |

- (2) What are the positive or negative financial implications of Area Approach rationalisation on the bus companies involved?

Asked by: Hon CHAN Kam-lam (Member Question No. 21)Reply:

- (1) Bus route rationalisation is an ongoing task. Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. The Area Approach rationalisation for the Tuen Mun and North districts commenced in 2013 and has been completed. With reference to the experience in these two districts, the Area Approach rationalisation was carried out in the Yuen Long, Sha Tin, Tsing Yi and Tai

Po districts last year. These rationalisation proposals have been rolled out in phases since August 2014. Details of the rationalisation proposals are set out below:

| District | Number of routes cancelled, truncated, or with frequency reduced | Number of new routes introduced, or routes with service improved | Percentage change in overall patronage after rationalisation (+/- %) |
|-----------|--|--|--|
| North | 8 | 15 | +6% [*] |
| Tuen Mun | 10 | 9 | +6% [*] |
| Yuen Long | 5 | 14 | # |
| Sha Tin | 7 | 5 | # |
| Tsing Yi | 7 | 3 | # |
| Tai Po | 5 | 11 | # |

* Including the interchanging passenger trips

As the bus rationalisation proposals for the Yuen Long, Sha Tin, Tsing Yi and Tai Po districts have been implemented for a few months, the travelling pattern of the passengers will take some time to stabilise. The TD and the bus companies will continue to closely monitor the situation.

- (2) Generally speaking, the Area Approach rationalisation enables the use of the bus resources in a more cost-effective manner, and enhances the efficiency of the bus network. Moreover, rationalising overly circuitous routes and deploying resources from low-utilisation routes to high-demand ones can optimise the use of road resources. The increase in the overall patronage of the routes serving the Tuen Mun and North districts is an indication of the improvement in the bus network's popularity. The route rationalisation proposals may affect routings, frequencies and patronage, thereby affecting the expenditure and revenue of bus companies. As a considerable proportion of franchised bus routes provides cross-district service, external factors such as demographic changes outside the districts concerned may also affect pattern of patronage, expenditure and revenue. Hence, it is difficult to isolate the financial implications solely from route rationalisation proposals implemented in an individual district.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)170****(Question Serial No. 1626)**Head: (186) Transport DepartmentSubhead (No. and title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the vehicle examination service provided by the designated car testing centres (DCTCs), please -

- (1) list out the operators of the existing DCTCs, their operating hours and numbers of Approved Car Testers (ACTs);
- (2) list out the average waiting time for vehicle examination at each of the above DCTCs in the last financial year; and
- (3) advise whether the Transport Department (TD) has any plans to formulate measures to shorten the waiting time? If yes, what are the details?

Asked by: Hon CHAN Kam-lam (Member Question No. 22)Reply:

- (1) Details of the 22 existing DCTCs and their operating hours are as follows -

| Operator (District) | | Operating hours | |
|---------------------|--|--|---|
| Hong Kong Island | | | |
| 1 | Crown Motors Limited (North Point) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 20:00 08:30 to 18:00 Closed |
| 2 | Dah Chong Hong (Motor Service Centre) Limited (Quarry Bay) | Monday to Friday: Saturday and Public Holiday: Sunday: | 08:30 to 20:00 08:30 to 17:30 09:00 to 17:30 [#] |
| 3 | Universal Cars Limited (Chai Wan) | Monday to Friday: Saturday and Public Holiday: Sunday: | 08:00 to 19:00 [#] 09:00 to 18:00 Closed |

| Operator (District) | | Operating hours | |
|---------------------|--|--|---|
| 4 | Wallace Harper and Company Limited (Ap Lei Chau) | Monday to Friday: Saturday and Public Holiday: Sunday: | 09:00 to 19:00 09:00 to 18:00 Closed |
| 5 | Zung Fu Company Limited (Aberdeen) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 18:00 09:00 to 18:00* Closed |
| 6 | M.D. Motors (Aberdeen) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 18:00 08:30 to 18:00 Closed |
| Kowloon | | | |
| 7 | Crown Motors Limited (Kwun Tong) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 20:00 08:30 to 18:00 Closed |
| 8 | Dah Chong Hong (Motor Service Centre) Limited (Kowloon Bay) | Monday to Friday: Saturday and Public Holiday: Sunday: | 08:30 to 20:00 08:30 to 17:30 Closed |
| 9 | Jebsen Motors Limited (Kowloon Bay) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 18:00 Closed Closed |
| 10 | Inchcape Motor Services Limited (Yau Tong) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 18:00 08:30 to 18:00 Closed |
| 11 | Sime Darby Motor Services Limited (To Kwa Wan) | Monday to Friday: Saturday and Public Holiday: Sunday: | 08:00 to 19:00 [#] 09:00 to 18:00 Closed |
| 12 | Zung Fu Company Limited (Hung Hom) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 18:00 Closed Closed |
| 13 | B.M.W. Concessionaires (H.K.) Limited (To Kwa Wan) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 18:00 08:30 to 18:00* Closed |
| New Territories | | | |
| 14 | Crown Motors Limited (Tsuen Wan) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 20:00 08:30 to 18:00 Closed |
| 15 | Crown Motors Limited (Yuen Long) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 20:00 08:30 to 18:00 Closed |
| 16 | Dah Chong Hong (Motor Service Centre) Limited (Yuen Long) | Monday to Friday: Saturday and Public Holiday: Sunday: | 08:30 to 20:00 08:30 to 17:30 Closed |
| 17 | Inchcape Motor Services Limited (Kwai Chung) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 19:00 08:30 to 19:00 [#] Closed |

| Operator (District) | | Operating hours | |
|---------------------|--|--|--|
| 18 | Inchcape Motor Services Limited (Shatin) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 19:00 [#] 08:30 to 19:00 [#] Closed |
| 19 | Universal Cars Limited (Kwai Chung) | Monday to Friday: Saturday and Public Holiday: Sunday: | 08:00 to 19:00 [#] 09:00 to 18:00 Closed |
| 20 | Universal Cars Limited (Shatin) | Monday to Friday: Saturday and Public Holiday: Sunday: | 09:00 to 19:00 09:00 to 18:00 09:00 to 18:00 [#] |
| 21 | Wallace Harper and Company Limited (Yuen Long) | Monday to Friday: Saturday and Public Holiday: Sunday: | 08:00 to 19:00 09:00 to 18:00 09:00 to 18:00 [#] |
| 22 | Zung Fu Company Limited (Kwai Chung) | Monday to Friday: Saturday: Sunday and Public Holiday: | 08:30 to 18:00 08:30 to 18:00 Closed |

[#] With effect from 1 April 2015

* With effect from 11 April 2015

As at early 2015, there were about 180 ACTs authorised by the Transport Department (TD).

- (2) In 2014-15, the average waiting time for vehicle examination was about eight to ten weeks, depending on the locations of the DCTCs.
- (3) The TD has introduced a number of improvement measures in 2014-15 to alleviate the queuing situation of the DCTCs. For example, the TD is computerising the procedures for making vehicle examination appointments at the DCTCs, and linking up the systems of the DCTCs to enable online checking of the appointment status at different centres by those who need vehicle examination service, so that they can arrange vehicle examination in a timely manner. The new system is scheduled for completion in mid-2015.

In addition, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly, and will invite applications accordingly.

Meanwhile, the TD reminds those who need vehicle examination service to book their appointments early through various publicity means, such as posting notices and posters and distributing flyers. Indeed, those who need such service may arrange annual examinations for their vehicles four months before their vehicle licences are due to expire, so that they can avoid not being able to complete the annual examination procedures for their vehicles before the licences expire.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1627)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) How many authorised vehicle examination centres (VECs) are there providing vehicle examination services for cross-boundary vehicles? Please provide details of the operating hours and the number of vehicle examinations that can be conducted daily in these VECs.
- (2) How many cross-boundary vehicles were inspected in the past three years and will be inspected in the coming year at the above VECs? Please provide the figures in a table.
- (3) Regarding the increasing number of vehicles with the Closed Road Permit, will the Government consider increasing the number of the above VECs? If yes, what is the plan?

Asked by: Hon CHAN Kam-lam (Member Question No. 23)

Reply:

- (1) Cross-boundary vehicles are required to undergo vehicle examinations to fulfill the licensing or permit requirements in Hong Kong. The examination of Hong Kong cross-boundary vehicles is no different from that of non-cross-boundary vehicles, i.e. private cars and light goods vehicles not exceeding 1.9 tonnes are examined at privately-operated designated car testing centres (DCTCs), while other goods vehicles (i.e. those exceeding 1.9 tonnes), light buses, buses and trailers, etc., are examined at the VECs operated by the Transport Department (TD) or its contractor. As regards the Mainland cross-boundary vehicles, they are examined at the VECs. Currently, there are 22 DCTCs and four VECs. The estimated inspection capacity of the DCTCs is about 400 000 vehicles per annum. As for the VECs, the TD has been adjusting their inspection capacity (i.e. equipment and manpower) according to the number of commercial vehicles requiring examination, so that the VECs can sufficiently meet the demand. In 2014, the VECs examined a total of about 220 000 vehicles. The TD will closely monitor the change in the number of commercial

vehicles, and will suitably adjust the VECs' equipment and manpower as and when necessary. In general, the 22 DCTCs and the four VECs are open on weekdays from 8:30 am to 7:00 pm and from 8:45 am to 5:00 pm respectively. With effect from April 2015, a total of 20 DCTCs and one VEC will open on Saturday mornings. Three DCTCs will also operate on Sundays.

- (2) The TD has not kept any statistics of Hong Kong vehicles which are also cross-boundary vehicles examined by the DCTCs and the VECs. The numbers of Mainland cross-boundary vehicles examined at the VECs in the past three years are as follows:

| Year | Number of Mainland cross-boundary vehicles examined at the VECs |
|-------------|--|
| 2012 | 1 649 |
| 2013 | 1 766 |
| 2014 | 2 021 |

Given the small number involved, the TD has not made any estimation of the number of Mainland cross-boundary vehicles to be examined by the VECs in the coming year.

- (3) All cross-boundary vehicles, including Hong Kong vehicles and Mainland vehicles, require Closed Road Permits for access to the closed areas for crossing the boundaries. The current capacity of the four VECs is sufficient to meet the demand on vehicle examinations for both the Mainland and Hong Kong cross-boundary vehicles in the coming years. As regards the DCTCs, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly and will invite applications accordingly in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)172****(Question Serial No. 1629)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide the average car journey speeds at the morning and evening peak hours on the following roads and tunnels:

| Road | 2014 (till now) | 2013 | 2012 | 2011 | 2009 |
|---|----------------------------|-------------|-------------|-------------|-------------|
| Hong Kong Island | | | | | |
| Canal Road Flyover | | | | | |
| Gloucester Road (east bound) | | | | | |
| Island Eastern Corridor (section near Victoria Park) | | | | | |
| Connaught Road West | | | | | |
| Connaught Road East | | | | | |
| Connaught Road Central | | | | | |
| Pedder Street | | | | | |
| Harcourt Road (Central bound) | | | | | |
| Hennessy Road (Central bound) | | | | | |
| Queen's Road Central (Central bound) | | | | | |
| Kowloon | | | | | |
| Chatham Road North | | | | | |
| Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound) | | | | | |
| Gascoigne Road | | | | | |
| Kwun Tong Bypass (near Lei Yue Mun Road) | | | | | |

| Tunnel | 2014 (till now) | 2013 | 2012 | 2011 | 2009 |
|--|----------------------------|-------------|-------------|-------------|-------------|
| Cross-Harbour Tunnel | | | | | |
| Eastern Harbour Crossing | | | | | |
| Western Harbour Crossing | | | | | |
| Lion Rock Tunnel | | | | | |
| Tate's Cairn Tunnel | | | | | |
| Route 8 (section between Cheung Sha Wan and Sha Tin) | | | | | |

- (2) Does the Government have any measures for improving the car journey speeds? If yes, what are these measures? Please tabulate the expenditure involved and the anticipated completion date for each of these measures.

Asked by: Hon CHAN Kam-lam (Member Question No. 25)

Reply:

- (1) Due to the Occupy Movement from October to December 2014, the car journey time surveys (CJTS) for 2014, which were originally scheduled to take place from September to December 2014, were postponed. The Transport Department (TD) is still collecting data, and so the average speeds of the roads and tunnels concerned for 2014 are not yet available.

The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads and tunnels from 2009 to 2013 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

| Road | Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)]^Ω | | | | | | | | | |
|--|--|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|
| | 2013 | | 2012 | | 2011 | | 2010 | | 2009 | |
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Hong Kong Island | | | | | | | | | | |
| Canal Road Flyover (south bound) [#] | 47 | - | 46 | - | 53 | - | 50 | - | 53 | - |
| Canal Road Flyover (north bound) [#] | 12 | - | 9 | - | 10 | - | 8 | - | 9 | - |
| Gloucester Road (east bound) [#] | 28 | - | 17 | - | 22 | - | 18 | - | 27 | - |
| Island Eastern Corridor (section near Victoria Park) (east bound) [#] | 68 | - | 68 | - | 66 | - | 65 | - | 69 | - |
| Island Eastern Corridor (section near Victoria Park) (west bound) [#] | 29 | - | 24 | - | 19 | - | 20 | - | 16 | - |
| Connaught Road West (east bound)* | 19 | 24 | 23 | 28 | 23 | 25 | 24 | 28 | 22 | 37 |
| Connaught Road East [^] | - | - | - | - | - | - | - | - | - | - |
| Connaught Road Central (east bound) [#] | 16 | - | 10 | - | 10 | - | 13 | - | 12 | - |

| Road | Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] ^Ω | | | | | | | | | |
|---|---|----|------|----|------|----|------|----|------|----|
| | 2013 | | 2012 | | 2011 | | 2010 | | 2009 | |
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Connaught Road Central (west bound) [#] | 19 | - | 17 | - | 16 | - | 19 | - | 18 | - |
| Pedder Street | 5 | 8 | 5 | 6 | 4 | 4 | 9 | 9 | 4 | 8 |
| Harcourt Road (Central bound) [#] | 46 | - | 39 | - | 45 | - | 40 | - | 44 | - |
| Hennessy Road (Central bound) | 15 | 12 | 15 | 14 | 14 | 13 | 14 | 14 | 16 | 7 |
| Queen's Road Central (Central bound) | 19 | 10 | 19 | 11 | 15 | 9 | 21 | 13 | 21 | 11 |
| Kowloon | | | | | | | | | | |
| Chatham Road North (south bound) [#] | 5 | - | 5 | - | 6 | - | 4 | - | 5 | - |
| Chatham Road North (north bound) [#] | 37 | - | 41 | - | 39 | - | 38 | - | 44 | - |
| Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel) | 14 | 52 | 9 | 41 | 9 | 34 | 11 | 47 | 7 | 47 |
| Gascoigne Road (east bound) [#] | 14 | - | 14 | - | 11 | - | 12 | - | 16 | - |
| Gascoigne Road (west bound) [#] | 15 | - | 27 | - | 26 | - | 21 | - | 29 | - |
| Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#] | 64 | - | 58 | - | 63 | - | 69 | - | 52 | - |
| Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#] | 66 | - | 67 | - | 66 | - | 67 | - | 61 | - |

^Ω Figures are rounded to the nearest km/hr.

[#] The CJTS do not cover the evening peak hours of these roads.

^{*} The average speed data for Connaught Road West (west bound) are not available because this road section is not covered in the CJTS.

[^] There is no road named Connaught Road East.

| Tunnel | Average speed at the morning and evening peak hours (km/hr) ^Ω | | | | | | | | | |
|--|---|----|------|----|------|----|------|----|------|----|
| | 2013 | | 2012 | | 2011 | | 2010 | | 2009 | |
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| Cross-Harbour Tunnel | 32 | 29 | 34 | 33 | 31 | 29 | 35 | 32 | 34 | 32 |
| Eastern Harbour Crossing | 29 | 48 | 38 | 48 | 35 | 43 | 37 | 41 | 38 | 47 |
| Western Harbour Crossing [@] | 57 | 58 | 62 | - | 57 | - | 58 | - | 57 | - |
| Lion Rock Tunnel | 36 | 44 | 34 | 42 | 34 | 37 | 37 | 46 | 35 | 42 |
| Tate's Cairn Tunnel | 43 | 58 | 35 | 58 | 37 | 53 | 40 | 53 | 37 | 58 |
| Route 8 (section between Cheung Sha Wan and Sha Tin)** | 64 | - | 67 | - | 66 | - | 66 | - | - | - |

^Ω Figures are rounded to the nearest km/hr.

[@] The CJTS only covered the morning peak hours for the Western Harbour Crossing before 2013.

^{**} The average speed data for the Route 8 (section between Cheung Sha Wan and Sha Tin) before 2010 are not available because the CJTS on the Route 8 were conducted only after opening of the whole section of Route 8 from Shatin to Tsing Yi in December 2009. The CJTS only cover the morning peak hours for Route 8.

- (2) The Government has been adopting a three-pronged approach in tackling road traffic congestion and thereby improving the vehicle speed, i.e. by expanding and improving the public transport system, improving transport infrastructure, and managing road use.

The Government will continue with the above ongoing efforts, and the work will be absorbed by the existing staff of the Transport Branch of the Transport and Housing Bureau, the TD and other relevant departments. In addition, the Transport Advisory Committee (TAC), upon the invitation of the Secretary for Transport and Housing (STH), conducted a study and submitted the “Report on Study of Road Traffic Congestion in Hong Kong” to the STH in December 2014. The Government is considering the recommendations put forward by the TAC. The Government will respond to the recommendations once it is in a position to do so. Depending on the way forward, the Government will assess the financial and manpower resources required.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)173

(Question Serial No. 0818)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention, the Government has indicated that it will plan and formulate bus route rationalisation proposals using the “Area Approach” where appropriate. As a number of railway projects will be completed progressively in the next two years, please inform this Committee of the reasons why the “Area Approach” is only implemented in the New Territories while various urban districts which will soon be accessed directly by railway are ignored. Moreover, regarding public transport re-organisation proposals to be implemented to tie in with the commissioning of the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)), will the Government make use of the incentives under the “Area Approach”, such as construction of large-scale bus-bus interchanges (BBIs), provision of a large number of concessionary interchange schemes and introduction of express routes, etc., with a view to promoting local acceptability? If yes, what are the details?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 41)

Reply:

Bus route rationalisation is an ongoing task of the Transport Department (TD). As an annual exercise, the franchised bus companies would submit their route planning programmes (RPPs) for the 18 districts to the TD. In addition to the RPP, the “Area Approach” has been adopted since 2013 to review bus service holistically for a district as whole, rather than on a route-by-route basis. In 2013, the TD and the franchised bus companies applied the Area Approach in the Tuen Mun and North districts for the first time. With this experience, the Area Approach rationalisation was carried out in Yuen Long, Sha Tin, Tsing Yi and Tai Po in 2014. As the Area Approach rationalisation for various districts in the New Territories has basically been finalised or implemented, the TD will focus its attention on the urban area in Kowloon in 2015. When the TD and the franchised bus companies have prepared the rationalisation proposals, they will consult the District Councils (DCs) concerned.

Meanwhile, as a standing practice before the opening of a new railway, the TD will assess the anticipated changes in passenger demand and travelling pattern after the opening of the new railway and the impact on other road-based public transport services. The TD will then prepare public transport re-organisation plan (PT Plans) to enhance co-ordination among various public transport services. The PT Plans will include, as appropriate, proposals on service adjustment and new feeder service, provision of BBI concession schemes in connection with the rationalisation proposals, and provision of ancillary facilities (such as public transport interchange facilities).

The TD has commenced consultation with the DCs concerned on the PT Plan in relation to the SIL(E) in July 2013. Meanwhile, the TD is preparing the PT Plan to tie in with the opening of the KTE, and will consult the DCs concerned when ready.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)174

(Question Serial No. 0819)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Provision for Programme (1) Planning and Development is 12.6% higher than this year mainly for providing assistance to the operation of six major outlying island ferry routes. Since the award of the new franchises for the three bus networks has not been allocated with any additional resources, there is concern that the Transport Department (TD) will only follow the current mechanism and award the new franchises to existing bus operators, but refuse to explore other development directions, such as public-private partnership and splitting up the franchises. With that lack of resources, such as for the commissioning of consultants, will the TD become rigid in handling the above issue and thus unable to change the existing mode of operation of franchised buses?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 41)

Reply:

Apart from continuing to implement the special helping measures (SHMs) recommended by the mid-term review on the six major outlying island ferry routes¹ for the three-year license period from 2014 to 2017, the scope of work under the Programme (1) Planning and Development includes a variety of tasks, such as the handling of the expiry of franchises for bus network of three franchised bus companies², the commissioning of studies for transport planning for Hong Kong, planning and developing various public transport services, formulating regulatory measures for the services, and planning their related facilities, etc.

¹ The six major outlying island ferry routes are “Central – Cheung Chau”; “Inter-islands” serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; “Central – Mui Wo”; “Central – Peng Chau”; “Central – Yung Shue Wan”; and “Central – Sok Kwu Wan”.

² They include the Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB (Franchise 1)), the New Lantau Bus Company (1973) Limited (NLB), and the Kowloon Motor Bus Company (1933) Limited (KMB).

It is the Government's established policy that the public transport services should be run in accordance with prudent commercial principles to achieve operating efficiency. There is no plan to change this policy. For outlying island ferry service, the Government has been providing the SHMs for the six major routes since 2011. The reason for providing the SHMs is that ferry is basically the only means of external mode of transport for these outlying islands³. Without the provision of the SHMs by the Government, these services will not be financially viable.

The current franchises of the bus networks of the CTB (Franchise 1), the NLB and the KMB will expire on 1 June 2016, 1 March 2017 and 1 July 2017 respectively. When handling bus franchise applications, the Government's key consideration is whether an applicant is capable of providing a proper and efficient public bus service, and is willing to further invest in franchised bus operation. According to the established practice, if an applicant has fulfilled the above-mentioned conditions, it may be considered for being granted a new franchise for a period of ten years. This approach applies to the franchises of the network of the Citybus (Franchise 1) and the NLB, following consultation with the Legislative Council (LegCo) Panel on Transport in June 2014. Public consultation was carried out between late June and mid-September 2014 to collect views on the requirements of the new franchises. The Government has since earlier this year started discussion with the two grantees on the new franchises. During the discussion, the Government would strive for the best possible franchise terms, taking into account feedback received during the consultation. Meanwhile, the Government has also started the preparatory work in handling the expiry of the KMB's franchise, and will consult the LegCo Panel on Transport when ready.

To assist in handling the tasks related to the new franchises, three time-limited posts (i.e. one Chief Transport Officer, one Senior Transport Office and one Transport Office I) have been created in the TD by phases from 2013 to 2017.

- End -

³ Only Mui Wo is also linked by an external road network, but its cross-district land-based public transport services are limited.

CONTROLLING OFFICER'S REPLY

THB(T)175

(Question Serial No. 0820)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is indicated under Matters Requiring Special Attention under Programme (1) that the Transport Department (TD) will continue the consultation on the public transport re-organisation proposals to tie in with the opening of the South Island Line (East) (SIL(E)). Records have shown that the TD commissioned a consultant at a cost of over \$4 million a few years ago to study the public transport re-organisation proposals of the above project together with that of the West Island Line (WIL). However, the results have been criticised by the Central and Western District Council, the Southern District Council, the public transport sector and passengers, with a number of proposals still not putting into implementation. The Government is now evaluating the re-organisation proposals for the WIL as studied earlier by the consultant. In this regard, please advise on the following:

- (a) What is the result of the proposals that have been implemented?
- (b) Does the Government have any worry that the proposals will end up with failure due to strong local objection? What are the contingency plans to regain their support?
- (c) Will the Government draw reference from the experience of the WIL in pursuing the public transport re-organisation plan (PT Plan) for the SIL(E)? If yes, what are the details?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 41)

Reply:

- (a) & (b) The TD commenced public consultation on the PT Plan for the WIL in July 2013. Improvements were made to the PT Plan taking into account the views collected. A summary of the latest PT Plan is set out below:

| Proposals | Number of Franchised Bus Routes Involved | Number of Green Minibus (GMB) Routes Involved |
|--|--|---|
| New Routes | 1 | 3 |
| Route Adjustment (including amalgamation and/or diversion) | 28 | - |
| Frequency Adjustment | 10 | 18 |
| New Section Fare | - | 2 |
| Total | 39 | 23 |

Upon the opening of the WIL on 28 December 2014, the TD has introduced one franchised bus and three GMB routes for feeder services to the WIL stations. Frequencies of some franchised bus routes have been adjusted in response to the changes in travelling pattern of passengers. The remaining proposals under the PT Plan will be implemented by phases after the full opening of the WIL in late March 2015.

The TD will continue to keep in view the operation of all public transport services upon the full opening of the WIL. The re-organisation proposals will be implemented with care, and may be suitably fine-tuned taking into account the actual changes in passenger demand. The TD will continue to maintain close liaison with local representatives and stakeholders on implementation of specific proposals to enhance their understanding of and solicit their support for the proposals.

- (c) The consultation on the PT Plan for the SIL(E) started at the same time as that for the WIL, i.e. in July 2013. Most of the District Councillors, local representatives and stakeholders generally appreciated the need for re-organising the franchised bus and GMB network upon the opening of the SIL(E). Improvements have been made to the PT Plan taking into account the views collected. Upon the opening of the SIL(E), the TD will make reference to the experience of the opening of the WIL and implement the PT Plan taking into account the actual change in the travelling pattern of passengers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0821)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (3) District Traffic and Transport Services, the aim includes deploying intelligent transport systems, the car journey time indication system and the speed map panels, etc. to enhance the effectiveness of traffic management and dissemination of real-time information. However, there are no relevant plans under Matters Requiring Special Attention in the coming year. It is even not mentioned that the Transport Department (TD) will be taking the opportunity of awarding three new bus franchises to require dissemination of information of all bus trips through real-time systems. Please provide the following information regarding the TD's initiatives in enhancing intelligent transport systems in the coming year:

- (a) What are the projects or plans to achieve this objective?
- (b) How will the Government encourage public transport operators to co-operate in applying intelligent systems to provide real-time information to passengers?
- (c) Will the bus companies be required to implement intelligent transport systems and provide real-time trip information to passengers when new bus franchises are awarded?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 42)

Reply:

- (a) The TD is developing several intelligent transport system applications that will be implemented in the coming years. The Traffic and Incident Management System (TIMS) is scheduled to be implemented in 2016. The TIMS aims at automating the workflow of incident handling, in order to enhance the efficiency and effectiveness in managing traffic and transport incidents and in disseminating information to the public. After installing eight "Hong Kong eTransport" kiosks as a pilot at strategic locations to provide point-to-point public transport route enquiry service and real-time traffic information to

travellers in November 2014, the TD plans to install more kiosks in 2015-16. Furthermore, the TD will replace the Area Traffic Control System for the Tai Po and North Districts, tentatively for completion in 2018. The TD will also continue to enhance the “HKeTransport” and “HKeRouting” mobile applications to allow passengers and motorists to search for public transport and driving routes anytime and anywhere. The TD will also continue to provide more traffic and transport information on the TD’s website and mobile applications, as well as to share them on the Government Public Sector Information (PSI) portal, Data.One (<http://data.gov.hk>).

- (b) and (c) The Government has all along been encouraging public transport operators to make use of information technology to provide passengers with real-time travelling information and strengthen their fleet management. For instance, the MTR Corporation Limited provides real-time train arrival information for all railway lines at its railway stations. The Citybus Limited (Franchise for Airport and North Lantau Bus Network) provides real-time bus arrival information for its airport bus routes through its website and smart phone applications, while the Kowloon Motor Bus Company (1933) Limited and the Long Win Bus Company Limited provide similar information on selected routes through its website / smart phone applications and display panels at major bus-bus interchanges (BBIs) (including the Tuen Mun Road BBI, the Tai Lam Tunnel BBI and the Tsing Sha Highway Interchange).

As the system involves substantial capital investment and operating costs, public transport operators have to carefully balance the need of the passenger and actual operating benefits under different operating environment when considering whether the use of the system should be further promoted. Notwithstanding, the Government will continue to urge public transport operators to make use of the real-time arrival information more proactively. As for franchised buses, this topic will be further studied in the Role and Positioning Review under the Public Transport Strategy Study. The Government will also discuss this topic with the franchised bus companies when handling the renewal of their franchises.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2287)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has informed this Committee that the Transport Department (TD) and the Environmental Protection Department (EPD) would work together to examine the feasibility of adopting dynamometer-based emission testing in the annual vehicle examination for licence renewal for taxis and public light buses (PLBs), in order to improve the roadside air quality. Under Matters Requiring Special Attention in 2015-16, the TD has only indicated that the Department will continue to support the EPD to carry out environmental initiatives without mentioning such work. What is the latest progress of the work? What is the expenditure involved? Please provide details of the progress and estimated expenditure.

Asked by: Hon KWOK Dennis (Member Question No. 37)

Reply:

To improve roadside air quality and to strengthen control of the emission of petrol and liquefied petroleum gas vehicles, the EPD has introduced the remote sensing scheme in which dynamometers are employed to test the emission from vehicles.

The TD will continue to support the EPD to carry out environmental initiatives. For example, the TD is working with the EPD to examine the feasibility of including the dynamometer test in the annual inspection for taxis and PLBs before licence renewal. However, consideration should be given to addressing certain issues, including the lack of space in existing vehicle examination centres to install the sizeable dynamometers, and resources needed to employ additional staff to conduct the tests.

As regards the funding required for installing dynamometers for testing the emission of taxi and PLBs, it will be finalised subject to resolving the above-mentioned issues.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)178

(Question Serial No. 0301)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) in handling the registration of vehicles, issue and renewal of vehicle and driving licences, taxi driver identity plates (TDIPs) are required to bear a photograph taken not earlier than 12 months before the day of display. In this regard, please provide the following information:

- (1) Please list out the venues currently providing TDIP replacement service;
- (2) This requirement was not strictly enforced in the past. Nevertheless, the taxi trade has pointed out that there have been prosecutions against drivers over the past six months for not complying with the requirement, and they are concerned about the situation. The trade proposes that the validity period should be reviewed and specified on the TDIPs. The TD has responded that it would study the proposal. What is the timetable for the legislative amendment?
- (3) Noting that legislative amendment takes time, the TD has advised that it would discuss shortly with the Hong Kong Police Force (HKPF) for deferring the enforcement of the requirement. What is the progress of the discussion?

Asked by: Hon KWOK Wai-keung (Member Question No. 7)

Reply:

As at 1 March 2015, there are 56 venues across Hong Kong providing replacement service of TDIP. The details are listed in Annex.

Taxi drivers have since 1994 been required to display a valid TDIP pursuant to Regulation 51(6)(d) of the Road Traffic (Public Service Vehicles) Regulations (Cap 374D), which stipulates that the TDIP shall bear a photograph taken not earlier than 12 months before the day of display. With this requirement, it would be easier for taxi passengers to learn of the identity of the driver and, where necessary, follow up on his/her service performance with such information. This arrangement also helps establish the professional image of taxi

drivers. The Government consulted the taxi trade before the TDIP requirements (including the validity period of the photograph) were introduced.

The Government takes note that some members of the taxi trade find it inconvenient to have to replace their TDIP every year. They suggest that the Government should consider relaxing the validity period of the photographs on the TDIP. Taking into account the views expressed by the trade, the TD considers that there are merits in the proposed relaxation. However, details of the extension would have to be further examined. There is no concrete timetable for the legislative amendment at this stage, but the TD will continue to communicate closely with the trade on the matter.

On law enforcement, the HKPF stresses that their focus is to combat taxi malpractices such as overcharging and soliciting. In case there are TDIP-related complaints lodged by taxi passengers, the HKPF will follow up and investigate, and consider initiating prosecution having regard to the actual circumstances.

Venues Providing the Replacement Service of Taxi Driver Identity Plate
(As at 1 March 2015)

* Operates 24 hours daily

Hong Kong Island

| | Name of authorised agent | Address |
|---|--|---|
| 1 | ECO Environmental Investment Limited * | Chai Wan LPG station: 9 On Yip Street, Chai Wan, Hong Kong |
| 2 | Hong Kong Taxi Owners' Association Limited | 5/F, Tak Wah Mansion, 290 Hennessy Road, Wan Chai, Hong Kong |
| 3 | Lee Kin Driving School Limited | Room 2021A, 2/F, United Centre, 95 Queensway, Hong Kong |
| 4 | Lee Kin Driving School Limited | Room 1, 17/F, 22 Yee Wo Street, Causeway Bay, Hong Kong |
| 5 | Motor Transport Workers General Union | 2/F, 213-219 Hennessy Road, Wan Chai, Hong Kong |
| 6 | Power Digital Photo Shop | G/F, 16C, Ngan Mok Street, Tin Hau, Hong Kong |
| 7 | Taxi-Association Call Service Center | No. 2, G/F, Shaukeiwan Centre, 407-409 Shau Kei Wan Road, Hong Kong |
| 8 | Wai Fat Taxi-owners Association Limited | G/F, Victoria Court, 50 Hing Fat Street, Causeway Bay, Hong Kong |

Kowloon

| | Name of authorised agent | Address |
|----|---|--|
| 9 | Aba Taxi Radio Call Services Centre | Flat 3A, 2/F, Lai Kwan Court, 438 Castle Peak Road, Kowloon |
| 10 | C Kent Group | Room 1503, 15/F, Tung Chun Commercial Centre, 438-444 Anghai Street, Kowloon |
| 11 | City Motors Limited | Flat C & D, 11/F, Tower B, Billion Centre, 1 Wang Kwong Road, Kowloon |
| 12 | Digital Taxi Telecommunication Center Limited | Shop No. G2, 151 Pratas Street, Cheung Sha Wan, Kowloon |
| 13 | ECO Environmental Investment Limited * | West Kowloon LPG station: 2 Hau Cheung Street, Yau Ma Tei, Kowloon |
| 14 | Hung Chun Driving School Limited | Shop A, G/F, 264 Cheung Sha Wan Road, Sham Shui Po, Kowloon |
| 15 | Lee Kin Driving School Limited | Room 1007, 10/F, Sino Centre, 582 Nathan Road, Kowloon |
| 16 | Lee Kin Driving School Limited | 7/F, Yue Man Building, 15 Hong Ning Road, Kwun Tong, Kowloon |

| | Name of authorised agent | Address |
|----|---|--|
| 17 | Lee Kin Driving School Limited | Room 210B, 2/F, Dragon Centre, 37K Yen Chow Street, Sham Shui Po, Kowloon |
| 18 | Lee Kin Driving School Limited | Kiosk No. SSP 13, Sham Shui Po MTR Station, Kowloon |
| 19 | Magic Colour Digital Centre | Shop 47, Manor Centre, Fuk Wing Street, Sham Shui Po, Kowloon |
| 20 | Motor Transport Workers General Union | 2/F, 499-501 Nathan Road, Kowloon |
| 21 | Nanking Photo Studio | Shop B, G/F, Yu Fung Building, 155 Pei Ho Street, Sham Shui Po, Kowloon |
| 22 | Pak Ho Studio Company | Shop 110B, 237A, Tokwawan Road, Kowloon |
| 23 | Rights of taxi (Si Hai) Telecommunication Center Limited | No. 22, G/F, Wing Yiu Street To Kwa Wan, Kowloon |
| 24 | Shinning Star Photo Finishing | Shop 41B G/F, Wharf T&T Square, 123 Hoi Bun Road, Kwun Tong, Kowloon |
| 25 | Tak Bo Digital Photo | Shop 14, G/F, Polly Court, 53 Bulkeley Street, Kowloon |
| 26 | Taxi Dealers & Owners Association Limited | Flat A, 15/F, Chatham Commercial Building, Chatham Road North, Hung Hom, Kowloon |
| 27 | The Good Luck Motoring School Limited | Shop B, G/F, Cheong Ming Building, 80-86 Argyle Street, Mong Kok, Kowloon |
| 28 | The Good Luck Motoring School Limited | Shop B, 277 Cheung Sha Wan Road, Sham Shui Po, Kowloon |
| 29 | The Kowloon Taxi Owners Association Limited | Room 10, 2/F, Lucky Building, 294-312 Ma Tau Wai Road, Kowloon |
| 30 | United Friendship Taxi Owners & Drivers Association Limited | Room A, 2/F, Mai Lok Building, 322A Ma Tau Wai Road, Kowloon |

New Territories

| | Name of authorised agent | Address |
|----|---|--|
| 31 | Amford Motors Limited | G/F, 99 Tai Shui Hang, Ma On Shan, New Territories |
| 32 | Arts Beauty Photoshop | Shop No. 24C, Fook Hong Street, Yuen Long, New Territories |
| 33 | Association of NT Radio Taxicabs Limited | G/F, 9 Yan Wo Lane, Tai Po, New Territories |
| 34 | C & T Management & Investment Company Limited | G/F, 17B-C Wo Tai Street, Luen Wo Market, Fanling, New Territories |
| 35 | Chiu Luen Taxi Limited | G/F, No. 95, Leung Tin Tsuen, Tuen Mun, New Territories |
| 36 | ECO Environmental Investment Limited * | Tuen Mun LPG station: 7 Yip Wong Road, Tuen Mun, New Territories |

| | Name of authorised agent | Address |
|----|--|---|
| 37 | Elegant Photofinishing Company | Shop No. 219, 2/F, Yat Tung Shopping Centre, Yat Tung Estate, Tung Chung, Lantau, New Territories |
| 38 | Fanling Motors Company Limited | G/F 833, Nam Wai, San Wan Road, Fanling, New Territories |
| 39 | Fantastic Photography and Investment Company | Shop 4, Level 1, 3 On Chee Road, Jade Plaza, Tai Po, New Territories |
| 40 | Front Line Taxi Driver Association | G/F, 25A Ying Pun, Fan Kam Road, Sheung Shui, New Territories |
| 41 | Hoi Yee Photo Finishing Company | Room 125A, 1/F, Grandeur Garden, 2-12 Chik Fai Street, Tai Wai, New Territories |
| 42 | Hoi Yee Photo Finishing Company | Shop 18, MTR Tai Wai Station, New Territories |
| 43 | Hoi Yee Photo Finishing Company | Room 3A, UG/F, Avon Park, 15 Yat Ming Road, Fanling, New Territories |
| 44 | Image Studio | Shop 204, Po Lam Estate Po Lam Shopping Arcade, Tseung Kwan O, New Territories |
| 45 | Kong Ming Emporium | 14 Wan King Path, Sai Kung, New Territories |
| 46 | Lai Sun Motors Company Limited | Shop 35-36, G/F, Phase 5, Sunshine City, Ma On Shan, New Territories |
| 47 | Lee Kin Driving School Limited | 6/F, Pak Man Hong, 189 Castle Peak Road, Tsuen Wan, New Territories |
| 48 | Lee Kin Driving School Limited | Flat C, 10/F, Len Shing Mansion, 162-168 Yuen Long Main Road, New Territories |
| 49 | Lee Kin Driving School Limited | Room 3232A, 3/F, Tuen Mun Town Plaza Phase 1, 1 Tuen Shing Street, Tuen Mun, New Territories |
| 50 | Lee Kin Driving School Limited | Shop 10A, L2, Lung Fung Garden, 33 Lung Sum Avenue, Sheung Shui, New Territories |
| 51 | Lee Kin Driving School Limited | Shop 103, Level 3, Shatin Lucky Plaza, 1-15 Wang Pok Street, Shatin, New Territories |
| 52 | N.W. Area Taxi Drivers & Operators Association | No. 26, 9th Street, Section C, Fairview Park, Yuen Long, New Territories |
| 53 | Parkland Studio | Shop No. 5, Ming King House, Lai King Estate, Kwai Chung, New Territories |
| 54 | Potomate Limited | Shop L30, Tin Yiu Commercial Plaza, Tin Yiu Estate, Tin Shui Wai, New Territories |
| 55 | Salon Photos & Production Limited | Shop 38A, Lung Fung Garden, 33 Lung Sum Avenue, Sheung Shui, New Territories |
| 56 | Sun Hing Taxi Radio Association | Shop No. 5, 1/F, Kam Fat Building, 9 Cheng Choi Street, Tuen Mun, New Territories |

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0312)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) to continue the consultation with stakeholders on the public transport re-organisation proposals to tie in with the commissioning of the South Island Line (East) (SIL(E)), please provide the following information:

- (1) What are the current patronage of public transport services serving the Southern district, the estimated average daily patronage of the SIL(E) upon its commissioning and its share to the total number of passengers travelling to and from the Southern district in percentage terms?
- (2) Regarding the public transport re-organisation proposals to tie in with the commissioning of the SIL(E), please provide information about the preliminary proposals of new routes, route amalgamation, route diversion, frequency adjustment and new section fares. Please also provide the number of drivers to be affected under the re-organisation proposals.
- (3) What are the initial responses of the stakeholders on the re-organisation proposals? Which proposals have been encountered with most objections and why? What is the planned consultation timetable?

Asked by: Hon KWOK Wai-keung (Member Question No. 24)

Reply:

- (1) The current daily patronage of franchised buses and green minibus (GMB) serving the Southern district is about 526 000 (as at December 2014). There is no district-based figure for taxi and red minibus services because they do not have fixed operating areas or routes. It is projected that about 170 000 passengers will use the SIL(E) per day upon its opening. About half of these passengers is expected to have switched from the road-based public transport services to the SIL(E). The remaining includes induced passengers and passengers who are already taking the railway for part of the

journey.

- (2) Upon the opening of the SIL(E), the travelling pattern of passengers will change, thus affecting the utilisation of different road-based public transport services. The TD has assessed the impact of the SIL(E) on the road-based public transport services, and devised a public transport re-organisation plan (PT Plan) to better suit the passengers' needs and improve the operational efficiency of the public transport network. The TD commenced consultation on the PT Plan in July 2013. Improvements have been made to the PT Plan taking into account the views collected. A summary of the latest proposed PT Plan is set out below:

| Proposals | Number of Franchised Bus Routes Involved | Number of GMB Routes Involved |
|---|--|-------------------------------|
| New Routes | - | 3 |
| Route Adjustment (including amalgamation and diversion) | 27 | 1 |
| Route Cancellation | 6 | - |
| Frequency Adjustment | 13 | 13 |
| Section Fares | - | - |
| Total | 46 | 17 |

The actual number of drivers affected by the PT Plan will depend on the progress of its implementation. The franchised bus operators have confirmed that they could fully accommodate surplus drivers, if any, through internal redeployment and natural attrition.

- (3) The TD has consulted the Traffic and Transport Committee of the District Councils concerned and conducted Area Consultative Forums to collect views of the public. Most of the District Councillors and local representatives generally appreciated the need for re-organising the franchised bus and GMB network upon the opening of the SIL(E). Some of them indicated reservations on some route amalgamation and diversion proposals as they might cause some inconvenience to passengers. To tie in with the opening of the SIL(E), the TD plans to complete the consultation exercise and finalise the PT Plan by about mid-2016 to allow sufficient time for arranging publicity and implementation of the PT Plan.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)180****(Question Serial No. 1551)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government advise the details of the establishment for processing registration of vehicles, including ranks (with salary points), number and the total amount of personal emoluments involved?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 41)Reply:

Details of the establishment for processing registration of vehicles are as follows:

| Rank of post | Number of post | Pay-point (Master Pay Scale) | Amount of personal emoluments involved (in notional annual mid-point salary value) (\$) |
|----------------------------|-----------------------|-------------------------------------|--|
| Executive Officer I | 1 | 28 - 33 | 651,180 |
| Executive Officer II | 1 | 15 - 27 | 431,160 |
| Senior Clerical Officer | 1 | 22 - 27 | 494,400 |
| Clerical Officer | 2 | 16 - 21 | 746,880 |
| Assistant Clerical Officer | 11 | 3 - 15 | 2,562,120 |
| Clerical Assistant | 1 | 1 - 10 | 181,740 |
| Total: | | | 5,067,480 |

- End -

CONTROLLING OFFICER'S REPLY**THB(T)181****(Question Serial No. 1552)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Under Programme (2) of the Controlling Officer's Report (COR), the compliance rates of two targets for "conducting road test" "within 82 days upon application for motorcycle, private car and light goods vehicle driving licence" and "within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence" have yet to meet the target compliance rates for several consecutive years despite there was significant improvement in the previous year. The COR explained that the handling capacity for driving tests was constrained by the number of driving test centres. May the Government advise on:

(a) the driving test waiting time from 2012 to 2014:

2012

| Driving test waiting time | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | Others |
|---------------------------|-----------------------------|---------------------------|---------------------------|--------------------------|-------------------------------------|-----------------------------------|-----------------------------------|--------|
| Within 82 days | | | | | | | | |
| Over 82 days | | | | | | | | |

2013

| Driving test waiting time | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | Others |
|---------------------------|-----------------------------|---------------------------|---------------------------|--------------------------|-------------------------------------|-----------------------------------|-----------------------------------|--------|
| Within 82 days | | | | | | | | |
| Over 82 days | | | | | | | | |

2014

| Driving test waiting time | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | Others |
|---------------------------|-----------------------------|---------------------------|---------------------------|--------------------------|-------------------------------------|-----------------------------------|-----------------------------------|--------|
| Within 82 days | | | | | | | | |
| Over 82 days | | | | | | | | |

(b) the existing establishment for conducting / processing road tests:

| Rank of Post | Number of Post | Manpower increase in 2014-15 | Pay-point |
|-------------------------------|----------------|------------------------------|-----------|
| Senior Driving Examiner (SDE) | | | |
| Driving Examiner I (DE I) | | | |
| Driving Examiner II (DE II) | | | |

(c) the number of driving tests handled in various driving test centres; and whether there is any plan to establish additional driving test centres?

| Driving Test Centre | Number of driving tests handled | | | | | | | |
|---------------------|---------------------------------|---------------------------|---------------------------|--------------------------|-------------------------------------|-----------------------------------|-----------------------------------|--------|
| | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | Others |
| | | | | | | | | |

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 42)

Reply:

(a) Please refer to the following tables:

2012

| Driving test waiting time | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part B and Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | Others ^{Note} |
|---------------------------|-----------------------------|---------------------------|---------------------------|-------------------------------------|-------------------------------------|-----------------------------------|-----------------------------------|------------------------|
| Within 82 days | 4 178 | 2 009 | 6 481 | 5 199 | 4 522 | 2 052 | 11 518 | 9 221 |
| Over 82 days | 18 250 | 837 | 5 174 | 3 955 | 31 634 | 1 049 | 10 446 | 6 029 |

2013

| Driving test waiting time | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part B and Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | Others ^{Note} |
|---------------------------|-----------------------------|---------------------------|---------------------------|-------------------------------------|-------------------------------------|-----------------------------------|-----------------------------------|------------------------|
| Within 82 days | 4 659 | 2 158 | 7 062 | 3 387 | 6 896 | 2 174 | 10 235 | 15 598 |
| Over 82 days | 21 876 | 793 | 8 491 | 7 468 | 33 133 | 843 | 15 390 | 489 |

2014

| Driving test waiting time | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part B and Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | Others ^{Note} |
|---------------------------|-----------------------------|---------------------------|---------------------------|-------------------------------------|-------------------------------------|-----------------------------------|-----------------------------------|------------------------|
| Within 82 days | 9 292 | 3 065 | 11 504 | 4 890 | 10 840 | 2 701 | 18 198 | 15 942 |
| Over 82 days | 23 370 | 17 | 5 088 | 7 950 | 36 168 | 13 | 9 916 | 100 |

Note: Others include medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus and bus (including franchised bus) and motor tricycle.

- (b) Driving tests are conducted by the DEs of the Transport Department (TD). The pay scale and strength (as at end December 2014) of the DE grade are as follows:

| Rank of Post | Strength (as at end December 2014) | Manpower increase in 2014-15 | Pay-point (Master Pay Scale) |
|--------------|------------------------------------|------------------------------|------------------------------|
| SDE | 1 | 0 | 28-32 |
| DE I | 10 | 0 | 23-27 |
| DE II | 61 | 8 | 13-22 |

- (c) There are 16 driving test centres. The respective numbers of driving tests conducted for different classes of vehicles at the respective driving test centres on Hong Kong Island and in Kowloon / the New Territories in 2014 are as follows:

| Region | Number of driving tests conducted | | | | | | | | Others [@] |
|-----------------------|-----------------------------------|---------------------------|---------------------------|--------------------------|--------------------------|-------------------------------------|-----------------------------------|-----------------------------------|---------------------|
| | Private Car (Combined Test) | Private Car (Part B Test) | Private Car (Part C Test) | Motorcycle (Part B Test) | Motorcycle (Part C Test) | Light Goods Vehicle (Combined Test) | Light Goods Vehicle (Part B Test) | Light Goods Vehicle (Part C Test) | |
| HK* | 7 315 | 485 | 3 690 | 834 | 1 677 | 5 979 | 204 | 4 071 | 1 980 |
| Kln & NT [^] | 18 955 | 2 776 | 11 545 | 6 104 | 6 757 | 31 955 | 2 685 | 21 754 | 11 140 |

Notes:

@ Others include road tests for medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus, bus and motor tricycle.

* There are four driving test centres in the Hong Kong Region (HK).

[^] There are 12 driving test centres in the Kowloon and New Territories Region (Kln & NT).

The TD was able to meet the target for conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence in 2013 and 2014. As regards the target for motorcycle, private car and light goods vehicles driving licence, despite the improvement made in 2014, if the demand for road tests continues to grow in 2015, it is likely that there would be no significant improvement to the compliance rate in 2015 over that of 2014, as there is still considerable backlog to be cleared. Furthermore, the capacity of existing test centres and test routes has been used to the full with the latest addition of the DE manpower, and there is no room for further injection of manpower. In the past, local communities seldom supported the TD's proposal of introducing new test centres and test routes. In fact, some local communities have expressed their wish to have existing test routes removed. There are thus constraints in increasing the supply of driving test slots while the TD has no control over the growth in demand. There is also no scope for simplifying the content or shortening the duration of the tests, as learner drivers need to be thoroughly tested before an assessment can be made on whether their driving skills are up to the standard required for the issue of a driving licence. It is therefore doubtful if the setting of a target compliance rate can meaningfully reflect the TD's performance. The TD will consider whether the Department's performance in this area should be better reflected, in future CORs, by an indicator on the number of road tests arranged in a particular year as compared with that for the previous year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1155)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has advised that “due to the extensive road closures caused by Occupy Movement, special deployment of staff and other resources was made to escalate the operation of the Emergency Transport Co-ordination Centre (ETCC) to the highest operation level with participation of representatives from the Police and public transport operators to ensure efficient and effective monitoring of the traffic situation as well as co-ordination and implementation of emergency traffic management measures and transport service arrangements”. Will the Government advise on:

- (1) the expenditure and manpower of the ETCC over the past three years;
- (2) the additional expenditure and manpower involved due to the extensive road closures caused by the Occupy Movement, and the percentage of the additional expenditure on the budget for the financial year 2014-15;
- (3) the estimated additional expenditure and establishment involved in light of escalation of operation arising from massive public movement in the coming three years?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 10)

Reply:

- (1) The 24-hour manned ETCC was operated by the Transport Incident Management Section (TIMS) in the TD, which comprises 38 staff (including one Chief Transport Officer, four Senior Transport Officers, three Transport Officers I, four Transport Officers II, one Senior Engineer, two Engineers/Assistant Engineers, three Transport Controllers I, eight Transport Controllers II, two Senior Technical Officers, seven Technical Officers/Technical Officer Trainees, two Assistant Clerical Officers and one Typist). The staff costs of the TIMS, in terms of notional annual mid-point salary, were \$16.8 million, \$17.4 million and \$18.3 million in 2012-13, 2013-14 and 2014-15 respectively. The non-staff costs of the TIMS were \$11.7 million, \$11.7 million and \$15.5 million in 2012-13, 2013-14 and 2014-15 respectively. Apart from manning

the ETCC, the TIMS is also responsible for other duties, such as planning and reviewing the contingency plans for handling incidents with other relevant government departments and major public transport operators.

- (2) During the Occupy Movement, the operation of the ETCC was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Apart from the regular staff of the TIMS, officers from other branches and divisions in the TD were also redeployed from their regular duties for the operation of the ETCC. During the period, more than 200 officers of the TD, consisting of mainly Transport Officers, Traffic Engineers, and Information Officers, attended to duties in the ETCC, providing additional support to handle traffic and transport issues in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public transport services and passengers, as well as disseminating the latest traffic and transport information to the public. This special operation incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. No record was kept on the additional hours put up by officers who were not eligible for overtime allowance. These additional expenditures accounted for 0.67% of the budget of the TIMS in 2014-15.
- (3) At present, there is no plan to increase the expenditure and manpower resources of the TIMS, but the TD would review the resource requirements from time and time and as necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)183

(Question Serial No. 1181)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The road traffic between both sides of the Victoria Harbour is very busy. All along, there has been proposal to introduce water taxi service operated by small vessels in the harbour. The proposal will provide an additional choice of transport modes for crossing the harbour and relieve cross-harbour road traffic; and provide tourists with harbour tour service of more flexible schedule. Will the Government advise this Committee:

- (1) How much resources have been spent on the study on the relief of cross-harbour traffic in the past three years? What were the expenditures involved?
- (2) Will the Government consider introduction of water taxi service in the Victoria Harbour? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 36)

Reply:

- (1) With railway as the backbone of the public transport system, there is a comprehensive public transport network of rail, road and waterborne transport services across the Victoria Harbour to meet the traffic and transport needs of the community. There are also sight-seeing tour services operated by ferry service operators in the market.

The Government commissioned a consultancy study on the detailed traffic assessment of toll arrangements for the road harbour crossings (RHCs) in May 2011 for the purpose of modifying some of the toll adjustment options in the light of the views received during the public consultation on rationalisation of traffic distribution among the three RHCs in the first quarter of 2011. The expenditures of the consultancy study during 2011-12, 2012-13 and 2013-14 were \$591,000, \$127,000 and \$694,000 respectively. The manpower deployed for the consultancy study was undertaken by the existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department (TD) as part of their normal duties. Apart from this

consultancy study, the TD has not commissioned any study on waterborne transport services for relieving cross-harbour traffic in the past three years.

- (2) The Government notes that the nature, operation modes, berthing facilities and regulatory regimes of water taxi services in other cities are different from one another. Apart from the fact that there already exist a comprehensive public transport network and the market-driven sight-seeing ferry tour services, whether water taxi services are suitable to be introduced should take into account a number of factors. These include financial viability, as well as operational feasibility and safety concerns considering that the Victoria Harbour is very busy.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)184****(Question Serial No. 0525)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average actual hourly traffic flows on weekdays (Monday to Friday) from 7:00 am to 11:00 pm by different bounds and vehicle classes for the following roads in the past four years (2010 to 2014) in a table:

- (a) Cross-Harbour Tunnel;
- (b) Eastern Harbour Crossing;
- (c) Western Harbour Crossing;
- (d) Des Voeux Road Central;
- (e) Yee Wo Street; and
- (f) Nathan Road.

| Time | Class of Vehicle | | | | | | | | |
|-----------|------------------|----------------|------|---------------------------------|---------------|-------------------------|------------------------------------|-------------------------|-------------------------|
| | Motor Cycle | Private Car | Taxi | Private/ Public Light Bus | Goods Vehicle | | Non- franchised Bus (NFB) | Franchised Bus (FB) | |
| | | | | | Light | Medium (M)/ Heavy(H) | | Single- deck (SD) | Double- deck (DD) |
| 0700-0800 | | | | | | | | | |
| 0800-0900 | | | | | | | | | |
| 0900-1000 | | | | | | | | | |
| 1000-1100 | | | | | | | | | |
| 1100-1200 | | | | | | | | | |
| 1200-1300 | | | | | | | | | |
| 1300-1400 | | | | | | | | | |
| 1400-1500 | | | | | | | | | |
| 1500-1600 | | | | | | | | | |
| 1600-1700 | | | | | | | | | |
| 1700-1800 | | | | | | | | | |
| 1800-1900 | | | | | | | | | |
| 1900-2000 | | | | | | | | | |
| 2000-2100 | | | | | | | | | |
| 2100-2200 | | | | | | | | | |
| 2200-2300 | | | | | | | | | |

Asked by: Hon LEUNG Yiu-chung (Member Question No. 7)

Reply:

The annual average hourly traffic flows on weekdays (Monday to Friday) from 7:00 am to 11:00 pm, with breakdown by vehicle types, for different bounds of the following roads are shown in Appendices A to E respectively:

- a) Cross-Harbour Tunnel;
- b) Eastern Harbour Crossing;
- c) Western Harbour Crossing;
- d) Des Voeux Road Central; and
- e) Nathan Road.

We can only provide data from 2010 to 2013 as the figures for year 2014 are still being compiled and are not available yet. Also, no hourly traffic flow survey was conducted for Yee Wo Street, hence the figures for Yee Wo Street are not available.

Appendix A: Cross-Harbour Tunnel

Table A.1 Year 2010 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 204 | 1 183 | 529 | 54 | 42 | 462 | 300 | 217 | 0 | 141 |
| 0800-0900 | 293 | 1 056 | 344 | 8 | 36 | 744 | 198 | 131 | 1 | 222 |
| 0900-1000 | 159 | 805 | 329 | 37 | 12 | 1 066 | 309 | 142 | 0 | 185 |
| 1000-1100 | 159 | 790 | 443 | 21 | 4 | 1 158 | 284 | 59 | 0 | 163 |
| 1100-1200 | 135 | 971 | 588 | 22 | 0 | 984 | 196 | 39 | 1 | 162 |
| 1200-1300 | 107 | 981 | 572 | 55 | 0 | 840 | 256 | 77 | 0 | 135 |
| 1300-1400 | 115 | 948 | 564 | 26 | 21 | 824 | 290 | 124 | 0 | 145 |
| 1400-1500 | 99 | 1 079 | 500 | 21 | 8 | 926 | 215 | 141 | 1 | 132 |
| 1500-1600 | 117 | 1 091 | 502 | 30 | 13 | 758 | 216 | 156 | 0 | 160 |
| 1600-1700 | 110 | 1 307 | 453 | 25 | 8 | 617 | 110 | 165 | 0 | 177 |
| 1700-1800 | 161 | 1 181 | 656 | 39 | 30 | 491 | 52 | 200 | 0 | 213 |
| 1800-1900 | 289 | 1 685 | 517 | 8 | 37 | 261 | 12 | 85 | 1 | 154 |
| 1900-2000 | 108 | 1 662 | 599 | 4 | 88 | 227 | 46 | 65 | 1 | 190 |
| 2000-2100 | 98 | 1 381 | 976 | 4 | 94 | 152 | 49 | 45 | 0 | 169 |
| 2100-2200 | 130 | 1 187 | 1 221 | 4 | 87 | 191 | 39 | 30 | 0 | 171 |
| 2200-2300 | 114 | 1 392 | 1 228 | 4 | 88 | 118 | 31 | 46 | 0 | 140 |

Table A.2 Year 2010 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 180 | 754 | 754 | 65 | 85 | 459 | 100 | 150 | 1 | 212 |
| 0800-0900 | 103 | 1 436 | 234 | 34 | 27 | 463 | 149 | 207 | 0 | 218 |
| 0900-1000 | 114 | 1 089 | 459 | 30 | 23 | 573 | 161 | 181 | 0 | 228 |
| 1000-1100 | 76 | 963 | 600 | 31 | 11 | 822 | 191 | 99 | 1 | 169 |
| 1100-1200 | 65 | 893 | 467 | 34 | 8 | 1 121 | 217 | 57 | 0 | 143 |
| 1200-1300 | 138 | 779 | 554 | 32 | 4 | 1 099 | 186 | 131 | 0 | 130 |
| 1300-1400 | 125 | 940 | 590 | 30 | 0 | 935 | 220 | 73 | 1 | 148 |
| 1400-1500 | 97 | 1 022 | 487 | 12 | 0 | 1 010 | 221 | 93 | 0 | 135 |
| 1500-1600 | 145 | 1 070 | 512 | 87 | 0 | 785 | 198 | 161 | 0 | 138 |
| 1600-1700 | 13 | 895 | 524 | 43 | 4 | 1 053 | 217 | 158 | 0 | 158 |
| 1700-1800 | 280 | 1 114 | 271 | 13 | 17 | 884 | 150 | 159 | 1 | 171 |
| 1800-1900 | 431 | 1 241 | 274 | 44 | 40 | 544 | 77 | 161 | 1 | 205 |
| 1900-2000 | 275 | 1 480 | 509 | 8 | 36 | 302 | 32 | 191 | 0 | 171 |
| 2000-2100 | 195 | 1 227 | 957 | 0 | 96 | 191 | 25 | 171 | 1 | 187 |
| 2100-2200 | 103 | 1 107 | 1 269 | 9 | 130 | 184 | 27 | 130 | 0 | 142 |
| 2200-2300 | 194 | 1 235 | 1 212 | 8 | 107 | 160 | 23 | 57 | 0 | 131 |

Table A.3 Year 2011 (South Bound)

Table A1.5 Year 2011 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 224 | 1 269 | 437 | 78 | 37 | 518 | 253 | 127 | 0 | 132 |
| 0800-0900 | 285 | 1 179 | 261 | 4 | 37 | 689 | 204 | 151 | 1 | 218 |
| 0900-1000 | 187 | 850 | 310 | 16 | 16 | 1 144 | 179 | 111 | 1 | 191 |
| 1000-1100 | 92 | 733 | 450 | 40 | 4 | 1 275 | 207 | 100 | 1 | 148 |
| 1100-1200 | 108 | 884 | 503 | 48 | 4 | 1 071 | 212 | 95 | 1 | 145 |
| 1200-1300 | 113 | 1 020 | 481 | 57 | 4 | 813 | 247 | 125 | 0 | 140 |
| 1300-1400 | 115 | 969 | 472 | 21 | 25 | 945 | 193 | 131 | 1 | 141 |
| 1400-1500 | 152 | 1 069 | 435 | 40 | 12 | 898 | 203 | 132 | 1 | 122 |
| 1500-1600 | 99 | 1 073 | 369 | 30 | 26 | 901 | 202 | 150 | 0 | 150 |
| 1600-1700 | 117 | 1 284 | 333 | 33 | 17 | 721 | 100 | 163 | 1 | 163 |
| 1700-1800 | 132 | 1 338 | 624 | 15 | 26 | 444 | 68 | 120 | 1 | 181 |
| 1800-1900 | 278 | 1 452 | 594 | 0 | 32 | 348 | 28 | 97 | 0 | 179 |
| 1900-2000 | 83 | 1 687 | 595 | 4 | 39 | 237 | 39 | 99 | 2 | 163 |
| 2000-2100 | 92 | 1 281 | 1 046 | 4 | 88 | 169 | 42 | 46 | 2 | 157 |
| 2100-2200 | 108 | 1 212 | 1 191 | 8 | 95 | 154 | 29 | 95 | 0 | 150 |
| 2200-2300 | 119 | 1 281 | 1 264 | 4 | 115 | 135 | 53 | 33 | 0 | 147 |

Table A.4 Year 2011 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 163 | 981 | 669 | 45 | 81 | 389 | 118 | 131 | 2 | 175 |
| 0800-0900 | 102 | 1 499 | 235 | 30 | 23 | 425 | 118 | 205 | 1 | 205 |
| 0900-1000 | 83 | 1 182 | 350 | 14 | 3 | 620 | 170 | 159 | 3 | 234 |
| 1000-1100 | 84 | 965 | 591 | 15 | 7 | 855 | 151 | 103 | 1 | 151 |
| 1100-1200 | 129 | 749 | 494 | 16 | 0 | 1 133 | 220 | 110 | 0 | 145 |
| 1200-1300 | 134 | 799 | 551 | 20 | 4 | 1 155 | 126 | 109 | 3 | 132 |
| 1300-1400 | 121 | 856 | 490 | 32 | 0 | 1 009 | 221 | 153 | 1 | 132 |
| 1400-1500 | 130 | 949 | 499 | 16 | 0 | 1 034 | 207 | 69 | 0 | 122 |
| 1500-1600 | 137 | 1 040 | 438 | 27 | 4 | 978 | 188 | 117 | 1 | 120 |
| 1600-1700 | 140 | 897 | 480 | 47 | 8 | 983 | 137 | 168 | 1 | 162 |
| 1700-1800 | 304 | 951 | 316 | 27 | 12 | 916 | 129 | 214 | 0 | 153 |
| 1800-1900 | 508 | 1 201 | 234 | 18 | 40 | 517 | 66 | 177 | 1 | 194 |
| 1900-2000 | 304 | 1 333 | 449 | 9 | 53 | 422 | 40 | 150 | 2 | 211 |
| 2000-2100 | 138 | 1 272 | 960 | 16 | 91 | 237 | 12 | 142 | 0 | 150 |
| 2100-2200 | 84 | 1 245 | 1 224 | 0 | 92 | 184 | 21 | 88 | 0 | 142 |
| 2200-2300 | 200 | 1 102 | 1 198 | 5 | 132 | 177 | 32 | 132 | 0 | 145 |

Table A.5 Year 2012 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 164 | 1 148 | 454 | 80 | 42 | 555 | 227 | 219 | 0 | 142 |
| 0800-0900 | 211 | 1 267 | 244 | 12 | 29 | 749 | 203 | 95 | 2 | 205 |
| 0900-1000 | 191 | 1 043 | 352 | 11 | 8 | 925 | 168 | 107 | 0 | 173 |
| 1000-1100 | 99 | 860 | 400 | 9 | 4 | 1 092 | 297 | 90 | 0 | 168 |
| 1100-1200 | 108 | 1 035 | 502 | 22 | 9 | 948 | 186 | 74 | 2 | 157 |
| 1200-1300 | 102 | 1 204 | 347 | 28 | 9 | 699 | 250 | 167 | 0 | 134 |
| 1300-1400 | 110 | 924 | 475 | 34 | 8 | 869 | 242 | 170 | 2 | 143 |
| 1400-1500 | 113 | 1 054 | 417 | 48 | 13 | 903 | 200 | 122 | 1 | 136 |
| 1500-1600 | 108 | 1 006 | 471 | 26 | 13 | 795 | 216 | 112 | 0 | 159 |
| 1600-1700 | 81 | 1 263 | 380 | 9 | 14 | 602 | 127 | 131 | 1 | 194 |
| 1700-1800 | 145 | 1 367 | 512 | 23 | 32 | 444 | 68 | 104 | 0 | 191 |
| 1800-1900 | 177 | 1 714 | 444 | 0 | 29 | 304 | 12 | 99 | 0 | 181 |
| 1900-2000 | 82 | 1 757 | 537 | 4 | 49 | 231 | 26 | 63 | 1 | 161 |
| 2000-2100 | 85 | 1 248 | 1 031 | 4 | 58 | 178 | 43 | 50 | 0 | 150 |
| 2100-2200 | 76 | 1 214 | 1 202 | 28 | 88 | 132 | 44 | 44 | 0 | 144 |
| 2200-2300 | 76 | 1 334 | 1 273 | 0 | 76 | 156 | 27 | 23 | 0 | 128 |

Table A.6 Year 2012 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 195 | 925 | 626 | 43 | 76 | 489 | 114 | 138 | 2 | 166 |
| 0800-0900 | 107 | 1 545 | 266 | 32 | 28 | 322 | 103 | 191 | 0 | 201 |
| 0900-1000 | 86 | 1 049 | 350 | 21 | 7 | 709 | 134 | 195 | 1 | 224 |
| 1000-1100 | 83 | 760 | 644 | 8 | 19 | 926 | 192 | 113 | 1 | 158 |
| 1100-1200 | 110 | 860 | 593 | 12 | 4 | 959 | 177 | 102 | 1 | 144 |
| 1200-1300 | 90 | 1 046 | 558 | 12 | 0 | 894 | 176 | 94 | 1 | 118 |
| 1300-1400 | 96 | 784 | 604 | 31 | 0 | 1 033 | 191 | 115 | 1 | 131 |
| 1400-1500 | 74 | 971 | 435 | 26 | 0 | 1 014 | 222 | 100 | 0 | 136 |
| 1500-1600 | 131 | 1 056 | 470 | 50 | 0 | 898 | 193 | 73 | 2 | 120 |
| 1600-1700 | 120 | 964 | 311 | 39 | 0 | 975 | 198 | 202 | 0 | 146 |
| 1700-1800 | 280 | 1 079 | 201 | 25 | 4 | 836 | 180 | 180 | 0 | 179 |
| 1800-1900 | 309 | 1 189 | 325 | 29 | 29 | 455 | 104 | 250 | 1 | 189 |
| 1900-2000 | 221 | 1 363 | 477 | 8 | 32 | 390 | 20 | 197 | 0 | 187 |
| 2000-2100 | 124 | 1 288 | 899 | 0 | 83 | 199 | 17 | 178 | 0 | 168 |
| 2100-2200 | 117 | 1 142 | 1 108 | 5 | 112 | 209 | 34 | 136 | 0 | 145 |
| 2200-2300 | 111 | 1 289 | 1 201 | 4 | 88 | 157 | 15 | 80 | 0 | 116 |

Table A.7 Year 2013 (South Bound)

Table A1.7 Year 2015 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 217 | 1 338 | 251 | 81 | 30 | 592 | 213 | 158 | 0 | 130 |
| 0800-0900 | 258 | 1 278 | 208 | 12 | 31 | 724 | 150 | 119 | 1 | 206 |
| 0900-1000 | 145 | 968 | 202 | 11 | 8 | 1 139 | 217 | 91 | 1 | 168 |
| 1000-1100 | 138 | 877 | 365 | 9 | 9 | 1 131 | 218 | 62 | 0 | 176 |
| 1100-1200 | 150 | 923 | 436 | 29 | 8 | 1 026 | 170 | 87 | 1 | 157 |
| 1200-1300 | 119 | 1 097 | 361 | 44 | 16 | 808 | 158 | 174 | 1 | 126 |
| 1300-1400 | 112 | 1 074 | 425 | 21 | 9 | 829 | 185 | 133 | 0 | 135 |
| 1400-1500 | 159 | 1 082 | 295 | 15 | 19 | 976 | 193 | 114 | 1 | 121 |
| 1500-1600 | 86 | 1 256 | 341 | 37 | 16 | 788 | 99 | 127 | 1 | 153 |
| 1600-1700 | 78 | 1 437 | 257 | 18 | 14 | 615 | 92 | 92 | 0 | 168 |
| 1700-1800 | 138 | 1 508 | 374 | 12 | 28 | 435 | 57 | 102 | 1 | 178 |
| 1800-1900 | 132 | 1 678 | 391 | 4 | 35 | 345 | 70 | 81 | 1 | 158 |
| 1900-2000 | 123 | 1 682 | 470 | 4 | 56 | 198 | 52 | 93 | 0 | 156 |
| 2000-2100 | 70 | 1 249 | 972 | 0 | 50 | 182 | 54 | 50 | 1 | 163 |
| 2100-2200 | 58 | 1 239 | 1 107 | 8 | 74 | 189 | 58 | 49 | 0 | 159 |
| 2200-2300 | 125 | 1 230 | 1 299 | 4 | 93 | 109 | 20 | 12 | 0 | 151 |

Table A.8 Year 2013 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|-------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 166 | 1 278 | 448 | 51 | 32 | 341 | 111 | 161 | 1 | 182 |
| 0800-0900 | 137 | 1 462 | 199 | 35 | 27 | 399 | 121 | 191 | 1 | 190 |
| 0900-1000 | 133 | 1 178 | 276 | 14 | 7 | 564 | 158 | 169 | 2 | 250 |
| 1000-1100 | 94 | 947 | 493 | 17 | 17 | 780 | 214 | 133 | 1 | 175 |
| 1100-1200 | 83 | 908 | 421 | 8 | 8 | 1 044 | 223 | 70 | 0 | 151 |
| 1200-1300 | 72 | 951 | 454 | 16 | 0 | 1 023 | 171 | 115 | 1 | 134 |
| 1300-1400 | 109 | 988 | 466 | 26 | 0 | 875 | 226 | 96 | 3 | 152 |
| 1400-1500 | 123 | 1 142 | 430 | 5 | 0 | 754 | 215 | 137 | 0 | 133 |
| 1500-1600 | 149 | 1 098 | 386 | 32 | 0 | 869 | 205 | 88 | 0 | 125 |
| 1600-1700 | 158 | 1 171 | 263 | 28 | 4 | 905 | 145 | 113 | 1 | 143 |
| 1700-1800 | 262 | 1 094 | 184 | 41 | 4 | 815 | 147 | 205 | 2 | 163 |
| 1800-1900 | 342 | 1 190 | 194 | 33 | 25 | 655 | 58 | 177 | 0 | 194 |
| 1900-2000 | 215 | 1 393 | 344 | 16 | 28 | 356 | 45 | 251 | 1 | 179 |
| 2000-2100 | 140 | 1 211 | 826 | 8 | 72 | 225 | 36 | 205 | 1 | 150 |
| 2100-2200 | 137 | 1 271 | 956 | 0 | 83 | 190 | 33 | 137 | 0 | 140 |
| 2200-2300 | 116 | 1 355 | 1 091 | 4 | 74 | 120 | 31 | 82 | 0 | 122 |

Appendix B: Eastern Harbour Crossing

Table B.1 Year 2010 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 221 | 862 | 629 | 23 | 40 | 232 | 125 | 79 | 0 | 130 |
| 0800-0900 | 146 | 1 882 | 521 | 4 | 30 | 394 | 79 | 90 | 0 | 162 |
| 0900-1000 | 118 | 1 349 | 755 | 28 | 16 | 759 | 90 | 39 | 0 | 72 |
| 1000-1100 | 69 | 1 161 | 580 | 23 | 23 | 613 | 129 | 5 | 1 | 63 |
| 1100-1200 | 63 | 1 015 | 402 | 31 | 9 | 443 | 121 | 13 | 1 | 51 |
| 1200-1300 | 39 | 879 | 426 | 26 | 13 | 287 | 96 | 26 | 4 | 47 |
| 1300-1400 | 39 | 664 | 313 | 0 | 15 | 464 | 137 | 10 | 1 | 50 |
| 1400-1500 | 47 | 976 | 348 | 27 | 16 | 519 | 113 | 27 | 5 | 38 |
| 1500-1600 | 45 | 1 053 | 349 | 22 | 13 | 435 | 90 | 9 | 2 | 55 |
| 1600-1700 | 55 | 924 | 419 | 32 | 14 | 382 | 86 | 32 | 0 | 71 |
| 1700-1800 | 67 | 1 206 | 458 | 29 | 14 | 310 | 57 | 14 | 0 | 86 |
| 1800-1900 | 105 | 1 762 | 466 | 23 | 50 | 260 | 32 | 37 | 0 | 88 |
| 1900-2000 | 31 | 1 597 | 362 | 0 | 43 | 113 | 12 | 12 | 0 | 68 |
| 2000-2100 | 30 | 803 | 236 | 0 | 26 | 38 | 4 | 11 | 0 | 56 |
| 2100-2200 | 22 | 579 | 183 | 0 | 22 | 67 | 9 | 4 | 0 | 52 |
| 2200-2300 | 43 | 511 | 296 | 10 | 29 | 5 | 0 | 0 | 1 | 47 |

Table B.2 Year 2010 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 91 | 463 | 444 | 7 | 33 | 163 | 13 | 59 | 0 | 103 |
| 0800-0900 | 120 | 1 638 | 686 | 17 | 39 | 249 | 64 | 51 | 0 | 66 |
| 0900-1000 | 69 | 1 316 | 551 | 25 | 29 | 366 | 47 | 43 | 0 | 63 |
| 1000-1100 | 38 | 912 | 443 | 30 | 13 | 363 | 110 | 13 | 0 | 55 |
| 1100-1200 | 49 | 888 | 334 | 24 | 12 | 432 | 86 | 12 | 4 | 45 |
| 1200-1300 | 41 | 790 | 309 | 27 | 14 | 495 | 104 | 9 | 1 | 51 |
| 1300-1400 | 38 | 897 | 271 | 9 | 14 | 346 | 76 | 14 | 7 | 50 |
| 1400-1500 | 57 | 979 | 344 | 43 | 9 | 465 | 104 | 17 | 2 | 46 |
| 1500-1600 | 46 | 1 053 | 470 | 23 | 18 | 479 | 105 | 23 | 1 | 50 |
| 1600-1700 | 47 | 1 086 | 526 | 34 | 17 | 636 | 136 | 21 | 0 | 43 |
| 1700-1800 | 186 | 1 397 | 372 | 40 | 25 | 653 | 80 | 20 | 0 | 97 |
| 1800-1900 | 223 | 1 792 | 402 | 20 | 60 | 462 | 35 | 5 | 0 | 117 |
| 1900-2000 | 98 | 1 796 | 374 | 13 | 30 | 166 | 21 | 17 | 0 | 103 |
| 2000-2100 | 43 | 999 | 329 | 0 | 30 | 56 | 26 | 0 | 0 | 76 |
| 2100-2200 | 52 | 665 | 402 | 0 | 26 | 65 | 9 | 0 | 1 | 51 |
| 2200-2300 | 85 | 748 | 385 | 0 | 21 | 51 | 0 | 0 | 0 | 52 |

Table B.3 Year 2011 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 162 | 811 | 759 | 31 | 31 | 335 | 94 | 79 | 0 | 124 |
| 0800-0900 | 145 | 1 791 | 517 | 18 | 22 | 434 | 80 | 80 | 1 | 154 |
| 0900-1000 | 116 | 1 367 | 808 | 11 | 19 | 702 | 90 | 15 | 0 | 67 |
| 1000-1100 | 74 | 1 029 | 763 | 31 | 9 | 702 | 74 | 9 | 0 | 61 |
| 1100-1200 | 41 | 1 080 | 449 | 27 | 5 | 440 | 100 | 27 | 1 | 54 |
| 1200-1300 | 46 | 924 | 407 | 25 | 4 | 332 | 92 | 29 | 2 | 45 |
| 1300-1400 | 35 | 865 | 308 | 18 | 9 | 417 | 66 | 4 | 2 | 52 |
| 1400-1500 | 57 | 1 128 | 373 | 29 | 12 | 468 | 70 | 12 | 6 | 39 |
| 1500-1600 | 55 | 1 046 | 383 | 21 | 4 | 485 | 51 | 17 | 2 | 58 |
| 1600-1700 | 37 | 1 004 | 379 | 16 | 8 | 428 | 99 | 21 | 0 | 61 |
| 1700-1800 | 54 | 1 091 | 557 | 18 | 22 | 328 | 45 | 40 | 0 | 82 |
| 1800-1900 | 113 | 1 834 | 482 | 0 | 45 | 234 | 18 | 41 | 0 | 84 |
| 1900-2000 | 55 | 1 537 | 369 | 7 | 22 | 153 | 33 | 33 | 0 | 74 |
| 2000-2100 | 27 | 887 | 175 | 0 | 14 | 65 | 7 | 10 | 0 | 50 |
| 2100-2200 | 39 | 590 | 207 | 8 | 20 | 43 | 12 | 0 | 0 | 50 |
| 2200-2300 | 29 | 623 | 216 | 0 | 24 | 33 | 16 | 4 | 1 | 39 |

Table B.4 Year 2011 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 36 | 481 | 420 | 0 | 36 | 192 | 60 | 54 | 0 | 92 |
| 0800-0900 | 88 | 1 798 | 534 | 20 | 56 | 245 | 60 | 72 | 0 | 60 |
| 0900-1000 | 47 | 1 461 | 591 | 11 | 25 | 272 | 75 | 29 | 0 | 58 |
| 1000-1100 | 44 | 926 | 499 | 4 | 8 | 408 | 91 | 20 | 1 | 52 |
| 1100-1200 | 31 | 962 | 340 | 18 | 9 | 461 | 76 | 27 | 3 | 50 |
| 1200-1300 | 18 | 966 | 322 | 18 | 13 | 392 | 106 | 26 | 2 | 44 |
| 1300-1400 | 26 | 882 | 340 | 4 | 9 | 357 | 77 | 17 | 6 | 46 |
| 1400-1500 | 37 | 957 | 394 | 18 | 5 | 531 | 73 | 32 | 2 | 54 |
| 1500-1600 | 40 | 1 096 | 450 | 62 | 4 | 437 | 107 | 45 | 0 | 50 |
| 1600-1700 | 71 | 1 148 | 459 | 44 | 13 | 601 | 141 | 57 | 0 | 54 |
| 1700-1800 | 108 | 1 379 | 414 | 5 | 24 | 720 | 146 | 38 | 0 | 81 |
| 1800-1900 | 210 | 1 957 | 330 | 4 | 40 | 432 | 31 | 13 | 0 | 100 |
| 1900-2000 | 79 | 1 864 | 362 | 0 | 38 | 162 | 23 | 11 | 0 | 98 |
| 2000-2100 | 75 | 1 064 | 283 | 4 | 14 | 79 | 14 | 7 | 0 | 63 |
| 2100-2200 | 50 | 762 | 341 | 0 | 25 | 83 | 17 | 4 | 1 | 47 |
| 2200-2300 | 62 | 680 | 560 | 0 | 15 | 31 | 15 | 4 | 0 | 52 |

Table B.5 Year 2012 (South Bound)

Table D-5 Year 2012 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 143 | 1 316 | 536 | 23 | 23 | 291 | 83 | 55 | 0 | 117 |
| 0800-0900 | 131 | 1 806 | 445 | 11 | 26 | 423 | 112 | 82 | 1 | 159 |
| 0900-1000 | 71 | 1 577 | 620 | 22 | 19 | 643 | 120 | 37 | 0 | 70 |
| 1000-1100 | 78 | 1 099 | 653 | 12 | 8 | 708 | 156 | 23 | 0 | 58 |
| 1100-1200 | 54 | 1 081 | 499 | 34 | 8 | 407 | 96 | 29 | 2 | 47 |
| 1200-1300 | 49 | 917 | 443 | 31 | 10 | 286 | 139 | 42 | 3 | 35 |
| 1300-1400 | 52 | 744 | 416 | 15 | 18 | 413 | 125 | 11 | 4 | 41 |
| 1400-1500 | 48 | 1 026 | 424 | 17 | 13 | 507 | 134 | 30 | 5 | 45 |
| 1500-1600 | 57 | 1 000 | 366 | 31 | 8 | 500 | 107 | 38 | 4 | 47 |
| 1600-1700 | 35 | 1 216 | 250 | 54 | 15 | 366 | 65 | 15 | 0 | 54 |
| 1700-1800 | 68 | 1 309 | 384 | 9 | 23 | 361 | 59 | 14 | 0 | 69 |
| 1800-1900 | 136 | 1 804 | 505 | 4 | 42 | 200 | 72 | 38 | 0 | 74 |
| 1900-2000 | 54 | 1 690 | 328 | 0 | 28 | 129 | 13 | 35 | 0 | 58 |
| 2000-2100 | 15 | 782 | 321 | 0 | 18 | 71 | 0 | 3 | 0 | 45 |
| 2100-2200 | 21 | 591 | 266 | 0 | 17 | 55 | 7 | 3 | 1 | 39 |
| 2200-2300 | 40 | 554 | 334 | 4 | 18 | 26 | 0 | 7 | 0 | 38 |

Table B.6 Year 2012 (North Bound)

Table D-10 Year 2012 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 66 | 537 | 419 | 13 | 26 | 216 | 52 | 33 | 0 | 77 |
| 0800-0900 | 76 | 1 706 | 695 | 20 | 40 | 285 | 52 | 32 | 0 | 63 |
| 0900-1000 | 49 | 1 411 | 588 | 7 | 28 | 368 | 95 | 21 | 0 | 56 |
| 1000-1100 | 42 | 1 027 | 409 | 11 | 8 | 428 | 95 | 15 | 2 | 55 |
| 1100-1200 | 61 | 901 | 401 | 15 | 15 | 424 | 129 | 30 | 5 | 37 |
| 1200-1300 | 23 | 917 | 429 | 31 | 8 | 390 | 86 | 12 | 2 | 45 |
| 1300-1400 | 39 | 721 | 380 | 32 | 7 | 471 | 116 | 25 | 4 | 39 |
| 1400-1500 | 30 | 911 | 413 | 30 | 13 | 549 | 132 | 17 | 4 | 53 |
| 1500-1600 | 66 | 1 148 | 402 | 23 | 8 | 515 | 117 | 20 | 1 | 34 |
| 1600-1700 | 57 | 1 157 | 444 | 27 | 4 | 690 | 125 | 76 | 0 | 36 |
| 1700-1800 | 89 | 1 484 | 281 | 31 | 18 | 766 | 151 | 40 | 0 | 53 |
| 1800-1900 | 106 | 1 917 | 341 | 5 | 28 | 498 | 65 | 18 | 0 | 106 |
| 1900-2000 | 69 | 1 764 | 432 | 0 | 31 | 204 | 31 | 21 | 0 | 92 |
| 2000-2100 | 62 | 1 069 | 304 | 3 | 15 | 130 | 18 | 0 | 0 | 61 |
| 2100-2200 | 57 | 776 | 392 | 0 | 20 | 77 | 8 | 4 | 0 | 49 |
| 2200-2300 | 30 | 1 063 | 293 | 6 | 10 | 26 | 6 | 0 | 0 | 21 |

Table B.7 Year 2013 (South Bound)

Table D-7 Year 2015 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 82 | 1 402 | 551 | 31 | 20 | 245 | 71 | 51 | 0 | 131 |
| 0800-0900 | 163 | 1 650 | 480 | 21 | 13 | 437 | 107 | 99 | 1 | 178 |
| 0900-1000 | 70 | 1 461 | 631 | 18 | 7 | 697 | 114 | 26 | 0 | 69 |
| 1000-1100 | 50 | 1 246 | 564 | 27 | 5 | 641 | 140 | 36 | 0 | 60 |
| 1100-1200 | 23 | 976 | 589 | 28 | 5 | 424 | 157 | 18 | 1 | 55 |
| 1200-1300 | 20 | 966 | 464 | 20 | 4 | 350 | 94 | 20 | 4 | 42 |
| 1300-1400 | 31 | 890 | 433 | 4 | 4 | 417 | 55 | 20 | 1 | 44 |
| 1400-1500 | 45 | 1 033 | 521 | 23 | 5 | 467 | 91 | 41 | 5 | 43 |
| 1500-1600 | 61 | 1 051 | 392 | 9 | 4 | 488 | 100 | 26 | 4 | 56 |
| 1600-1700 | 39 | 1 277 | 309 | 9 | 4 | 301 | 52 | 57 | 0 | 69 |
| 1700-1800 | 48 | 1 287 | 455 | 5 | 19 | 321 | 38 | 53 | 0 | 99 |
| 1800-1900 | 126 | 1 855 | 521 | 5 | 33 | 219 | 28 | 42 | 0 | 85 |
| 1900-2000 | 49 | 1 663 | 437 | 0 | 15 | 75 | 23 | 26 | 0 | 62 |
| 2000-2100 | 15 | 933 | 259 | 0 | 15 | 41 | 19 | 7 | 0 | 37 |
| 2100-2200 | 8 | 637 | 312 | 0 | 8 | 53 | 0 | 0 | 0 | 55 |
| 2200-2300 | 19 | 670 | 296 | 0 | 10 | 44 | 5 | 5 | 0 | 51 |

Table B.8 Year 2013 (North Bound)

Table D-10 Form 2015 (Form Board)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 160 | 289 | 658 | 0 | 40 | 259 | 50 | 50 | 0 | 120 |
| 0800-0900 | 77 | 1 769 | 594 | 9 | 39 | 314 | 43 | 69 | 0 | 66 |
| 0900-1000 | 35 | 1 501 | 615 | 7 | 10 | 341 | 70 | 38 | 0 | 61 |
| 1000-1100 | 59 | 1 016 | 508 | 8 | 8 | 394 | 123 | 8 | 1 | 51 |
| 1100-1200 | 24 | 847 | 503 | 19 | 5 | 474 | 136 | 10 | 6 | 62 |
| 1200-1300 | 27 | 893 | 497 | 27 | 4 | 419 | 86 | 31 | 0 | 40 |
| 1300-1400 | 42 | 589 | 557 | 14 | 5 | 483 | 116 | 23 | 5 | 46 |
| 1400-1500 | 71 | 925 | 479 | 17 | 4 | 521 | 133 | 13 | 4 | 44 |
| 1500-1600 | 18 | 1 157 | 521 | 13 | 4 | 472 | 132 | 22 | 0 | 52 |
| 1600-1700 | 53 | 1 230 | 460 | 35 | 9 | 589 | 111 | 62 | 0 | 54 |
| 1700-1800 | 118 | 1 595 | 298 | 19 | 19 | 578 | 114 | 47 | 0 | 83 |
| 1800-1900 | 104 | 2 061 | 363 | 23 | 27 | 300 | 59 | 27 | 0 | 94 |
| 1900-2000 | 45 | 1 923 | 414 | 0 | 16 | 160 | 12 | 8 | 0 | 65 |
| 2000-2100 | 39 | 1 016 | 425 | 4 | 11 | 64 | 14 | 0 | 0 | 89 |
| 2100-2200 | 29 | 681 | 535 | 5 | 10 | 44 | 24 | 10 | 0 | 62 |
| 2200-2300 | 66 | 483 | 821 | 0 | 24 | 6 | 12 | 0 | 0 | 69 |

Appendix C: Western Harbour Crossing

Table C.1 Year 2010 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 45 | 340 | 443 | 0 | 90 | 225 | 51 | 115 | 5 | 164 |
| 0800-0900 | 48 | 1 194 | 650 | 4 | 135 | 333 | 40 | 286 | 5 | 217 |
| 0900-1000 | 49 | 1 091 | 639 | 0 | 65 | 420 | 101 | 36 | 5 | 111 |
| 1000-1100 | 5 | 911 | 326 | 10 | 62 | 451 | 82 | 34 | 5 | 108 |
| 1100-1200 | 18 | 814 | 342 | 14 | 42 | 227 | 46 | 28 | 2 | 94 |
| 1200-1300 | 13 | 825 | 289 | 9 | 30 | 132 | 26 | 34 | 3 | 79 |
| 1300-1400 | 13 | 700 | 272 | 17 | 21 | 191 | 25 | 21 | 3 | 77 |
| 1400-1500 | 18 | 823 | 348 | 23 | 27 | 316 | 32 | 37 | 3 | 88 |
| 1500-1600 | 5 | 841 | 354 | 23 | 28 | 216 | 37 | 23 | 6 | 87 |
| 1600-1700 | 21 | 791 | 356 | 25 | 42 | 134 | 17 | 17 | 2 | 89 |
| 1700-1800 | 26 | 850 | 378 | 0 | 47 | 103 | 30 | 21 | 3 | 119 |
| 1800-1900 | 37 | 1 157 | 422 | 8 | 85 | 85 | 8 | 24 | 5 | 104 |
| 1900-2000 | 11 | 993 | 248 | 8 | 94 | 15 | 4 | 49 | 3 | 79 |
| 2000-2100 | 15 | 496 | 224 | 0 | 45 | 11 | 0 | 19 | 5 | 67 |
| 2100-2200 | 13 | 387 | 187 | 4 | 43 | 9 | 4 | 4 | 3 | 78 |
| 2200-2300 | 0 | 395 | 212 | 0 | 48 | 15 | 0 | 22 | 2 | 60 |

Table C.2 Year 2010 (North Bound)

Table 6.12: Year 2016 (Urban Roads)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 18 | 305 | 358 | 18 | 59 | 70 | 23 | 23 | 4 | 97 |
| 0800-0900 | 46 | 946 | 323 | 9 | 129 | 111 | 55 | 65 | 3 | 122 |
| 0900-1000 | 8 | 860 | 342 | 12 | 73 | 138 | 23 | 35 | 5 | 90 |
| 1000-1100 | 0 | 744 | 271 | 26 | 34 | 155 | 26 | 26 | 2 | 98 |
| 1100-1200 | 8 | 689 | 242 | 17 | 38 | 251 | 54 | 13 | 4 | 81 |
| 1200-1300 | 12 | 756 | 415 | 12 | 41 | 173 | 29 | 21 | 3 | 74 |
| 1300-1400 | 9 | 726 | 333 | 13 | 48 | 160 | 30 | 26 | 3 | 81 |
| 1400-1500 | 13 | 740 | 421 | 13 | 44 | 230 | 62 | 27 | 3 | 81 |
| 1500-1600 | 12 | 886 | 449 | 8 | 32 | 259 | 32 | 12 | 2 | 85 |
| 1600-1700 | 27 | 1 052 | 399 | 9 | 49 | 333 | 62 | 36 | 4 | 87 |
| 1700-1800 | 41 | 1 202 | 502 | 41 | 131 | 294 | 41 | 41 | 3 | 112 |
| 1800-1900 | 66 | 1 503 | 512 | 19 | 123 | 251 | 38 | 137 | 5 | 175 |
| 1900-2000 | 27 | 1 298 | 500 | 4 | 97 | 81 | 19 | 66 | 5 | 119 |
| 2000-2100 | 21 | 702 | 265 | 0 | 80 | 17 | 21 | 38 | 4 | 108 |
| 2100-2200 | 5 | 467 | 368 | 0 | 47 | 47 | 5 | 14 | 2 | 85 |
| 2200-2300 | 0 | 513 | 391 | 0 | 53 | 12 | 8 | 12 | 4 | 79 |

Table C.3 Year 2011 (South Bound)

Table C.15 Year 2011 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 30 | 502 | 561 | 0 | 89 | 136 | 47 | 106 | 1 | 153 |
| 0800-0900 | 32 | 1 324 | 637 | 11 | 140 | 374 | 126 | 245 | 2 | 190 |
| 0900-1000 | 67 | 1 132 | 702 | 16 | 75 | 446 | 91 | 32 | 4 | 107 |
| 1000-1100 | 24 | 902 | 526 | 5 | 54 | 429 | 88 | 24 | 2 | 117 |
| 1100-1200 | 14 | 814 | 534 | 10 | 39 | 188 | 34 | 34 | 1 | 96 |
| 1200-1300 | 20 | 654 | 463 | 4 | 28 | 183 | 57 | 37 | 3 | 80 |
| 1300-1400 | 9 | 723 | 353 | 4 | 21 | 166 | 72 | 21 | 2 | 80 |
| 1400-1500 | 29 | 886 | 433 | 20 | 37 | 278 | 61 | 29 | 3 | 76 |
| 1500-1600 | 8 | 886 | 465 | 8 | 16 | 219 | 45 | 16 | 1 | 76 |
| 1600-1700 | 36 | 936 | 303 | 16 | 28 | 143 | 8 | 16 | 3 | 84 |
| 1700-1800 | 26 | 893 | 396 | 4 | 53 | 141 | 22 | 26 | 3 | 121 |
| 1800-1900 | 35 | 1 202 | 491 | 0 | 127 | 44 | 4 | 48 | 1 | 98 |
| 1900-2000 | 14 | 967 | 298 | 0 | 111 | 47 | 11 | 61 | 3 | 80 |
| 2000-2100 | 8 | 597 | 184 | 0 | 35 | 8 | 8 | 20 | 3 | 75 |
| 2100-2200 | 0 | 430 | 201 | 0 | 43 | 16 | 4 | 8 | 3 | 76 |
| 2200-2300 | 9 | 434 | 217 | 0 | 48 | 4 | 4 | 17 | 1 | 77 |

Table C.4 Year 2011 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 15 | 373 | 349 | 0 | 53 | 121 | 29 | 29 | 1 | 81 |
| 0800-0900 | 14 | 1 068 | 462 | 0 | 114 | 72 | 24 | 57 | 4 | 110 |
| 0900-1000 | 12 | 981 | 266 | 4 | 81 | 153 | 48 | 36 | 2 | 108 |
| 1000-1100 | 4 | 768 | 331 | 0 | 45 | 159 | 45 | 29 | 2 | 89 |
| 1100-1200 | 0 | 665 | 393 | 15 | 34 | 228 | 39 | 34 | 4 | 86 |
| 1200-1300 | 26 | 846 | 344 | 13 | 30 | 241 | 60 | 17 | 2 | 81 |
| 1300-1400 | 5 | 774 | 307 | 14 | 38 | 226 | 58 | 24 | 2 | 92 |
| 1400-1500 | 10 | 798 | 487 | 0 | 41 | 223 | 62 | 52 | 3 | 96 |
| 1500-1600 | 9 | 980 | 422 | 4 | 40 | 294 | 79 | 18 | 2 | 86 |
| 1600-1700 | 44 | 1 042 | 504 | 9 | 44 | 416 | 57 | 35 | 3 | 90 |
| 1700-1800 | 54 | 1 343 | 449 | 15 | 94 | 415 | 74 | 15 | 4 | 128 |
| 1800-1900 | 53 | 1 723 | 617 | 9 | 107 | 191 | 36 | 133 | 2 | 151 |
| 1900-2000 | 15 | 1 422 | 555 | 4 | 84 | 87 | 4 | 72 | 3 | 125 |
| 2000-2100 | 18 | 722 | 341 | 0 | 67 | 45 | 9 | 18 | 2 | 114 |
| 2100-2200 | 4 | 612 | 315 | 4 | 43 | 39 | 4 | 26 | 3 | 79 |
| 2200-2300 | 4 | 580 | 478 | 0 | 26 | 15 | 0 | 4 | 2 | 77 |

Table C.5 Year 2012 (South Bound)

Table C.15 Year 2012 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 42 | 536 | 558 | 0 | 80 | 244 | 106 | 112 | 4 | 146 |
| 0800-0900 | 43 | 1 438 | 690 | 20 | 118 | 360 | 121 | 266 | 2 | 208 |
| 0900-1000 | 21 | 1 164 | 823 | 0 | 58 | 588 | 90 | 53 | 3 | 114 |
| 1000-1100 | 14 | 1 046 | 573 | 5 | 41 | 396 | 127 | 23 | 3 | 97 |
| 1100-1200 | 22 | 865 | 495 | 9 | 40 | 283 | 49 | 26 | 2 | 89 |
| 1200-1300 | 8 | 858 | 403 | 0 | 24 | 172 | 36 | 32 | 3 | 88 |
| 1300-1400 | 9 | 724 | 383 | 13 | 38 | 234 | 51 | 47 | 2 | 68 |
| 1400-1500 | 17 | 994 | 439 | 4 | 30 | 301 | 69 | 26 | 2 | 86 |
| 1500-1600 | 10 | 987 | 405 | 10 | 39 | 241 | 29 | 34 | 4 | 84 |
| 1600-1700 | 9 | 941 | 362 | 22 | 31 | 146 | 35 | 31 | 3 | 96 |
| 1700-1800 | 16 | 951 | 402 | 10 | 52 | 146 | 26 | 31 | 1 | 145 |
| 1800-1900 | 32 | 1 291 | 456 | 5 | 114 | 105 | 18 | 73 | 5 | 112 |
| 1900-2000 | 27 | 1 024 | 372 | 0 | 93 | 35 | 4 | 47 | 2 | 84 |
| 2000-2100 | 9 | 522 | 250 | 0 | 64 | 14 | 0 | 50 | 1 | 81 |
| 2100-2200 | 9 | 420 | 217 | 0 | 48 | 26 | 17 | 17 | 4 | 83 |
| 2200-2300 | 0 | 373 | 302 | 5 | 43 | 14 | 5 | 24 | 1 | 87 |

Table C.6 Year 2012 (North Bound)

Table 6.10 – Year 2012 (North Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 30 | 363 | 429 | 0 | 73 | 139 | 12 | 18 | 2 | 103 |
| 0800-0900 | 19 | 1 123 | 411 | 0 | 165 | 113 | 9 | 104 | 1 | 112 |
| 0900-1000 | 7 | 1 099 | 300 | 22 | 81 | 114 | 44 | 26 | 4 | 98 |
| 1000-1100 | 19 | 823 | 302 | 5 | 49 | 209 | 39 | 10 | 2 | 111 |
| 1100-1200 | 14 | 816 | 308 | 14 | 42 | 233 | 56 | 19 | 3 | 89 |
| 1200-1300 | 9 | 874 | 463 | 18 | 40 | 229 | 35 | 13 | 1 | 81 |
| 1300-1400 | 8 | 874 | 387 | 13 | 38 | 168 | 21 | 38 | 3 | 84 |
| 1400-1500 | 16 | 858 | 546 | 5 | 47 | 260 | 21 | 57 | 4 | 91 |
| 1500-1600 | 19 | 1 051 | 439 | 19 | 39 | 342 | 53 | 19 | 1 | 93 |
| 1600-1700 | 51 | 1 258 | 480 | 10 | 61 | 359 | 56 | 30 | 4 | 105 |
| 1700-1800 | 60 | 1 410 | 515 | 10 | 100 | 415 | 55 | 70 | 4 | 132 |
| 1800-1900 | 59 | 1 779 | 565 | 20 | 147 | 246 | 54 | 187 | 2 | 172 |
| 1900-2000 | 30 | 1 557 | 477 | 4 | 123 | 136 | 13 | 72 | 3 | 140 |
| 2000-2100 | 4 | 781 | 402 | 0 | 66 | 62 | 0 | 35 | 3 | 107 |
| 2100-2200 | 5 | 654 | 386 | 0 | 46 | 15 | 5 | 15 | 3 | 104 |
| 2200-2300 | 10 | 612 | 476 | 0 | 42 | 10 | 5 | 10 | 1 | 103 |

Table C.7 Year 2013 (South Bound)

Table C.7/ Year 2015 (South Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 62 | 585 | 613 | 22 | 101 | 326 | 67 | 124 | 4 | 142 |
| 0800-0900 | 62 | 1 576 | 698 | 0 | 94 | 390 | 94 | 265 | 1 | 224 |
| 0900-1000 | 46 | 1 227 | 831 | 4 | 62 | 515 | 138 | 27 | 2 | 111 |
| 1000-1100 | 16 | 1 058 | 604 | 24 | 51 | 387 | 87 | 20 | 5 | 88 |
| 1100-1200 | 31 | 1 058 | 477 | 4 | 22 | 162 | 44 | 13 | 5 | 85 |
| 1200-1300 | 16 | 877 | 448 | 0 | 28 | 138 | 35 | 35 | 3 | 77 |
| 1300-1400 | 9 | 683 | 484 | 4 | 40 | 225 | 70 | 26 | 2 | 84 |
| 1400-1500 | 19 | 967 | 623 | 19 | 11 | 199 | 38 | 31 | 2 | 77 |
| 1500-1600 | 11 | 1 056 | 456 | 7 | 26 | 173 | 7 | 22 | 3 | 65 |
| 1600-1700 | 0 | 1 018 | 382 | 8 | 12 | 129 | 25 | 33 | 2 | 89 |
| 1700-1800 | 14 | 934 | 521 | 14 | 42 | 113 | 19 | 38 | 2 | 121 |
| 1800-1900 | 62 | 1 117 | 650 | 0 | 108 | 75 | 8 | 46 | 5 | 110 |
| 1900-2000 | 11 | 1 001 | 400 | 0 | 81 | 22 | 18 | 48 | 2 | 82 |
| 2000-2100 | 0 | 562 | 261 | 0 | 62 | 9 | 4 | 22 | 1 | 93 |
| 2100-2200 | 0 | 420 | 250 | 5 | 38 | 19 | 5 | 24 | 5 | 81 |
| 2200-2300 | 5 | 417 | 263 | 0 | 52 | 5 | 5 | 9 | 2 | 84 |

Table C.8 Year 2013 (North Bound)

Table 6.10 – Year 2015 (North Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|-----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 36 | 432 | 389 | 6 | 67 | 85 | 18 | 18 | 0 | 100 |
| 0800-0900 | 19 | 1 136 | 368 | 8 | 124 | 89 | 43 | 62 | 2 | 94 |
| 0900-1000 | 25 | 1 011 | 325 | 0 | 72 | 159 | 29 | 25 | 4 | 104 |
| 1000-1100 | 8 | 785 | 329 | 0 | 51 | 245 | 46 | 17 | 2 | 94 |
| 1100-1200 | 18 | 723 | 428 | 5 | 41 | 262 | 23 | 28 | 2 | 96 |
| 1200-1300 | 4 | 942 | 392 | 8 | 31 | 251 | 27 | 12 | 2 | 65 |
| 1300-1400 | 8 | 823 | 424 | 8 | 41 | 191 | 37 | 16 | 4 | 83 |
| 1400-1500 | 12 | 808 | 563 | 12 | 31 | 326 | 70 | 27 | 3 | 70 |
| 1500-1600 | 29 | 935 | 547 | 17 | 34 | 379 | 63 | 25 | 2 | 82 |
| 1600-1700 | 31 | 985 | 611 | 26 | 41 | 452 | 77 | 31 | 3 | 94 |
| 1700-1800 | 49 | 1 272 | 491 | 9 | 120 | 522 | 49 | 80 | 4 | 105 |
| 1800-1900 | 74 | 1 696 | 635 | 13 | 126 | 257 | 26 | 130 | 2 | 185 |
| 1900-2000 | 28 | 1 551 | 544 | 0 | 102 | 89 | 12 | 110 | 2 | 138 |
| 2000-2100 | 21 | 883 | 377 | 4 | 54 | 59 | 4 | 17 | 4 | 104 |
| 2100-2200 | 20 | 629 | 463 | 0 | 49 | 15 | 0 | 20 | 4 | 100 |
| 2200-2300 | 10 | 692 | 468 | 0 | 30 | 30 | 10 | 10 | 1 | 101 |

Appendix D: Des Voeux Road Central (from Morrison Street to Queen Victoria Street)

Table D.1 Year 2010 (East Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|---|---------------|-----|-----|----|----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 9 | 23 | 0 | 0 | 46 | 9 | 0 | 5 | 38 |
| 0800-0900 | 10 | 33 | 33 | 0 | 0 | 57 | 0 | 24 | 7 | 39 |
| 0900-1000 | 0 | 66 | 71 | 5 | 0 | 52 | 9 | 0 | 4 | 44 |
| 1000-1100 | 8 | 75 | 79 | 4 | 0 | 62 | 0 | 4 | 2 | 31 |
| 1100-1200 | 0 | 110 | 76 | 0 | 0 | 42 | 8 | 0 | 2 | 34 |
| 1200-1300 | 0 | 104 | 79 | 0 | 0 | 70 | 0 | 0 | 2 | 29 |
| 1300-1400 | 11 | 96 | 68 | 6 | 0 | 28 | 6 | 0 | 3 | 43 |
| 1400-1500 | 0 | 108 | 67 | 5 | 0 | 72 | 0 | 0 | 3 | 38 |
| 1500-1600 | 5 | 128 | 57 | 0 | 0 | 76 | 0 | 0 | 1 | 39 |
| 1600-1700 | 16 | 126 | 44 | 0 | 0 | 82 | 0 | 0 | 4 | 43 |
| 1700-1800 | 12 | 170 | 73 | 4 | 0 | 28 | 0 | 0 | 1 | 30 |
| 1800-1900 | 0 | 144 | 116 | 5 | 0 | 5 | 0 | 5 | 3 | 47 |
| 1900-2000 | 0 | 144 | 96 | 0 | 0 | 10 | 0 | 0 | 2 | 30 |
| 2000-2100 | 0 | 57 | 161 | 5 | 0 | 5 | 5 | 0 | 2 | 26 |
| 2100-2200 | 4 | 61 | 142 | 0 | 0 | 0 | 4 | 0 | 2 | 26 |
| 2200-2300 | 6 | 32 | 161 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |

Table D.2 Year 2010 (West Bound)

[illegible]

Table D.3 Year 2011 (East Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|---|---------------|-----|-----|----|----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 17 | 23 | 0 | 0 | 34 | 0 | 0 | 7 | 50 |
| 0800-0900 | 0 | 22 | 77 | 0 | 0 | 38 | 5 | 33 | 8 | 41 |
| 0900-1000 | 5 | 66 | 52 | 0 | 0 | 57 | 5 | 14 | 4 | 37 |
| 1000-1100 | 0 | 81 | 56 | 0 | 0 | 81 | 4 | 0 | 3 | 33 |
| 1100-1200 | 10 | 113 | 15 | 0 | 0 | 97 | 0 | 0 | 4 | 35 |
| 1200-1300 | 4 | 135 | 74 | 0 | 0 | 48 | 0 | 0 | 2 | 26 |
| 1300-1400 | 4 | 116 | 88 | 0 | 0 | 28 | 0 | 0 | 2 | 19 |
| 1400-1500 | 0 | 166 | 54 | 4 | 0 | 41 | 4 | 4 | 3 | 24 |
| 1500-1600 | 5 | 83 | 73 | 5 | 0 | 62 | 5 | 0 | 3 | 44 |
| 1600-1700 | 9 | 137 | 47 | 0 | 0 | 56 | 4 | 4 | 3 | 34 |
| 1700-1800 | 4 | 140 | 96 | 0 | 0 | 48 | 0 | 0 | 2 | 27 |
| 1800-1900 | 9 | 150 | 73 | 0 | 0 | 18 | 0 | 0 | 2 | 35 |
| 1900-2000 | 0 | 126 | 106 | 0 | 0 | 0 | 0 | 0 | 3 | 30 |
| 2000-2100 | 0 | 59 | 154 | 0 | 0 | 8 | 8 | 0 | 3 | 20 |
| 2100-2200 | 0 | 49 | 137 | 0 | 0 | 4 | 4 | 0 | 2 | 28 |
| 2200-2300 | 3 | 13 | 146 | 0 | 0 | 3 | 0 | 3 | 1 | 15 |

Table D.4 Year 2011 (West Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|---|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 0800-0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 0900-1000 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 160 |
| 1000-1100 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 137 |
| 1100-1200 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 1200-1300 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 114 |
| 1300-1400 | 0 | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 109 |
| 1400-1500 | 0 | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 111 |
| 1500-1600 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 1600-1700 | 0 | 6 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 126 |
| 1700-1800 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 1800-1900 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 1900-2000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 2000-2100 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 2100-2200 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 97 |
| 2200-2300 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |

Table D.5 Year 2012 (East Bound)

Table D.5 Year 2012 (East Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|---|---------------|-----|-----|----|----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 11 | 29 | 0 | 0 | 29 | 0 | 6 | 9 | 44 |
| 0800-0900 | 0 | 45 | 55 | 0 | 0 | 25 | 0 | 35 | 6 | 39 |
| 0900-1000 | 4 | 63 | 81 | 0 | 0 | 49 | 4 | 0 | 4 | 46 |
| 1000-1100 | 10 | 71 | 92 | 0 | 0 | 56 | 5 | 0 | 3 | 29 |
| 1100-1200 | 7 | 98 | 59 | 7 | 0 | 52 | 0 | 0 | 3 | 46 |
| 1200-1300 | 13 | 123 | 52 | 0 | 0 | 45 | 0 | 0 | 5 | 42 |
| 1300-1400 | 0 | 140 | 72 | 0 | 0 | 14 | 5 | 0 | 2 | 35 |
| 1400-1500 | 5 | 135 | 51 | 5 | 0 | 74 | 0 | 0 | 2 | 30 |
| 1500-1600 | 5 | 194 | 52 | 0 | 0 | 19 | 0 | 0 | 2 | 34 |
| 1600-1700 | 15 | 174 | 20 | 0 | 0 | 64 | 0 | 0 | 4 | 43 |
| 1700-1800 | 0 | 191 | 40 | 0 | 0 | 24 | 0 | 0 | 2 | 56 |
| 1800-1900 | 0 | 198 | 23 | 6 | 0 | 23 | 0 | 0 | 4 | 40 |
| 1900-2000 | 4 | 127 | 93 | 0 | 0 | 15 | 0 | 0 | 3 | 26 |
| 2000-2100 | 0 | 70 | 140 | 4 | 0 | 4 | 4 | 0 | 3 | 22 |
| 2100-2200 | 0 | 30 | 163 | 4 | 0 | 0 | 0 | 0 | 2 | 25 |
| 2200-2300 | 0 | 43 | 93 | 0 | 0 | 0 | 0 | 0 | 4 | 43 |

Table D.6 Year 2012 (West Bound)

[illegible]

Table D.7 Year 2013 (East Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|---|---------------|-----|-----|----|----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 13 | 34 | 0 | 0 | 7 | 0 | 0 | 7 | 55 |
| 0800-0900 | 0 | 44 | 37 | 0 | 0 | 7 | 0 | 51 | 9 | 51 |
| 0900-1000 | 0 | 73 | 38 | 0 | 0 | 61 | 11 | 0 | 2 | 37 |
| 1000-1100 | 0 | 106 | 55 | 0 | 0 | 30 | 10 | 0 | 5 | 34 |
| 1100-1200 | 10 | 72 | 62 | 0 | 0 | 62 | 5 | 0 | 3 | 30 |
| 1200-1300 | 4 | 146 | 52 | 0 | 0 | 22 | 0 | 0 | 3 | 29 |
| 1300-1400 | 5 | 61 | 51 | 0 | 0 | 82 | 0 | 0 | 5 | 36 |
| 1400-1500 | 0 | 114 | 55 | 5 | 0 | 35 | 10 | 0 | 2 | 34 |
| 1500-1600 | 9 | 125 | 47 | 0 | 0 | 30 | 0 | 0 | 3 | 27 |
| 1600-1700 | 0 | 125 | 60 | 0 | 0 | 30 | 4 | 0 | 4 | 33 |
| 1700-1800 | 0 | 130 | 68 | 0 | 0 | 17 | 0 | 0 | 1 | 41 |
| 1800-1900 | 4 | 171 | 41 | 0 | 0 | 8 | 0 | 0 | 4 | 27 |
| 1900-2000 | 18 | 127 | 45 | 0 | 0 | 5 | 0 | 0 | 2 | 27 |
| 2000-2100 | 5 | 34 | 147 | 0 | 0 | 5 | 0 | 0 | 5 | 26 |
| 2100-2200 | 0 | 26 | 111 | 0 | 0 | 16 | 5 | 0 | 4 | 32 |
| 2200-2300 | 6 | 39 | 66 | 0 | 0 | 0 | 0 | 0 | 4 | 26 |

Table D.8 Year 2013 (West Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|---|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 0800-0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 0900-1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 1000-1100 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 1100-1200 | 0 | 10 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 88 |
| 1200-1300 | 0 | 9 | 5 | 0 | 0 | 19 | 0 | 0 | 0 | 85 |
| 1300-1400 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 110 |
| 1400-1500 | 0 | 5 | 5 | 0 | 0 | 11 | 0 | 0 | 0 | 93 |
| 1500-1600 | 0 | 0 | 5 | 0 | 0 | 16 | 0 | 0 | 0 | 110 |
| 1600-1700 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 107 |
| 1700-1800 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 132 |
| 1800-1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 1900-2000 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 138 |
| 2000-2100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 126 |
| 2100-2200 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 2200-2300 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |

Appendix E: Nathan Road (from Shantung Street to Dundas Street))

Table E.1 Year 2010 (South Bound)

Table 2.11.1 Year 2016 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 6 | 61 | 182 | 0 | 0 | 88 | 6 | 11 | 7 | 297 |
| 0800-0900 | 8 | 237 | 272 | 8 | 4 | 155 | 12 | 19 | 4 | 267 |
| 0900-1000 | 10 | 185 | 317 | 0 | 5 | 107 | 10 | 10 | 7 | 294 |
| 1000-1100 | 5 | 117 | 347 | 10 | 10 | 200 | 5 | 10 | 5 | 247 |
| 1100-1200 | 5 | 140 | 391 | 5 | 10 | 140 | 14 | 14 | 5 | 227 |
| 1200-1300 | 0 | 182 | 378 | 5 | 27 | 118 | 5 | 0 | 5 | 231 |
| 1300-1400 | 4 | 201 | 382 | 4 | 16 | 127 | 4 | 4 | 4 | 218 |
| 1400-1500 | 30 | 126 | 377 | 5 | 30 | 131 | 0 | 15 | 5 | 254 |
| 1500-1600 | 14 | 197 | 305 | 5 | 14 | 179 | 0 | 9 | 5 | 226 |
| 1600-1700 | 0 | 266 | 216 | 5 | 30 | 80 | 5 | 15 | 5 | 275 |
| 1700-1800 | 21 | 223 | 337 | 4 | 25 | 59 | 0 | 17 | 5 | 236 |
| 1800-1900 | 10 | 264 | 302 | 5 | 38 | 34 | 0 | 5 | 5 | 255 |
| 1900-2000 | 8 | 220 | 444 | 0 | 39 | 31 | 0 | 4 | 4 | 196 |
| 2000-2100 | 12 | 183 | 511 | 0 | 16 | 12 | 0 | 8 | 4 | 180 |
| 2100-2200 | 4 | 107 | 538 | 4 | 31 | 9 | 0 | 13 | 3 | 231 |
| 2200-2300 | 13 | 139 | 479 | 0 | 39 | 30 | 0 | 9 | 5 | 225 |

Table E.2 Year 2010 (North Bound)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 12 | 29 | 92 | 0 | 23 | 63 | 0 | 0 | 3 | 147 |
| 0800-0900 | 7 | 21 | 64 | 4 | 0 | 64 | 0 | 0 | 9 | 256 |
| 0900-1000 | 8 | 51 | 140 | 0 | 4 | 82 | 4 | 0 | 4 | 240 |
| 1000-1100 | 0 | 89 | 109 | 0 | 0 | 119 | 10 | 0 | 6 | 272 |
| 1100-1200 | 13 | 89 | 173 | 4 | 4 | 115 | 9 | 0 | 2 | 222 |
| 1200-1300 | 0 | 85 | 156 | 0 | 19 | 156 | 19 | 0 | 6 | 233 |
| 1300-1400 | 9 | 80 | 252 | 4 | 22 | 62 | 18 | 0 | 6 | 250 |
| 1400-1500 | 14 | 112 | 186 | 9 | 9 | 154 | 23 | 5 | 5 | 218 |
| 1500-1600 | 9 | 97 | 186 | 0 | 27 | 168 | 9 | 0 | 4 | 256 |
| 1600-1700 | 20 | 70 | 219 | 0 | 10 | 154 | 15 | 0 | 6 | 282 |
| 1700-1800 | 5 | 140 | 154 | 5 | 33 | 93 | 0 | 5 | 6 | 306 |
| 1800-1900 | 16 | 104 | 245 | 0 | 37 | 5 | 0 | 0 | 5 | 352 |
| 1900-2000 | 4 | 159 | 239 | 0 | 40 | 22 | 4 | 0 | 4 | 274 |
| 2000-2100 | 21 | 89 | 311 | 0 | 38 | 30 | 0 | 0 | 4 | 217 |
| 2100-2200 | 5 | 88 | 279 | 0 | 54 | 24 | 0 | 0 | 6 | 261 |
| 2200-2300 | 0 | 126 | 306 | 0 | 39 | 0 | 0 | 0 | 5 | 239 |

Table E.3 Year 2011 (South Bound)

Table E.5 Year 2011 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 15 | 59 | 110 | 15 | 0 | 59 | 15 | 7 | 9 | 368 |
| 0800-0900 | 10 | 302 | 144 | 10 | 0 | 110 | 10 | 29 | 6 | 327 |
| 0900-1000 | 9 | 163 | 323 | 0 | 0 | 146 | 13 | 9 | 8 | 247 |
| 1000-1100 | 10 | 107 | 368 | 0 | 15 | 153 | 5 | 20 | 5 | 250 |
| 1100-1200 | 21 | 171 | 301 | 0 | 10 | 197 | 0 | 5 | 6 | 237 |
| 1200-1300 | 34 | 112 | 376 | 5 | 24 | 132 | 5 | 5 | 5 | 240 |
| 1300-1400 | 25 | 123 | 343 | 13 | 17 | 170 | 13 | 8 | 5 | 220 |
| 1400-1500 | 5 | 198 | 332 | 15 | 25 | 144 | 0 | 5 | 7 | 223 |
| 1500-1600 | 23 | 136 | 361 | 9 | 23 | 159 | 9 | 5 | 6 | 222 |
| 1600-1700 | 27 | 200 | 302 | 18 | 22 | 67 | 0 | 9 | 4 | 245 |
| 1700-1800 | 20 | 109 | 411 | 0 | 35 | 55 | 0 | 20 | 7 | 261 |
| 1800-1900 | 8 | 224 | 374 | 0 | 24 | 61 | 8 | 4 | 5 | 203 |
| 1900-2000 | 8 | 240 | 429 | 4 | 35 | 24 | 0 | 4 | 2 | 182 |
| 2000-2100 | 23 | 83 | 510 | 5 | 42 | 28 | 5 | 9 | 7 | 205 |
| 2100-2200 | 4 | 191 | 452 | 4 | 39 | 9 | 0 | 9 | 5 | 223 |
| 2200-2300 | 9 | 129 | 519 | 0 | 32 | 9 | 0 | 5 | 6 | 230 |

Table E.4 Year 2011 (North Bound)

Table 2.7.1: Jan 2011 (North Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 9 | 79 | 0 | 14 | 60 | 9 | 0 | 6 | 191 |
| 0800-0900 | 0 | 67 | 71 | 0 | 0 | 42 | 4 | 0 | 5 | 233 |
| 0900-1000 | 4 | 49 | 130 | 4 | 8 | 69 | 8 | 0 | 5 | 245 |
| 1000-1100 | 5 | 32 | 156 | 0 | 0 | 133 | 14 | 5 | 5 | 248 |
| 1100-1200 | 5 | 64 | 128 | 0 | 0 | 168 | 20 | 5 | 5 | 232 |
| 1200-1300 | 20 | 55 | 224 | 0 | 5 | 120 | 5 | 5 | 4 | 238 |
| 1300-1400 | 9 | 89 | 207 | 0 | 0 | 122 | 5 | 5 | 6 | 255 |
| 1400-1500 | 10 | 106 | 208 | 0 | 10 | 135 | 5 | 5 | 6 | 242 |
| 1500-1600 | 5 | 69 | 301 | 10 | 10 | 84 | 15 | 5 | 5 | 258 |
| 1600-1700 | 19 | 99 | 258 | 9 | 5 | 85 | 0 | 5 | 7 | 276 |
| 1700-1800 | 16 | 113 | 167 | 0 | 22 | 70 | 5 | 5 | 7 | 322 |
| 1800-1900 | 17 | 154 | 218 | 0 | 43 | 17 | 0 | 13 | 3 | 287 |
| 1900-2000 | 0 | 142 | 242 | 0 | 54 | 33 | 8 | 0 | 5 | 248 |
| 2000-2100 | 9 | 93 | 301 | 0 | 40 | 18 | 0 | 0 | 4 | 226 |
| 2100-2200 | 13 | 58 | 315 | 0 | 44 | 27 | 0 | 4 | 6 | 233 |
| 2200-2300 | 14 | 113 | 245 | 5 | 50 | 5 | 0 | 0 | 7 | 273 |

Table E.5 Year 2012 (South Bound)

Table E.5 Year 2012 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 43 | 217 | 6 | 6 | 56 | 6 | 12 | 6 | 314 |
| 0800-0900 | 8 | 206 | 218 | 4 | 0 | 147 | 8 | 25 | 6 | 298 |
| 0900-1000 | 26 | 132 | 242 | 4 | 9 | 172 | 35 | 18 | 6 | 257 |
| 1000-1100 | 20 | 102 | 327 | 25 | 16 | 192 | 4 | 8 | 5 | 190 |
| 1100-1200 | 5 | 154 | 323 | 10 | 10 | 169 | 14 | 0 | 4 | 225 |
| 1200-1300 | 21 | 135 | 394 | 0 | 12 | 127 | 4 | 12 | 5 | 188 |
| 1300-1400 | 10 | 189 | 330 | 0 | 24 | 126 | 5 | 0 | 7 | 231 |
| 1400-1500 | 18 | 145 | 354 | 27 | 23 | 154 | 0 | 0 | 7 | 210 |
| 1500-1600 | 4 | 177 | 329 | 0 | 26 | 147 | 4 | 4 | 5 | 225 |
| 1600-1700 | 17 | 208 | 291 | 4 | 25 | 67 | 4 | 17 | 6 | 227 |
| 1700-1800 | 4 | 214 | 361 | 4 | 25 | 41 | 4 | 8 | 5 | 216 |
| 1800-1900 | 5 | 243 | 320 | 0 | 23 | 55 | 5 | 9 | 3 | 225 |
| 1900-2000 | 13 | 256 | 365 | 0 | 38 | 38 | 4 | 4 | 5 | 174 |
| 2000-2100 | 29 | 176 | 438 | 0 | 33 | 25 | 0 | 4 | 3 | 168 |
| 2100-2200 | 10 | 158 | 445 | 0 | 40 | 15 | 0 | 5 | 6 | 226 |
| 2200-2300 | 8 | 125 | 520 | 0 | 25 | 21 | 0 | 4 | 4 | 203 |

Table E.6 Year 2012 (North Bound)

Table 2-10 Form 2012 (North Dakota)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 0 | 11 | 76 | 0 | 11 | 22 | 0 | 5 | 4 | 232 |
| 0800-0900 | 0 | 58 | 79 | 0 | 0 | 63 | 0 | 0 | 6 | 211 |
| 0900-1000 | 0 | 54 | 124 | 0 | 4 | 105 | 0 | 0 | 5 | 227 |
| 1000-1100 | 0 | 38 | 133 | 0 | 0 | 152 | 10 | 10 | 6 | 243 |
| 1100-1200 | 0 | 49 | 199 | 8 | 4 | 167 | 16 | 0 | 4 | 192 |
| 1200-1300 | 10 | 102 | 185 | 0 | 5 | 107 | 10 | 5 | 5 | 243 |
| 1300-1400 | 4 | 71 | 213 | 9 | 9 | 133 | 9 | 4 | 7 | 228 |
| 1400-1500 | 29 | 68 | 225 | 5 | 15 | 127 | 10 | 0 | 9 | 238 |
| 1500-1600 | 13 | 133 | 228 | 9 | 17 | 155 | 0 | 0 | 3 | 214 |
| 1600-1700 | 20 | 115 | 185 | 0 | 30 | 90 | 5 | 5 | 6 | 306 |
| 1700-1800 | 0 | 111 | 208 | 0 | 39 | 53 | 0 | 5 | 7 | 291 |
| 1800-1900 | 10 | 52 | 219 | 5 | 48 | 48 | 19 | 5 | 5 | 299 |
| 1900-2000 | 0 | 120 | 243 | 0 | 38 | 26 | 0 | 4 | 4 | 263 |
| 2000-2100 | 5 | 90 | 295 | 0 | 25 | 15 | 0 | 0 | 6 | 232 |
| 2100-2200 | 14 | 93 | 279 | 0 | 28 | 28 | 0 | 0 | 5 | 224 |
| 2200-2300 | 8 | 114 | 292 | 0 | 35 | 12 | 0 | 0 | 8 | 218 |

Table E.7 Year 2013 (South Bound)

Table E.7/ Year 2015 (South Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 18 | 77 | 142 | 6 | 0 | 59 | 12 | 18 | 9 | 315 |
| 0800-0900 | 23 | 267 | 122 | 9 | 0 | 163 | 0 | 23 | 6 | 301 |
| 0900-1000 | 5 | 191 | 233 | 5 | 0 | 173 | 9 | 5 | 8 | 278 |
| 1000-1100 | 24 | 94 | 316 | 0 | 14 | 179 | 9 | 9 | 5 | 231 |
| 1100-1200 | 4 | 130 | 400 | 4 | 11 | 174 | 4 | 0 | 6 | 146 |
| 1200-1300 | 0 | 159 | 327 | 5 | 23 | 131 | 5 | 9 | 5 | 208 |
| 1300-1400 | 23 | 129 | 323 | 5 | 14 | 134 | 14 | 0 | 6 | 228 |
| 1400-1500 | 29 | 199 | 267 | 19 | 19 | 131 | 5 | 0 | 6 | 233 |
| 1500-1600 | 9 | 217 | 303 | 9 | 18 | 118 | 5 | 0 | 7 | 216 |
| 1600-1700 | 4 | 205 | 281 | 9 | 22 | 67 | 0 | 4 | 3 | 253 |
| 1700-1800 | 27 | 243 | 301 | 9 | 22 | 31 | 4 | 0 | 9 | 232 |
| 1800-1900 | 22 | 270 | 232 | 5 | 32 | 38 | 5 | 0 | 5 | 255 |
| 1900-2000 | 29 | 242 | 305 | 0 | 29 | 29 | 0 | 5 | 4 | 224 |
| 2000-2100 | 10 | 172 | 364 | 0 | 35 | 35 | 0 | 0 | 6 | 210 |
| 2100-2200 | 15 | 166 | 385 | 0 | 29 | 5 | 0 | 10 | 5 | 245 |
| 2200-2300 | 10 | 148 | 406 | 0 | 20 | 15 | 10 | 0 | 6 | 247 |

Table E.8 Year 2013 (North Bound)

Table 2.10 – Year 2015 (North Island)

| Time | Class of Vehicle | | | | | | | | | |
|-----------|------------------|----------------|------|-----------------------------|----|---------------|-----|-----|----|-----|
| | Motor Cycle | Private Car | Taxi | Private/Public Light Bus | | Goods Vehicle | | NFB | FB | |
| | | | | | | Light | M/H | | SD | DD |
| 0700-0800 | 9 | 23 | 60 | 5 | 14 | 37 | 5 | 0 | 7 | 191 |
| 0800-0900 | 0 | 53 | 81 | 4 | 0 | 45 | 0 | 0 | 6 | 221 |
| 0900-1000 | 4 | 46 | 100 | 4 | 8 | 96 | 13 | 4 | 5 | 223 |
| 1000-1100 | 0 | 67 | 150 | 0 | 4 | 121 | 17 | 0 | 6 | 213 |
| 1100-1200 | 20 | 68 | 181 | 15 | 5 | 103 | 5 | 0 | 6 | 233 |
| 1200-1300 | 30 | 86 | 147 | 5 | 5 | 147 | 5 | 5 | 3 | 239 |
| 1300-1400 | 0 | 100 | 145 | 10 | 20 | 135 | 10 | 5 | 7 | 256 |
| 1400-1500 | 0 | 126 | 234 | 0 | 13 | 90 | 9 | 0 | 3 | 237 |
| 1500-1600 | 14 | 140 | 202 | 0 | 10 | 111 | 5 | 0 | 7 | 246 |
| 1600-1700 | 13 | 138 | 193 | 4 | 13 | 117 | 4 | 4 | 5 | 244 |
| 1700-1800 | 4 | 163 | 146 | 4 | 34 | 64 | 9 | 4 | 8 | 260 |
| 1800-1900 | 4 | 116 | 156 | 4 | 36 | 72 | 4 | 0 | 4 | 287 |
| 1900-2000 | 8 | 126 | 202 | 4 | 51 | 28 | 4 | 0 | 6 | 245 |
| 2000-2100 | 0 | 113 | 246 | 0 | 48 | 24 | 0 | 0 | 4 | 209 |
| 2100-2200 | 5 | 73 | 252 | 0 | 50 | 23 | 0 | 0 | 3 | 223 |
| 2200-2300 | 4 | 95 | 243 | 0 | 45 | 4 | 0 | 0 | 5 | 248 |

- End -

CONTROLLING OFFICER'S REPLY

THB(T)185

(Question Serial No. 0528)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding bus-only lane, please inform this Committee of the following:

- (a) Up to now, the locations, lengths and operation hours of existing bus-only lanes;
- (b) Does the Government have any plan to introduce more bus-only lanes or extend the operation hours of existing bus-only lanes to alleviate road congestion? If yes, what are the details; if no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 10)

Reply:

It is our transport policy to promote public transport services. According priority use of the roads to public transport services is an established policy in promoting public transport services. At present, there are over 23 kilometers of bus-only lanes. The details of existing bus-only lanes are at Annex.

When conducting the Public Transport Strategy Study, the Government will explore how to further promote the priority use of roads by public transport services to alleviate traffic congestion, having regard to actual road situations.

Existing bus-only lanes

| Location | Operation hours | Approximate Length (kilometre) |
|--|--|---------------------------------------|
| Hong Kong Island | | |
| Caine Road westbound (between Upper Albert Road and Breezy Path) | <u>Mon – Fri*</u> 07:00 – 19:00 <u>Sat*</u> 07:00 – 13:00 | 1 |
| Connaught Road West eastbound (between Des Voeux Road West and Morrison Street) | <u>Weekdays*</u> 07:00 – 21:00 | 0.3 |
| Des Voeux Road Central eastbound (between Pedder Street and Ice House Street) | <u>Weekdays*</u> 24 hours | 0.1 |
| Des Voeux Road Central eastbound (between Ice House Street and Murray Road) | <u>Weekdays*</u> 24 hours | 0.3 |
| Des Voeux Road Central westbound (between Bank Street and Jubilee Street) | <u>Weekdays*</u> 24 hours | 0.6 |
| Pok Fu Lam Road westbound (between Mount Davis Road and Pok Fu Lam Road Playground) | <u>Weekdays*</u> 24 hours | 0.1 |
| Queensway westbound (between Murray Road and Jackson Road) | <u>Mon – Sat*</u> 07:00 – 09:00 | 0.2 |
| Gloucester Road westbound (between O’Brien Road and Fenwick Street) | <u>Weekdays*</u> 07:00 – 24:00 | 0.2 |
| Cross-Harbour Tunnel Egress to Central westbound (between Tunnel Exit and Canal Road Flyover) | <u>Weekdays*</u> 24 hours | 0.1 |
| Canal Road Flyover underneath southbound (between Hennessy Road and Yiu Wa Street) | <u>Weekdays*</u> 24 hours | 0.2 |
| Morrison Hill Road southbound (between Sports Road and Queen’s Road East) | <u>Weekdays*</u> 16:00 – 19:00 | 0.1 |
| Hennessy Road westbound (between Jardine Bazaar and Lee Garden Road) | <u>Weekdays*</u> 07:00 – 24:00 | 0.1 |
| Hennessy Road westbound (between Tang Lung Street and Canal Road East) | <u>Weekdays*</u> 07:00 – 24:00 | 0.1 |
| Hennessy Road westbound (between Tin Lok Lane and Tonnochy Road) | <u>Weekdays*</u> 07:00 – 09:00 | 0.1 |
| Hennessy Road westbound (between Fleming Road and Luard Road) | <u>Weekdays*</u> 07:00 – 09:00 | 0.3 |
| Shau Kei Wan Road westbound (between Tai On Street and Tai Hong Street) | <u>Weekdays*</u> 24 hours | 0.1 |
| Fu Yee Road southbound (between Cheerful Garden and Siu Sai Wan Road) | <u>Weekdays*</u> 07:00 – 09:00 | 0.1 |
| King’s Road eastbound (between Ngan Mok Street and Fortress Hill Road) | <u>Weekdays*</u> 24 hours | 0.8 |
| King’s Road eastbound (between North Point Road and Tin Chiu Street) | <u>Weekdays*</u> 24 hours | 0.7 |

Existing bus-only lanes

| Location | Operation hours | Approximate Length (kilometre) |
|--|---|---------------------------------------|
| King's Road eastbound (between Man Hong Street and Java Road) | <u>Weekdays*</u> 24 hours | 0.5 |
| Nam On Street eastbound (between Nam On Lane and Shau Kei Wan Bus Terminus) | <u>Weekdays*</u> 24 hours | 0.1 |
| Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital) | <u>Weekdays*</u> 16:00 – 19:00 | 0.2 |
| Wong Chuk Hang Road eastbound (near Gramtham Hospital and Aberdeen Tunnel Toll Plaza) | <u>Weekdays*</u> 07:00 – 09:00 | 0.5 |
| Wong Chuk Hang Road upramp to Aberdeen Tunnel northbound (between Shouson Hill Road and Aberdeen Tunnel Toll Plaza) | <u>Weekdays*</u> 07:00 – 09:00 | 0.5 |
| Wong Chuk Hang Road eastbound (near Nam Long Shan Road) | <u>Weekdays*</u> 24 hours | 0.1 |
| Nam Long Shan Road southbound (between Wong Chuk Hang Road and Bus Terminus) | <u>Weekdays*</u> 24 hours | 0.3 |
| Kowloon | | |
| Nathan Road southbound (between Playing Field Road and Bute Street) | <u>Daily</u> 07:00 – 19:00 | 0.3 |
| Nathan Road southbound (between Mong Kok Road and Dundas Street) | <u>Daily</u> 07:00 – 19:00 | 0.4 |
| Nathan Road northbound (between Dundas Street and Nelson Street) | <u>Daily</u> 07:00 – 19:00 | 0.3 |
| The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel | <u>Daily</u> 07:00 – 10:00 | 0.2 |
| To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street) | <u>Weekdays*</u> 08:00 – 10:00, 17:00 – 19:00 | 0.5 |
| To Kwa Wan Road northbound (between Shek Tong Street and Sheung Heung Road) | <u>Weekdays*</u> 08:00 – 10:00, 17:00 – 19:00 | 0.7 |
| New Clear Water Bay Road northbound (outside United Christian College) | <u>Weekdays*</u> 24 hours | 0.1 |
| Nam Cheong Street southbound (between Ap Liu Street and Yu Chau Street) | <u>Weekdays*</u> 24 hours | 0.1 |
| Yen Chow Street northbound (between Yee Kuk Street and Lai Chi Kok Road) | <u>Weekdays*</u> 24 hours | 0.1 |
| Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden) | <u>Weekdays*</u> 07:00 – 24:00 | 0.2 |
| Hammer Hill Road southbound (between Choi Hung Road Roundabout and Prince Edward Road East) | <u>Weekdays*</u> 07:00 – 24:00 | 0.3 |

Existing bus-only lanes

| Location | Operation hours | Approximate Length (kilometre) |
|---|---|--------------------------------|
| Choi Hung Road eastbound (between Prince Edward Road East & 65 metres south of Lok Sin Road) | <u>Weekdays*</u> 07:00 – 24:00 | 0.1 |
| Prince Edward Road East westbound (near Rhythm Garden) | <u>Weekdays*</u> 24 hours | 0.1 |
| Lung Cheung Road eastbound (near Wong Tai Sin MTR Station) | <u>Weekdays*</u> 07:00 – 24:00 | 0.3 |
| Hong Chong Road southbound (outside Cross-Harbour Tunnel Administrative Building) | <u>Weekdays*</u> 24 hours | 0.3 |
| Hong Chong Road northbound (near Cross-Harbour Tunnel Toll Plaza) | <u>Weekdays*</u> 24 hours | 0.1 |
| Junction Road southbound (from Carpenter Road to Prince Edward Road West) | <u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00 | 0.1 |
| Nam Cheong Street southbound (from Woh Chai Street to Berwick Street) | <u>Weekdays*</u> 07:00 – 24:00 | 0.1 |
| West Kowloon Corridor eastbound (from Pei Ho Street to Tai Kok Tsui Road) | <u>Weekdays*</u> 07:30 – 09:00 | 0.4 |
| Lai Chi Kok Road westbound (between Mei Lai Road and Kwai Chung Road) | <u>Weekdays*</u> 07:00 – 24:00 | 0.1 |
| Cheung Sha Wan Road eastbound (between Kwai Chung Road and Mei Lai Road) | <u>Weekdays*</u> 07:00 – 24:00 | 0.2 |
| Nathan Road southbound (from near Shantung Street to near Hamilton Street) | <u>Weekdays*</u> 07:00 – 19:00 | 0.3 |
| Shing Tak Street (between Ma Tau Chung Road and Fu Ning Street) | <u>Weekdays*</u> 24 hours | 0.3 |
| New Territories | | |
| Che Kung Miu Road westbound | <u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00 | 0.3 |
| Hung Mui Kuk Road southbound | <u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00 | 1 |
| Lion Rock Tunnel Road westbound | <u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00 | 0.8 |
| Siu Lek Yuen Road southbound | <u>Weekdays*</u> 08:00 – 10:00 | 0.1 |
| Tate's Cairn Highways southbound | <u>Weekdays*</u> 07:00 – 10:00 | 0.2 |
| Tai Po Road - Yuen Chau Tsai eastbound | <u>Weekdays*</u> 07:00 – 10:00 | 0.1 |
| Tuen Mun Road eastbound | <u>Weekdays*</u> 07:30 – 09:00 | 9 |

Existing bus-only lanes

| Location | Operation hours | Approximate Length (kilometre) |
|---|------------------------|---------------------------------------|
| Tuen Mun Road southbound near Lam Tei | Daily 24 hours | 0.5 |
| Tuen Mun Road northbound near Lam Tei | Daily 24 hours | 0.2 |
| Sam Shing Street westbound | Daily 24 hours | 0.1 |
| Kwai Chung Road southbound (fronting Fung King House of Lai King Estate) | Daily 24 hours | 0.2 |
| Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court) | Daily 24 hours | 0.1 |
| Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier Public Transport Interchange) | Daily 24 hours | 0.1 |
| Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road) | Daily 24 hours | 0.1 |
| Castle Peak Road westbound (between Yuen Long Hong Lok Road and Kik Yeung Road Road) | Daily 24 hours | 0.1 |

* Except public holidays

- End -

CONTROLLING OFFICER'S REPLY**THB(T)186****(Question Serial No. 3086)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the usage of the three road harbour crossings by vehicle types in the past five years.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 49)Reply:

The annual traffic flows of the Cross-Harbour Tunnel (CHT), the Eastern Harbour Crossing (EHC) and the Western Harbour Crossing (WHC) in the past five years, with breakdown by vehicle types, are as follows:

| Tunnel | Private Car | | | | | Taxi | | | | |
|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2010 | 2011 | 2012 | 2013 | 2014 |
| CHT | 15 693 800 | 15 915 700 | 15 987 100 | 16 138 900 | 16 409 200 | 11 795 300 | 11 809 000 | 11 394 300 | 11 015 900 | 10 477 800 |
| EHC | 13 342 400 | 13 649 200 | 13 990 300 | 14 264 800 | 14 592 000 | 5 079 800 | 5 452 000 | 5 648 100 | 5 765 700 | 5 677 600 |
| WHC | 9 692 200 | 10 082 100 | 10 771 700 | 10 973 500 | 11 112 600 | 4 972 700 | 5 670 000 | 6 135 900 | 6 291 700 | 6 268 200 |

| Tunnel | Light Bus <small>Note 1</small> | | | | | Goods Vehicle <small>Note 2</small> | | | | |
|------------|---------------------------------|-----------|---------|---------|---------|-------------------------------------|-----------|-----------|-----------|-----------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2010 | 2011 | 2012 | 2013 | 2014 |
| CHT | 1 070 000 | 1 024 200 | 945 700 | 882 200 | 823 200 | 10 017 600 | 9 736 400 | 9 498 400 | 9 310 100 | 9 090 800 |
| EHC | 354 600 | 337 900 | 293 000 | 238 400 | 242 900 | 4 089 500 | 4 130 900 | 4 164 800 | 4 245 500 | 4 311 600 |
| WHC | 768 900 | 728 100 | 700 000 | 683 000 | 678 700 | 2 256 100 | 2 439 900 | 2 625 300 | 2 762 300 | 3 016 800 |

| Tunnel | Bus <small>Note 3</small> | | | | | Motor Cycle | | | | |
|------------|---------------------------|-----------|-----------|-----------|-----------|-------------|-----------|-----------|-----------|-----------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2010 | 2011 | 2012 | 2013 | 2014 |
| CHT | 3 734 800 | 3 759 600 | 3 774 000 | 3 624 100 | 3 573 700 | 1 819 800 | 1 754 100 | 1 666 400 | 1 644 000 | 1 669 600 |
| EHC | 1 017 100 | 1 038 900 | 1 035 700 | 1 027 300 | 1 019 800 | 764 900 | 765 800 | 751 600 | 776 000 | 813 800 |
| WHC | 1 668 700 | 1 664 100 | 1 670 300 | 1 685 600 | 1 676 500 | 198 300 | 202 600 | 222 300 | 218 000 | 253 600 |

| Tunnel | Total <small>Note 4</small> | | | | |
|------------|-----------------------------|------------|------------|------------|------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| CHT | 44 131 400 | 43 999 000 | 43 265 900 | 42 615 100 | 42 044 300 |
| EHC | 24 648 300 | 25 374 800 | 25 883 500 | 26 317 800 | 26 657 700 |

| | | | | | |
|------------|------------|------------|------------|------------|------------|
| WHC | 19 556 900 | 20 786 800 | 22 125 500 | 22 614 100 | 23 006 300 |
|------------|------------|------------|------------|------------|------------|

Note 1: Figures include private and public light buses.

Note 2: Figures include light goods vehicles, medium goods vehicles and heavy goods vehicles.

Note 3: Figures include single-deck, double-deck, franchised and non-franchised buses.

Note 4: Figures may not add up to the total due to rounding.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)187****(Question Serial No. 3087)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the patronage of respective railway lines in the past five years in a table.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 50)Reply:

The average daily patronage of various railway lines of the MTR Corporation Limited (MTR) from 2010 to 2014 is set out below:

| Year | Average daily patronage (thousands) | | | | | | | | | | |
|------|-------------------------------------|----------------|-------------|--------------------|-----------------|------------------------|-----------------|----------------|-----------------|----------------|------------|
| | Kwun Tong Line | Tsuen Wan Line | Island Line | Tseung Kwan O Line | Tung Chung Line | Disneyland Resort Line | Airport Express | East Rail Line | Ma On Shan Line | West Rail Line | Light Rail |
| 2010 | 463.7 | 864.3 | 756.3 | 246.9 | 175.2 | 12.1 | 30.5 | 894.7 | 108.9 | 309.9 | 423.3 |
| 2011 | 487.7 | 908.5 | 787.9 | 262.5 | 187.4 | 14.2 | 32.3 | 925.7 | 117.2 | 337.7 | 441.9 |
| 2012 | 512.4 | 944.7 | 812.8 | 279.5 | 196.7 | 15.7 | 34.7 | 961.9 | 124.6 | 361.4 | 456.9 |
| 2013 | 534.0 | 972.5 | 829.0 | 292.4 | 207.3 | 17.7 | 37.4 | 979.4 | 128.5 | 384.4 | 470.3 |
| 2014 | 555.8 | 1 013.6 | 895.0 | 305.8 | 221.5 | 18.1 | 40.8 | 994.9 | 134.9 | 410.7 | 477.3 |

Note: Given the MTR is a railway network with an open system, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures are based on passengers' entry stations.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)188

(Question Serial No. 1085)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the traffic and transport issues arising from the extensive road closures due to the Occupy Movement (the Movement), please advise on:

- (1) the number of complaints on public transport services and road traffic being affected by illegal occupation of roads received by 1823 up until now, and the major issues involved;
- (2) whether there are any statistics on the bus and minibus services affected and their patronage;
- (3) the special deployment of staff and other resources within the Transport Department (TD) due to the Movement; and
- (4) whether reference has been drawn from the experience gained from handling the Movement for formulating contingency measures in the event of road obstructions. If yes, what are the details of the measures? If no, what are the reasons?

Asked by: Hon LO Wai-kwok (Member Question No. 33)

Reply:

- (1) The TD received a total of 318 complaints via 1823 on public transport services and road traffic affected by the illegal occupation of roads since the start of the Movement in late September 2014 until end of February 2015. The major issues of the complaints were suspension, truncation and diversion of public transport routes, service irregularity and inadequacy, traffic congestion, temporary traffic arrangement, and inadequate information dissemination.

- (2) Information on the affected franchised bus and green minibus (GMB) routes¹ (including the number of routes affected, and the percentage change in the number of trips and patronage during the Movement as compared with those in the same period in 2013) is as follows:

| Public transport mode | Number of routes affected | Percentage change during October to December in 2014 as compared with the same period in 2013 | |
|-----------------------|---------------------------|---|--------------------------|
| | | Average daily trips | Average daily passengers |
| Franchised bus | 270 | -10.7% | -17.4% |
| GMB | 29 | -9.2% | -6.7% |

- (3) During the Movement, the operation of Emergency Transport Co-ordination Centre (ETCC) was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Apart from the regular staff responsible for manning the ETCC, officers from other branches and divisions in the TD were redeployed from their regular duties for the operation of the ETCC. During the period, more than 200 officers of the TD, consisting of mainly Transport Officers, Traffic Engineers, and Information Officers, attended to duties in the ETCC, providing additional support to handle traffic and transport issues in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public transport services and passengers, as well as disseminating the latest traffic and transport information to the public. The above operation incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. No record was kept on the additional hours put up by officers who were not eligible for overtime allowance.
- (4) The TD has conducted risk assessments and formulated contingency plans for various major incident and public activity scenarios. These proved to be useful during the Movement. A major challenge for the Department was how to sustain the emergency mode of operation for a long period of time while taking due care of normal daily work. Extensive manpower deployment had to be initiated. Fortunately, staff at all levels were willing to work overtime to reduce the adverse impact of the Movement to the furthest extent possible. The experience gained from the Movement in respect of manpower deployment is invaluable to the Department.

- End -

¹ As the red minibuses (RMB) are operated on non-scheduled routes, the RMB operators can adjust the routing and fares to avoid the affected areas and in response to passenger demand.

CONTROLLING OFFICER'S REPLY

THB(T)189

(Question Serial No. 0916)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the following information regarding the loading of the Light Rail:

- (1) the design and actual loading of the Light Rail expressed in terms of the number of persons (standing) per square metre (ppsm) and the design and actual capacity;
- (2) the average frequency, journey time and maximum capacity of the Light Rail under maximum train frequency during peak hours and non-peak hours; and
- (3) whether the Government will review the feasibility of increasing capacity with the original design of the system or upgrading the existing system to increase the capacity. Are there any short-term measures to alleviate the overcrowded situation?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. 38)

Reply:

- (1) The design capacity of a Light Rail Vehicle is based on the total weight it can carry safely, with reference to the information provided by the manufacturers^{Note 1}. On this basis, the design capacity of a Light Rail Vehicle is around 240 persons^{Note 2}. How this design capacity could translate into

^{Note 1} According to the MTR Corporation Limited (MTRCL), each Light Rail Vehicle can safely carry a total weight of around 13 700 kg.

^{Note 2} It is assumed that each passenger weighs, on average, around 57 kg (or 125 lb). This is the assumed average weight of all passengers, children or adults.
passenger density in terms of ppsm would depend on the number of seats in a Light Rail Vehicle. There are four generations of Light Rail Vehicles in operation now,

and vehicles of each generation vary slightly in their design capacity. On average, this design capacity of 240 persons could in theory be translated into a passenger density of about 8 ppsm for a single-set Light Rail Vehicle^{Note 3}.

In practice, a number of factors may affect the actual number of passengers that can be carried by a Light Rail Vehicle. These factors include the riding habits of passengers (e.g. increasing number of passengers using mobile devices, such as tablet computers or smart phones, thus taking up more space). Owing to these factors, in practice the maximum number of passengers that are carried by a single-set Light Rail Vehicle, as observed by the Transport Department (TD) during peak hours, is about 200. Service frequency standard of the Light Rail is maintained based on a carrying capacity of 200 and this translates into a passenger density of 6-7 ppsm.

- (2) There are currently 12 Light Rail routes, and most of the Light Rail stops are served by more than one route. The average combined frequency is around three to five minutes during morning peak hours, and six to eight minutes during non-peak hours at these stops. Special departures would be arranged on some busy Light Rail routes at certain busy sections to cater for the demand. The one-way schedule journey time of these 12 Light Rail routes range from about 15 minutes to 40 minutes, but the actual journey time may vary due to the traffic condition and the time taken by passengers to alight and board. According to the MTRCL, under the design capacity (as explained in (1)) of 240 persons for each Light Rail Vehicle, the maximum carrying capacity of the Light Rail network is about 36 000 persons per hour per direction. If the maximum carrying capacity of 200 persons per each Light Rail Vehicle is adopted, the maximum carrying capacity is about 30 000 persons per hour per direction.
- (3) The Government will carry out the Public Transport Strategy Study (PTSS) to systematically review the respective roles and positioning of public transport services (including the Light Rail) other than the heavy rails. As part of the review, the Government will examine the long-term development of the Light Rail, including the feasibility of increasing the carrying capacity with the original design of the Light Rail system, and the feasibility of upgrading the design of the existing Light Rail system to increase the carrying capacity. The Government will commence the review after the necessary resources and manpower required are approved under established procedures.

^{Note 3} As set out in the paper titled “Capacity and Loading of MTR Trains” submitted by the Transport and Housing Bureau to the Subcommittee on Matters Relating to Railways of the Panel on Transport of the Legislative Council in February 2014, the design capacity of train compartments of heavy rails is calculated based on accommodating up to 6 ppsm on average. All components of the existing heavy rail network are designed to be able to underpin this design capacity, while remaining safe. This covers, for example, the design of railway station structures (e.g. concourse and number of entrances/exits), platform size, passageways, and escalator throughput. Given the Light Rail is an at-grade system and is less complicated than heavy rails in terms of its infrastructure and station facilities, the carrying capacity of a Light Rail Vehicle mainly depends on the weight that can be safely carried by the vehicle and is not limited by other infrastructural matters (e.g. concourses and escalators) as in the case of heavy rails. As such, Light Rail Vehicles can accommodate more passengers than heavy rail trains with the same space.

In the short term, the MTRCL has been deploying about 130 Light Rail Vehicles on average in the morning peak hours, and will flexibly adjust the frequency and arrange coupled-set departures or special departures to better cope with passenger demand. The TD will continue to conduct surveys from time to time to monitor the Light Rail service and liaise with the MTRCL on service improvement measures where necessary.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)190****(Question Serial No. 2427)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Since 20 January 2014, the implementation periods of the part-time pedestrian scheme in Sai Yeung Choi Street South (between Argyle Street and Dundas Street) have been shortened to from 4:00 pm to 10:00 pm on Saturdays, and from 12:00 noon to 10:00 pm on General Holidays. Please provide the statistics on pedestrian flow of the road section concerned during 4:00 pm to 10:00 pm on weekdays of January 2013 and January 2014; or during 4:00 pm to 10:00 pm on weekdays in 2013 and the same month; and the vehicular flow figures (by vehicle types) during 4:00 pm to 10:00 pm on weekdays after 20 January 2014.

Asked by: Hon MO Claudia (Member Question No. 36)Reply:

The TD conducted traffic surveys in Sai Yeung Choi Street South (between Argyle Street and Dundas Street) during the peak hours (7:00 pm - 9:00 pm) in March 2012, March and May 2014 and February 2015. The pedestrian flows are tabulated as follows:

| Pedestrian flow (persons/hour) | March 2012 | March and May 2014 | February 2015 |
|---|-------------------|---------------------------|----------------------|
| Weekday | 12 000 - 13 500 | 10 000 - 11 500 | 11 500 - 14 000 |
| Weekend | 19 000 - 20 000 | 14 000 - 18 200 | 12 000 - 16 500 |

The traffic surveys revealed that around 40 to 55 vehicles per hour used the section concerned of Sai Yeung Choi Street South during the peak hours (7:00 pm - 9:00 pm) in March 2014, May 2014 and February 2015. The surveys did not record the vehicular flow by vehicle type.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)191****(Question Serial No. 2432)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The performance measures adopted by the Transport Department (TD) in respect of planning and development include public transport forward planning programmes processed, bus service rationalisation packages processed and bus-bus interchange (BBI) schemes introduced. The TD is also responsible for enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators. Please advise this Committee of the following:

- (a) the staff resources and expenditure involved in enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators in the past three years. Please reply in the following table:

| 2012-13 | | | | |
|----------------------------|--------|------|-----------------|----------------------|
| Enforcement of legislation | Office | Rank | Number of staff | Expenditure involved |
| e.g. Section 18 of Cap 230 | | | | |
| | | | | |

| 2013-14 | | | | |
|----------------------------|--------|------|-----------------|----------------------|
| Enforcement of legislation | Office | Rank | Number of staff | Expenditure involved |
| e.g. Section 18 of Cap 230 | | | | |
| | | | | |

| 2014-15 | | | | |
|----------------------------|--------|------|-----------------|----------------------|
| Enforcement of legislation | Office | Rank | Number of staff | Expenditure involved |
| e.g. Section 18 of Cap 230 | | | | |

| | | | | |
|--|--|--|--|--|
| | | | | |
|--|--|--|--|--|

- (b) information collected from the bus companies pursuant to Cap 230, including the number and capacity of the buses in use on each specified route, the date of site inspection, and the expenditure involved between January 2012 and March 2015. Please reply in the following table:

| Date: (e.g. January 2012) | | | | |
|---------------------------|-----------------|----------|-------------------------|----------------------|
| Route number | Number of buses | Capacity | Date of site inspection | Expenditure involved |
| | | | | |

- (c) information collected from the bus companies pursuant to Cap 230, including the number of journeys, the total kilometres travelled, and the number of journeys originating from en-route stops by each such bus on each such route; the date of site inspection and the expenditure involved between January 2012 and March 2015. Please reply in the following table:

| Date: (e.g. January 2012) | | | | | |
|---------------------------|----------------------------|----------------------------|---|-------------------------|----------------------|
| Route number | Number of journeys per day | Total kilometres travelled | Number of bus trips originating from en-route stops | Date of site inspection | Expenditure involved |
| | | | | | |

- (d) information collected from the bus companies pursuant to Cap 230, including the number of passengers carried by each such bus on each day on each such route; the receipts of each such route; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between January 2012 and March 2015. Please reply in the following table:

| Date: (e.g. January 2012) | | | | | |
|---------------------------|--------------------------------------|---------|-------------------------|---|----------------------|
| Route number | Number of passengers carried per day | Revenue | Date of site inspection | Number of staff involved in site inspection | Expenditure involved |
| | | | | | |

- (e) information collected from the bus companies pursuant to Cap 230, including the total kilometres lost each day in relation to each such route due to accidents, vehicle breakdowns and vehicle and staff shortages respectively; the date of site inspection and the number of staff and expenditure involved, on a monthly basis between January 2012 and March 2015. Please reply in the following table:

| Date: (e.g. January 2012) | | | | | |
|---------------------------|--|---|--|---|----------------------|
| Route number | Total kilometres lost due to accidents | Total kilometres lost due to vehicle breakdowns | Total kilometres lost due to vehicle and staff shortages | Number of staff involved in site inspection | Expenditure involved |
| | | | | | |

Reply:

- (a) The regulation and monitoring of public transport services under legislation Cap 230 and Cap 374 are mainly undertaken by the Bus and Railway Branch, the two Transport Operations Divisions of the New Territories and Urban Regional Offices, the Vehicle Safety and Standards Division, the Ferry and Paratransit Division, and the Public Vehicles and Prosecution Section in the TD. These divisions each are headed by an Assistant Commissioner, and supported by a total of about 140 staff of various ranks, namely Principal Transport Officer, Chief Transport Officer, Senior Transport Officer, Senior Engineer, Senior Motor Vehicle Examiner, Engineer, Transport Officer, Transport Executive, Motor Vehicle Examiner, Technical Officer and Transport Inspector. As these tasks are undertaken by the above staff as part of their normal duties, there is no separate breakdown of expenditure for these tasks.
- (b) to (e) The franchised bus companies are required to provide a proper and efficient public bus service. To facilitate the TD to closely monitor the bus service level, the franchised bus companies are required to submit their operating records on each route, including number of passenger carried, number of trips, operating mileages/kilometres, operating revenue and causes of lost trips, etc. to the TD. The TD closely monitors the level of franchised bus services through scrutinising the operating records provided by the franchised bus companies, and conducting site inspections and field surveys.

In addition, the TD engages contractors to conduct regular surveys to monitor the performance of the bus companies (e.g. surveys on bus availability and passenger occupancy). Ad hoc surveys (e.g. termini surveys, en-route stop surveys, journey time surveys and on-board surveys) and site inspections are also carried out to monitor bus service level, adequacy in meeting passenger demand and in response to complaints/ suggestions from the public or problems identified from the regular returns of bus companies. The numbers of surveys and site inspections conducted in 2012, 2013 and 2014 and the expenditure involved are as follows:

| Survey types | Monitoring Surveys | | | Site Inspections | | |
|--|--------------------|-------|-------|--|------|------|
| | 2012 | 2013 | 2014 | 2012 | 2013 | 2014 |
| Number of surveys / site inspections conducted | 1 465 | 2 207 | 2 933 | 267 | 168 | 459 |
| Total expenditure (\$ million) | 3.1 | 3.1 | 3.6 | Absorbed by existing resources of the TD | | |

Some surveys and site inspections are conducted on an area or district basis for multiple purposes. There is no breakdown of the survey expenditure on the basis of route and data type. There are about 550 franchised bus routes in Hong Kong. Details of the three-year operating data on each route as requested are not readily available.

CONTROLLING OFFICER'S REPLY

THB(T)192

(Question Serial No. 0931)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the provision required and operating expenditure for the Special Helping Measures (SHMs) provided to the six major outlying island ferry routes, please provide the following information:

- (1) for each ferry route under the SHMs, the respective amounts applied and approved, in respect of the respective items in the past three years: (a) reimbursing the operators of the ferry services concerned for the annual vessel survey fee and private mooring fee; (b) reimbursing pier electricity, water and cleansing charges; (c) reimbursing the balance of revenue foregone due to the provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement; (d) reimbursing vessel maintenance cost; (e) reimbursing the revenue foregone due to the provision of child fare concessions; (f) reimbursing the vessel insurance cost; and (g) launching "Visit Scheme to Outlying Islands";
- (2) the breakdown of the operating expenditure of providing the SHMs and the manpower establishment for the measures;
- (3) high fuel price is one of the reasons for the implementation of the SHMs. In the light of the recent drop in fuel price, will the Government consider imposing a fare adjustment clause to cater for both upward and downward adjustments in the future to ensure proper use of the public fund?
- (4) Will the Government consider extending the validity period of ferry licences to encourage ferry operators to make long term investment, so as to reduce the reliance on the SHMs?
- (5) Will there be other measures in the future to assist ferry operators in respect of non-fare box revenue?

Asked by: Hon TANG Ka-piu (Member Question No. 8)

Reply:

- (1) As at 28 February 2015, the total amounts applied for by the operators of the six major outlying island ferry routes¹ and approved by the Government under the SHMs in the past three financial years (2012-13, 2013-14 and 2014-15) are given in the following tables:

| “Central – Cheung Chau” | Amounts applied and approved (\$'000) |
|--|--|
| (a) Waiving annual vessel survey fee and private mooring charge | 791 |
| (b) Reimbursing pier electricity, water and cleansing charges | 4,427 |
| (c) Reimbursing the revenue forgone due to provision of elderly fare concessions | 4,407 |
| (d) Reimbursing vessel maintenance cost | 29,725 |
| (e) Reimbursing the revenue foregone due to provision of child fare concessions | 3,518 |
| (f) Reimbursing vessel insurance cost | 438 |
| (g) Launching “Visiting Scheme to Outlying Islands” | 861 |

| “Inter-islands” | Amounts applied and approved (\$'000) |
|---|--|
| (a) Waiving annual vessel survey fee and private mooring charge | Not Applicable * |
| (b) Reimbursing pier electricity, water and cleansing charges | Not Applicable * |
| (c) Reimbursing the revenue foregone due to provision of elderly fare concessions | 435 |
| (d) Reimbursing vessel maintenance cost | Not Applicable * |
| (e) Reimbursing the revenue foregone due to provision of child fare concessions | 61 |
| (f) Reimbursing vessel insurance cost | Not Applicable * |
| (g) Launching “Visiting Scheme to Outlying Islands” | Not Applicable |

- * The only vessel operated on the Inter-islands ferry route is hired from another ferry operator, and the hiring charge has already included the relevant annual vessel survey fee and private mooring charge. The operation of the route also does not incur pier water, cleansing and electricity charges because the piers used by the route are either landing steps (i.e. Chi Ma Wan) or the relevant charges are absorbed by other ferry routes using the same piers (i.e. Peng Chau, Mui Wo and Cheung Chau).

¹ The six major outlying island ferry routes include “Central – Cheung Chau”; “Inter-islands” serving Peng Chau, Mui Wo, Chai Ma Wan and Cheung Chau; “Central – Mui Wo”; “Central – Peng Chau”; “Central – Yung Shue Wan” and “Central – Sok Kwu Wan”.

| “Central – Mui Wo” | Amounts applied and approved (\$'000) |
|---|--|
| (a) Waiving annual vessel survey fee and private mooring charge | 425 |
| (b) Reimbursing pier electricity, water and cleansing charges | 3,090 |
| (c) Reimbursing the revenue foregone due to provision of elderly fare concessions | 2,982 |
| (d) Reimbursing vessel maintenance cost | 24,719 |
| (e) Reimbursing the revenue foregone due to provision of child fare concessions | 2,069 |
| (f) Reimbursing vessel insurance cost | 300 |
| (g) Launching “Visiting Scheme to Outlying Islands” | 240 |

| “Central –Peng Chau” | Amounts applied and approved (\$'000) |
|---|--|
| (a) Waiving annual vessel survey fee and private mooring charge | 188 |
| (b) Reimbursing pier electricity, water and cleansing charges | 1,960 |
| (c) Reimbursing the revenue foregone due to provision of elderly fare concessions | 4,332 |
| (d) Reimbursing vessel maintenance cost | 10,173 |
| (e) Reimbursing the revenue foregone due to provision of child fare concessions | 1,693 |
| (f) Reimbursing vessel insurance cost | 638 |
| (g) Launching “Visiting Scheme to Outlying Islands” | 228 |

| “Central – Yung Shue Wan” | Amounts applied and approved (\$'000) |
|---|--|
| (a) Waiving annual vessel survey fee and private mooring charge | 128 |
| (b) Reimbursing pier electricity, water and cleansing charges | 2,050 |
| (c) Reimbursing the revenue foregone due to provision of elderly fare concessions | 3,112 |
| (d) Reimbursing vessel maintenance cost | 10,245 |
| (e) Reimbursing the revenue foregone due to provision of child fare concessions | 3,986 |
| (f) Reimbursing vessel insurance cost | 1,290 |
| (g) Launching “Visiting Scheme to Outlying Islands” | 528 |

| “Central – Sok Kwu Wan” | Amounts applied and approved (\$'000) |
|---|--|
| (a) Waiving annual vessel survey fee and private mooring charge | 75 |
| (b) Reimbursing pier electricity, water and cleansing charges | 357 |
| (c) Reimbursing the revenue foregone due to provision of elderly fare concessions | 589 |
| (d) Reimbursing vessel maintenance cost | 2,016 |
| (e) Reimbursing the revenue foregone due to provision of child fare concessions | 488 |
| (f) Reimbursing vessel insurance cost | 309 |
| (g) Launching “Visiting Scheme to Outlying Islands” | 299 |

- (2) The work involved in administering the SHMs is carried out by existing resources and manpower of the Transport Department (TD).
- (3) The operating costs of ferry operators mainly consist of fuel cost, labour cost, maintenance cost and depreciation. The Government is aware of the recent drop in fuel price, but the other costs, notably the labour cost, have been on the rise in recent years. Against this background, the Government will conduct a mid-term review on the provision of the SHMs to the six major outlying island ferry routes in late 2015 / early 2016, as part of the Public Transport Strategy Study (PTSS), which will examine the role of ferries vis-à-vis other public transport services and possible ways to maintain their long term financial viability.
- (4) Under section 29 of the Ferry Services Ordinance (Cap 104), a licence may be granted for any period not exceeding three years, and the Commissioner for Transport may extend the licence for a further period or periods not exceeding three years so that the period for which the licence was granted together with all extensions thereof shall not exceed in the aggregate a period of ten years. The Government notes that some ferry operators consider a longer ferry licence period may facilitate their longer term investment. The Government will consider this suggestion as part of the mid-term review on the provision of the SHMs to the six major outlying island ferry routes, as part of the PTSS, to be conducted in late 2015 / early 2016.
- (5) The Government has been encouraging ferry operators to generate non-fare box revenue to cross-subsidise ferry operation, and pier rental income is one of the major sources of their non-fare box revenue. In this connection, the Government has streamlined the approval procedures for applications from ferry operators for subletting surplus areas of ferry piers for other purposes to generate rental income. The TD will continue to explore other possible and feasible measures to facilitate ferry operators to increase non-fare box revenue.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)193

(Question Serial No. 0932)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) in handling the registration of vehicles, and issue and renewal of vehicle and driving licences, please provide the following information concerning service demand and issue of licences for Lantau taxis:

- (1) What were the results of the surveys on the overall level of taxi services in Lantau conducted by the TD last year? What were the number of staff and expenditure involved in the surveys?
- (2) How many complaints about inadequate Lantau taxi service were received by the TD in recent years? Did the TD follow up the complaints with the trade and what were the details?
- (3) With the commissioning of the Hong Kong-Zhuhai-Macao Bridge in late 2017, there would be increase in passenger flow to and from Lantau. The Traffic and Transport Subcommittee of the Lantau Development Advisory Committee has proposed issuing additional Lantau taxi licences. When will the TD review the licensing issue of Lantau taxi? According to the TD's assessment, how many additional Lantau taxi licences are required?

Asked by: Hon TANG Ka-piu (Member Question No. 19)

Reply:

There are three types of taxis operating in Hong Kong, namely urban taxis, New Territories (NT) taxis and Lantau taxis. All three types of taxis can provide service on the Lantau Island. Specifically, Lantau taxis can only provide service within the Lantau Island (including the Airport). Urban taxis can serve north Lantau and the Airport, but not south Lantau. NT taxis can provide service in and between their operating areas in the NT, the Airport and the Hong Kong Disneyland using prescribed routeings.

Every year, the TD conducts surveys on the overall taxi service level in order to better understand passenger demand for such taxis and their operating conditions. The surveys are conducted through on-site observations, as well as collection of views from the taxi trade and the passengers. In 2014-15, \$1.27 million was spent on engaging a consultant to conduct such surveys. There is no breakdown on the expenditure involved for surveys particularly on the taxi service level in Lantau. The monitoring and follow-up work of the surveys is absorbed by the TD's existing manpower.

In 2014, we conducted surveys at 12 major taxi stands in Lantau (including those in south Lantau, Tung Chung, the Hong Kong Disneyland and the Airport). The surveys revealed that the average waiting time for the three types of taxis was about a few minutes on average. However, due to the influx of visitors to Lantau during certain peak periods on holidays (especially during festive seasons), the longest waiting time for a Lantau taxi at popular tourist spots could be over 30 minutes, which was comparatively longer than that for urban and NT taxis.

The numbers of complaints received by the TD about Lantau taxi service were 13, 27 and 28 in 2012, 2013 and 2014 respectively. The TD keeps record of these complaints, takes appropriate follow-up action(s), and strengthens its communication with the taxi trade to make appropriate arrangements to cater for the passenger demand at different locations and periods. For instance, the Lantau Taxi Association (the Association) will remind its member drivers to flexibly deploy taxis to first serve passengers waiting at the taxi stands during peak periods to enhance service efficiency. Depending on the passenger demand at the Airport, the Airport Authority Hong Kong will also liaise with the Association where necessary for appropriate vehicle deployment.

As for the issue of new Lantau taxi licences, it is the Government's established policy to issue new taxi licences as and when necessary, having regard to factors including the demand for taxi services, the operating condition of the taxi trade, the operation of the public transport system as a whole, and the likely impact of any increase in the number of taxis on the traffic conditions. We are mindful that the future development on the Lantau Island (such as the opening of the Hong Kong-Zhuhai-Macao Bridge) and the projected growth of local population visitors would give rise to additional transport demand. The TD will continue to closely monitor the situation, review the service level of public transport on the Lantau Island at an appropriate juncture, and consider service enhancement as the need may arise. Meanwhile, the TD will continue to listen to the views from various parties, and closely monitor the development of the taxi trade and the taxi service level.

Furthermore, one of the topics that the Government will cover under the Topical Study of the Public Transport Strategic Study is taxi service. We will review whether the existing supply of taxi service can meet demand, having regard to the implications of any possible increase in the supply of taxis for other public transport services and new demand that may arise from the opening of new railway lines and various major infrastructure. It is expected that the Topical Study on taxi service will be completed within 2015, and we will brief the Legislative Council Panel on Transport on the outcome when ready.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0951)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) in regulating and monitoring public transport services, please provide the following information regarding the casualties of MTR passengers, cases of passenger-on-track, animals or other foreign objects on track:

- (1) breakdown of the casualties of MTR passengers (including the Light Rail) from 2013 to 2015 by railway equipment involved, seriousness of the injuries, and whether they were reportable accidents to the Electrical and Mechanical Services Department (EMSD);
 - (i) escalator / travelator
 - (ii) train door
 - (iii) platform gap
 - (iv) platform screen door / automatic platform gate
 - (v) lift
 - (vi) track
 - (vii) miscellaneous
- (2) breakdown of the passenger-on-track cases by MTR station and seriousness of the injuries from 2014 to 2015; and
- (3) breakdown of the number of railway service disruption caused by intrusion of foreign objects or animals into track area, the kind of foreign objects or animals, duration of service disruption, time to resume service, and the follow-up actions taken by the MTR Corporation Limited (MTRCL) from 2013 to 2015.

Asked by: Hon TANG Ka-piu (Member Question No. 27)

Reply:

- (1) The figures on casualties of MTR passengers (including the Light Rail) from 2013 to February 2015 reported to the EMSD are as follows:

| Railway equipment involved in the accident | 2013 | | | 2014 | | | 2015 (Up to 28 February) | | |
|--|---------------------------|-----------------|-------------------|------------------|-----------------|-------------------|-----------------------------|-----------------|-------------------|
| | Number (No.) of accidents | No. of injuries | No. of fatalities | No. of accidents | No. of injuries | No. of fatalities | No. of accidents | No. of injuries | No. of fatalities |
| Escalator / Travelator | 605 | 674 | 0 | 614 | 682 | 0 | 72 | 76 | 0 |
| Train door | 141 | 143 | 0 | 118 | 124 | 0 | 9 | 9 | 0 |
| Platform gap | 151 | 151 | 0 | 132 | 132 | 0 | 12 | 12 | 0 |
| Platform screen door / Automatic platform gate | 27 | 27 | 0 | 18 | 18 | 0 | 0 | 0 | 0 |
| Lift | 4 | 4 | 0 | 7 | 7 | 0 | 0 | 0 | 0 |
| Miscellaneous | 152 | 232 | 3 | 109 | 133 | 0 | 12 | 13 | 0 |
| Total | 1 080 | 1 231 | 3 | 998 | 1 096 | 0 | 105 | 110 | 0 |

The above figures exclude cases of suicide / attempted suicide, accidents due to passengers' own sickness and trespassing. "Miscellaneous" refers to cases involving passengers or members of the public tripping or falling as a result of losing balance, and Light Rail accidents involving pedestrians or vehicles on the road. There is no individual breakdown on "minor injuries" and "serious injuries".

- (2) Breakdown of figures on passenger-on-track cases by MTR station from 2014 to February 2015 is as follows (the stations not mentioned have nil case):

| Railway Line / Station | 2014 | | | 2015 (Up to 28 February) | | |
|------------------------|------------------|-----------------|-------------------|-----------------------------|-----------------|-------------------|
| | No. of accidents | No. of injuries | No. of fatalities | No. of accidents | No. of injuries | No. of fatalities |
| East Rail Line | | | | | | |
| Hung Hom | 0 | 0 | 0 | 1 | 0 | 0 |
| Mong Kok East | 5 | 1 | 0 | 0 | 0 | 0 |
| Tai Wai | 2 | 1 | 1 | 0 | 0 | 0 |
| Kowloon Tong | 3 | 0 | 0 | 1 | 0 | 0 |
| Sha Tin | 5 | 1 | 1 | 1 | 0 | 0 |
| Racecourse | 1 | 0 | 0 | 0 | 0 | 0 |
| Fo Tan | 2 | 0 | 0 | 0 | 0 | 0 |
| Tai Po Market | 4 | 1 | 0 | 0 | 0 | 0 |
| Tai Wo | 1 | 0 | 0 | 0 | 0 | 0 |
| Fanling | 2 | 0 | 1 | 1 | 0 | 0 |
| Sheung Shui | 1 | 0 | 0 | 0 | 0 | 0 |
| Lok Ma Chau | 3 | 0 | 0 | 0 | 0 | 0 |
| Lo Wu | 9 | 1 | 0 | 2 | 0 | 0 |
| Total | 38 | 5 | 3 | 6 | 0 | 0 |
| Ma On Shan Line | | | | | | |
| Tai Shui Hang | 1 | 1 | 0 | 0 | 0 | 0 |
| Wu Kai Sha | 1 | 1 | 0 | 0 | 0 | 0 |
| Total | 2 | 2 | 0 | 0 | 0 | 0 |
| West Rail Line | | | | | | |
| Hung Hom | 2 | 1 | 0 | 0 | 0 | 0 |
| Total | 2 | 1 | 0 | 0 | 0 | 0 |

- (3) Breakdown of figures on train service disruption of eight minutes or above caused by intrusion of foreign objects or animals into track area from 2013 to February 2015 is as follows:

| Year | Cause, Number of Incidents and Range of Delay | | | | | | Total |
|-----------------------------|---|---------------|---------------------|-----------------------------------|---------------|---------------------|-------|
| | Animal ^{Note 1} | | | Foreign Objects ^{Note 2} | | | |
| | 8-30 minutes | 31-60 minutes | 61 minutes or above | 8-30 minutes | 31-60 minutes | 61 minutes or above | |
| 2013 | 1 | 0 | 0 | 7 | 1 | 1 | 10 |
| 2014 | 11 | 0 | 0 | 13 | 0 | 1 | 25 |
| 2015 (up to 28 February) | 1 | 0 | 0 | 2 | 0 | 0 | 3 |

Note 1: Animals causing train service disruption included dogs, cats and birds.

Note 2: Foreign objects causing train service disruption included fallen trees, sky lanterns, plastic sheets, metallic balloons, etc.

The MTRCL has implemented a series of improvement measures. They include strengthening boundary fencing to prevent dogs from intruding into track, providing training and tools for staff to handle animal-on-track incidents, adopting cautious speed for trains in the affected track section while arranging staff to conduct an extensive search for the dogs, etc. If a dog is located on the track, train within the affected section will stop immediately until the dog has left the track, whether it has been guided away by staff or left on its own accord.

Objects that float in the air which may endanger proper railway operation are not allowed in MTR stations or trains according to the Mass Transit Railway By-laws (Cap 556B). The MTRCL has put up notices in stations informing passengers that metallic balloons are not allowed in railway premises, and the same piece of information is also set out in the MTR Safety Booklet available in Customer Service Centres.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)195****(Question Serial No. 2570)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) always monitors the traffic conditions in all districts. Please advise the monthly average speeds in the 18 districts in the past three years.

2014

| | Central and Western | Eastern | Southern | Wan Chai | Kowloon City | Kwun Tong | Sham Shui Po | Wong Tai Sin | Yau Tsim Mong | Islands | Kwai Tsing | North | Sai Kung | Sha Tin | Tai Po | Tsuen Wan | Tuen Mun | Yuen Long |
|-----------|---------------------|---------|----------|----------|--------------|-----------|--------------|--------------|---------------|---------|------------|-------|----------|---------|--------|-----------|----------|-----------|
| January | | | | | | | | | | | | | | | | | | |
| February | | | | | | | | | | | | | | | | | | |
| March | | | | | | | | | | | | | | | | | | |
| April | | | | | | | | | | | | | | | | | | |
| May | | | | | | | | | | | | | | | | | | |
| June | | | | | | | | | | | | | | | | | | |
| July | | | | | | | | | | | | | | | | | | |
| August | | | | | | | | | | | | | | | | | | |
| September | | | | | | | | | | | | | | | | | | |
| October | | | | | | | | | | | | | | | | | | |
| November | | | | | | | | | | | | | | | | | | |
| December | | | | | | | | | | | | | | | | | | |

2013

| | Central and Western | Eastern | Southern | Wan Chai | Kowloon City | Kwun Tong | Sham Shui Po | Wong Tai Sin | Yau Tsim Mong | Islands | Kwai Tsing | North | Sai Kung | Sha Tin | Tai Po | Tsuen Wan | Tuen Mun | Yuen Long |
|-----------|---------------------|---------|----------|----------|--------------|-----------|--------------|--------------|---------------|---------|------------|-------|----------|---------|--------|-----------|----------|-----------|
| January | | | | | | | | | | | | | | | | | | |
| February | | | | | | | | | | | | | | | | | | |
| March | | | | | | | | | | | | | | | | | | |
| April | | | | | | | | | | | | | | | | | | |
| May | | | | | | | | | | | | | | | | | | |
| June | | | | | | | | | | | | | | | | | | |
| July | | | | | | | | | | | | | | | | | | |
| August | | | | | | | | | | | | | | | | | | |
| September | | | | | | | | | | | | | | | | | | |
| October | | | | | | | | | | | | | | | | | | |
| November | | | | | | | | | | | | | | | | | | |
| December | | | | | | | | | | | | | | | | | | |

2012

| | Central and Western | Eastern | Southern | Wan Chai | Kowloon City | Kwun Tong | Sham Shui Po | Wong Tai Sin | Yau Tsim Mong | Islands | Kwai Tsing | North | Sai Kung | Sha Tin | Tai Po | Tsuen Wan | Tuen Mun | Yuen Long |
|-----------|---------------------|---------|----------|----------|--------------|-----------|--------------|--------------|---------------|---------|------------|-------|----------|---------|--------|-----------|----------|-----------|
| January | | | | | | | | | | | | | | | | | | |
| February | | | | | | | | | | | | | | | | | | |
| March | | | | | | | | | | | | | | | | | | |
| April | | | | | | | | | | | | | | | | | | |
| May | | | | | | | | | | | | | | | | | | |
| June | | | | | | | | | | | | | | | | | | |
| July | | | | | | | | | | | | | | | | | | |
| August | | | | | | | | | | | | | | | | | | |
| September | | | | | | | | | | | | | | | | | | |
| October | | | | | | | | | | | | | | | | | | |
| November | | | | | | | | | | | | | | | | | | |
| December | | | | | | | | | | | | | | | | | | |

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 19)

Reply:

The TD has been closely monitoring the traffic situation on major trunk roads through conducting car journey time surveys (CJTS) annually on the Hong Kong Island, in Kowloon and the New Territories. The average journey speeds for the selected routes in each region were grouped and computed to derive the annual average speeds for the region. The main purpose of the CJTS is to assess the regional speeds of the Hong Kong Island, Kowloon and the New Territories. The average speed for individual districts tabulated below is for reference only, and should not be used as an indicator for the changes in the traffic condition of roads in that district.

The annual average speeds for the 18 districts in 2012 and 2013, calculated by grouping the selected routes under each district, are set out in the following table:

| District | 2013 (kilometre/hour) | 2012 (kilometre/hr) |
|---------------------|----------------------------------|--------------------------------|
| Central and Western | 17 | 16 |
| Eastern | 32 | 30 |
| Southern | 26 | 30 |
| Wan Chai | 18 | 17 |
| Kowloon City | 19 | 20 |
| Kwun Tong | 31 | 30 |
| Sham Shui Po | 28 | 28 |
| Wong Tai Sin | 28 | 26 |
| Yau Tsim Mong | 18 | 19 |
| Islands | 73 | 79 |
| Kwai Tsing | 39 | 38 |
| North | 74 | 66 |
| Sai Kung | 33 | 32 |
| Sha Tin | 37 | 37 |
| Tai Po | 51 | 52 |
| Tsuen Wan | 40 | 39 |
| Tuen Mun | 40 | 41 |
| Yuen Long | 41 | 45 |

Due to the Occupy Movement from October to December 2014, the traffic situation was not normal and so the CJTS for 2014, originally scheduled to be conducted from September to December 2014, were postponed. The TD is still collecting data and so the average speeds for 2014 are not yet available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2572)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the Occupy Movement, special deployment of staff and resources was made by the Transport Department (TD). Please advise on:

- (1) the additional manpower and working hours incurred by the TD to handle the related work during the period from September to December 2014;
- (2) the additional staff cost involved;
- (3) the average additional working hours per staff?

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 21)

Reply:

The TD operates a 24-hour manned Emergency Transport Co-ordination Centre (ETCC) to handle traffic and transport incidents in the territory and disseminate timely traffic and transport information to the public. It is operated by the Transport Incident Management Section (TIMS) in the TD which comprises 38 staff of different grades and ranks, including Transport Officers, Engineers, Transport Controllers, Technical Officers and Clerical Officers.

During the Occupy Movement, the operation of the ETCC was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Apart from the regular staff of the TIMS, officers from other branches and divisions in the TD were also redeployed from their regular duties for the operation of the ETCC. During the period, more than 200 officers of the TD, consisting of mainly Transport Officers, Traffic Engineers, and Information Officers, attended to duties in the ETCC, providing additional support to handle traffic and transport issues in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public transport services and passengers, as well as disseminating the latest traffic and transport

information to the public.

The special operation during the Occupy Movement incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. Regarding working hours, the average additional working hours of each Transport Controller was about 78 hours and that of each Technical Officer was about 23 hours. Officers of other ranks were deployed to attend to duties in the ETCC on a rotation basis in addition to their normal work. No record was kept on the additional hours that these officers worked as they are not eligible for overtime allowance.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)197

(Question Serial No. 1135)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Budget has mentioned that free online government information will be released in digital formats to encourage development of more applications by start-ups. Major cities around the world are pursuing development of intelligent transportation, making use of smartphones to acquire real-time traffic and transport information, and through the opening up of traffic data, applying information technology to study traffic problems and enhance the management and operation of the transport system. Please advise on the arrangements for the dissemination of free traffic and transport digital information online, including the details, specific information on the free dissemination arrangements, the expenditure, manpower, implementation plan and objective involved.

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 32)

Reply:

Since 2011, the Transport Department (TD) has been providing real-time road traffic data to the public free of charge vide the government Public Sector Information (PSI) portal, Data.One (<http://data.one.gov.hk>). The data includes traffic speed map, journey time indicators, special traffic news and traffic condition snapshot images. In 2013, the TD also added the provision of speed map panel images and public transport route and fare data through the portal. The objective is to facilitate the non-government sector to develop applications using the traffic and transport data. The resources and manpower required in releasing the information online for the public have been absorbed by the TD. The TD will continue to add more traffic and transport information via the government PSI portal as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)198

(Question Serial No. 0254)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) to monitor the MTR Corporation Limited's service readiness and commissioning of the West Island Line (WIL) and commence the implementation of the public transport re-organisation plan (PT Plan) after consultation to tie in with the opening of the WIL, please provide the following information:

- (1) Since the commissioning of the WIL, what are the patronage figures during morning and evening peak hours and the average daily occupancy rate?
- (2) Have the relevant District Councils requested to revise the PT Plan since the commissioning of the WIL? If yes, what are the finalised revisions?
- (3) Regarding the bus routes that are proposed to be introduced, amalgamated and diverted, and those with frequency adjustment and introduction of sectional fares in the PT Plan, please provide, by individual routes, (a) the average occupancy rate at peak period; (b) the average number of trips per hour; (c) the change in total patronage in percentage terms; (d) the change in the number of buses serving the routes upon re-organisation; and (e) the change in the number of drivers serving the routes upon re-organisation; and
- (4) In view of the substantial drop in the number of passengers of non-scheduled public light buses and taxis plying between the Mid-levels / Central and Western District and Wan Chai / Mong Kok, will the TD consider rescinding restricted zones near the WIL stations, providing more pick-up / drop-off facilities and devising other helping measures?

Asked by: Hon WONG Kwok-hing (Member Question No. 6)

Reply:

- (1) The WIL commenced operation on 28 December 2014, with the opening of two new stations, namely MTR Kennedy Town Station and MTR HKU Station, for public use.

[鍵入文字]

The average daily number of passengers using the WIL as at February 2015 was about 127 000, of which about 7% and 10% were recorded at the morning and evening peak hours respectively.

- (2) Upon the opening of the WIL, the TD has started implementing the PT Plan. One franchised bus and three green minibus routes for feeder services to the WIL stations were introduced. Frequencies of some franchised bus routes were adjusted in response to the changes in the travelling pattern of passengers. The remaining proposals under the PT Plan will be implemented in phases after the full opening of the WIL in late March 2015. So far, there is no further amendment made to the PT Plan.
- (3) Upon the opening of the WIL, the total patronage of the bus routes concerned under the PT Plan has dropped by about 25%. The average occupancy rate of the bus routes during the busiest half-hour of the peak period and the average number of trips per hour are summarised in Annex. Upon full implementation the PT Plan, it is expected that buses deployed to serve these bus routes can be reduced by about 85. The actual number of drivers affected by the PT Plan would depend on the progress of its implementation. The franchised bus operators have confirmed that they could fully accommodate the surplus drivers, if any, through internal redeployment and natural attrition.
- (4) There are pick-up and drop-off facilities for public light bus (PLB) and taxis outside the three new stations of the WIL. These include:
 - (a) at Kennedy Town Station -
 - (i) four PLB stands on North Street, Forbes Street and Davis Street (near Exits B and C);
 - (ii) two taxi stands on North Street and Cadogan Street (near Exits B and C); and
 - (iii) two general laybys without no-stopping restriction on Smithfield and North Street (near Exits A and B).
 - (b) at HKU Station -
 - (i) one general layby without no-stopping restriction on Pok Fu Lam Road (outside Exit A1); and
 - (ii) one general layby with restricted zone from 7 am to 7 am daily on Pok Fu Lam Road (outside Exit C1).
 - (c) at Sai Ying Pun Station (to open in late March 2015) -
 - (i) one taxi stand on First Street (near Exit B1); and
 - (ii) one general layby with restricted zone from 8 am to 10 am and from 5 pm to 7 pm daily on Bonham Road (outside Exit C).

Apart from the above-mentioned facilities, taxis have been issued with Restricted Zone Permits allowing them to pick up and drop off passengers at most road sections near the new stations. Furthermore, the TD has considered requests of the PLB trades for the relaxation of some prohibited and restricted zones at various locations having

regard to actual traffic conditions and local views. A number of prohibited zones and restricted zones for PLBs have recently been relaxed, including the PLB restricted zone on King's Road westbound near Ming Yuen Western Street.

**Bus Routes under the Public Transport Re-organisation Plan
in connection with the Opening of the MTR West Island Line
(as at January 2015)**

| Type of proposals (number of routes involved) | Route number | Origin - Destination | Average occupancy rate at the busiest half-hour during peak period | Average number of trips per hour |
|--|---------------------|--|---|---|
| New route (1 route) | 43M | Tin Wan – Shek Tong Tsui (near Hill Road) (Circular route) | 59% | 4 |
| Route adjustment (including amalgamation and/or diversion) (28 routes) | 1 | Kennedy Town – Happy Valley (Upper) | 51% | 9 |
| | 2 | Sai Wan Ho (Grand Promenade) – Central (Macau Ferry) | 63% | 6 |
| | 3B | Pokfield Road – Central (Man Kat Street Bus Terminus) | 23% | 6 |
| | 4 | Wah Fu (South) – Central (Circular route) | 49% | 3 |
| | 4X | Wah Fu (South) – Central (Exchange Square) (Circular route) | 62% | 3 |
| | 5 | Felix Villas – Causeway Bay (Whitfield Road) | 51% | 9 |
| | 5S | Sai Ying Pun (Centre Street) – Wan Chai (Queen's Road East/ Wong Nai Chung Road) | 47% | 13 |
| | 5B | Kennedy Town – Causeway Bay (Circular route) | 38% | 11 |
| | 5C | Shek Tong Tsui (Queen's Road West) to Wan Chai (Luard Road) | 30% | 5 |
| | 5X | Kennedy Town – Causeway Bay (Whitfield Road) | 55% | 12 |
| | 5P | Kennedy Town to Wan Chai Ferry Pier | 42% | 2 |
| | 7 | Shek Pai Wan – Central (Central Ferry Piers) | 62% | 6 |
| | 12M | Admiralty (Tamar Street) – Park Road (Circular route) | 64% | 4 |
| | 13 | Kotewall Road – Central (City Hall) | 55% | 7 |

| Type of proposals (number of routes involved) | Route number | Origin - Destination | Average occupancy rate at the busiest half-hour during peak period | Average number of trips per hour |
|--|--------------|--|--|----------------------------------|
| | 18 | Sai Ying Pun (Whitty Street) – North Point (Healthy Street Central) | 32% | 10 |
| | 18P | Kennedy Town (Belcher Bay) – North Point (Healthy Street Central) / North Point Ferry Pier | 44% | 10 |
| | 18X | Kennedy Town – Shau Kei Wan | 36% | 6 |
| | 23B | Braemar Hill – Park Road / Robinson Road | 17% | 2 |
| | 40 | Wah Fu (North) – Wan Chai Ferry Pier | 50% | 8 |
| | 40M | Wah Fu (North) – Admiralty (Government Headquarters) | 43% | 7 |
| | 40P | Wah Fu (North) to Robinson Road | 41% | 5 |
| | 43X | Wah Kwai Estate – Wan Chai (Harbour Road) (Circular route) | 45% | 3 |
| | 46X | Tin Wan – Wan Chai (Harbour Road) (Circular route) | 56% | 4 |
| | 70 | Aberdeen – Central (Exchange Square) | 80% | 11 |
| | 70M | Wah Kwai – Admiralty (East) | 75% | 3 |
| | 104 | Kennedy Town – Pak Tin Estate | 75% | 18 |
| | 113 | Kennedy Town – Choi Hung | 73% | 9 |
| | M47 | Wah Fu (North) – Central (Hong Kong Station) | Ceased operation since 28 December 2014 | |
| Frequency adjustment (10 routes) | 10 | Kennedy Town – North Point Ferry Pier | 67% | 13 |
| | 23 | North Point Ferry Pier – Pokfield Road | 58% | 18 |
| | 71 | Wong Chuk Hang – Central (Wing Wo Street) (Circular route) | 88% | 12 |
| | 101 | Kennedy Town – Kwun Tong (Yue Man Square) | 84% | 20 |
| | 103 | Pokfield Road – Chuk Yuen Estate | 50% | 8 |
| | 103P | Pokfield Road to Mong Kok (Yim Po Fong Street) | 30% | 2 |

| Type of proposals (number of routes involved) | Route number | Origin - Destination | Average occupancy rate at the busiest half-hour during peak period | Average number of trips per hour |
|--|---------------------|--|---|---|
| | 904 | Kennedy Town (Belcher Bay) – Lai Chi Kok | 78% | 8 |
| | 905 | Wan Chai Ferry Pier – Lai Chi Kok | 50% | 14 |
| | 970 | Cyberport – So Uk | 76% | 12 |
| | 970X | Aberdeen – So Uk | 63% | 10 |

- End -

CONTROLLING OFFICER'S REPLY

THB(T)199

(Question Serial No. 0391)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) in handling traffic and transport incidents in the territory, please provide the following information concerning the impact on road traffic during the Occupy Movement (the Movement):

- (1) Which major roads on the Hong Kong Island and in Kowloon were affected by the Movement, resulting in serious congestion? What were the percentage changes of daily vehicular flow, average travelling speed and travelling time of these roads compared with normal days? How much longer did heavy traffic flows persist compared with normal days?
- (2) What was the number of public transport routes affected and what were the frequency adjustments involved (please list, by public transport mode and the district they served, the total number of trips and patronage, and show the difference with those on normal days)?
- (3) There was special deployment of staff and resources within the TD during the Movement. Please provide details of the expenditure (with a breakdown by types and items) and the additional staff resource involved.

Asked by: Hon WONG Kwok-hing (Member Question No. 19)

Reply:

- (1) During the period from 28 September to 15 December 2014 when the Movement was underway, a number of major trunk roads on Hong Kong Island and in Kowloon, including parts of Connaught Road Central, Queensway, Harcourt Road, Gloucester Road, Yee Wo Street, Nathan Road and Argyle Street, were blocked. Alternative roads on the Hong Kong Island and in Kowloon, such as Lung Wo Road, Hennessy Road, Kennedy Road, Queen's Road East, Tai Hang Road, Bonham Road, Stubbs Road and Waterloo Road, etc., became very congested. Although the TD did not conduct specific survey on the traffic flow, travelling speed and journey time on the

affected roads before and after the Movement, the TD observed that the vehicle queues on various roads on the Hong Kong Island were significantly longer than usual, with slower traffic speed, resulting in longer travelling time. For example, the queue on Lung Wo Road in Central was extended to the Western Harbour Crossing; the queue on Gloucester Road in Wan Chai was extended to the Eastern Harbour Crossing; and the congestion at the Aberdeen Tunnel was extended to Tin Wan during peak periods.

- (2) Various public transport services were affected by road closure and traffic diversion during the Movement. As the affected areas changed from time to time, the operations of the affected public transport services were unstable. The TD and public transport operators had to make service changes promptly and flexibly in light of the actual road conditions, to maintain road-based public transport services and alleviate traffic congestion as far as possible. As such, there was no specified frequency adjustment of the affected public transport routes during the period. A summary table showing information on franchised bus, green minibus (GMB) and tram routes affected¹, districts served, and the percentage change in the number of trips and patronage during the Movement as compared with those in the same period in 2013 is as follows:

| Public transport mode | Number of routes affected | Districts served | Percentage change during October to December in 2014 as compared with the same period in 2013 | |
|-----------------------|---------------------------|---|---|--------------------------|
| | | | Average daily trips | Average daily passengers |
| Franchised bus | 270 | All 18 districts | about -11% | about -17% |
| GMB | 29 | Southern, Central and Western, Wan Chai, Eastern, Sham Shui Po, Yau Tsim Mong, Kowloon City and Kwun Tong | about -9% | about -7% |
| Tram | 6 | Central and Western, Wan Chai and Eastern | (see Note) | about -25% |

Note: During the Movement, only short-haul tram service could be maintained when parts of the tram track were blocked. Tram journey was therefore shorter than normal, resulting in higher number of trips operated.

¹ The red minibuses and taxis operate non-scheduled routes.

- (3) During the Movement, the operation of the Emergency Transport Co-ordination Centre (ETCC) was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Senior officers of the TD were redeployed from their regular duties to man the ETCC. These officers provided joint steering on traffic and transport issues in the ETCC with a view to facilitating the traffic in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public transport services and passengers, as well as disseminating the latest traffic and transport information to the public. For the whole period of the Movement, more than 200 officers of the TD, comprising Transport Officers, Traffic Engineers and Information Officers, had provided support for the ETCC. The above operation incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. No record was kept on the additional working hours of the TD officers other than the ETCC staff, as they were deployed to attend to duties in the ETCC on a rotation basis in addition to their normal work and they are not eligible for overtime allowance.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)200

(Question Serial No. 0611)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus services, formulating regulatory measures for the services and planning their related facilities, please provide the following information in connection with the demand and supply of public buses providing student transport service:

- (1) the number of student service vehicles in the past three years:
 - (a) non-franchised public buses (NFBs) with student service endorsement;
 - (b) private school buses operated directly by schools or school sponsoring bodies; and
 - (c) school private light buses;
- (2) the number of the NFBs providing school bus service during the periods before and after school as recorded last year in the annual survey on the utilisation of non-franchised buses conducted by the Transport Department (TD). Is the number of buses recorded able to meet the current demand for student service vehicles?
- (3) Operation of student service vehicles, in particular school private light buses, is not profitable. The trade has suggested increasing the seating capacity of nanny buses to improve their income. Would the Government consider the suggestion?

Asked by: Hon WONG Kwok-hing (Member Question No. 28)

Reply:

- (1) There are three types of student service vehicles (SSVs): (i) NFBs with student service endorsement; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”). The number of the SSVs by types in the past three school years is set out below:

| | NFBs with student service endorsement ^{Note} | Private school buses operated by schools or school sponsoring bodies | School private light buses | Total |
|----------------------------------|---|--|----------------------------|-------|
| 2014-15 (up to February 2015) | 3 257 | 75 | 1 912 | 5 244 |
| 2013-14 | 3 445 | 71 | 1 775 | 5 291 |
| 2012-13 | 3 459 | 64 | 1 528 | 5 051 |

Note: The NFBs with student service endorsement can also apply for other types of service endorsement(s) from the TD to provide services for other types of passengers.

- (2) According to the survey conducted by the TD on the utilisation of the NFBs in 2014, about 70% (around 2 430) of the NFBs with student service endorsement were providing school bus service during the periods before and after school.

As observed from the information provided in (1), the number of the NFBs with student service endorsement has been decreasing since 2012-13. We also note that some schools indicated that they encountered difficulty in securing adequate school bus service. In this connection, one of the topics that the Government would cover under the Topical Study of the Public Transport Strategic Study is school bus service. We will review whether the existing arrangements concerning the NFBs with student service endorsement can meet demand. This Topical Study is near completion and we plan to brief the Legislative Council Panel on Transport on the outcome in April 2015.

- (3) The school private light bus has a maximum passenger seating capacity of 16. Any change in the seating capacity of a light bus requires legislative amendments.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)201****(Question Serial No. 1275)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the situation of designated car testing centres (DCTCs), please provide figures of the following in each of the past three years:

- (1) the number of private cars and light goods vehicles inspected at the DCTCs;
- (2) the waiting time for vehicle examination upon application;
- (3) the inspection time for each vehicle; and
- (4) the number of complaints received and the nature of complaints.

Does the Transport Department (TD) have any measures to improve the situation of the DCTCs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon WONG Ting-kwong (Member Question No. 61)Reply:

- (1) At present, there are 22 DCTCs in Hong Kong. They are responsible for examining private cars and light goods vehicles not exceeding 1.9 tonnes. In 2012-13, 2013-14 and 2014-15, the numbers of private cars and light goods vehicles not exceeding 1.9 tonnes inspected at the DCTCs are as follows:

| Financial year | Number of vehicle inspections | |
|-----------------------|-------------------------------|--|
| | Private cars* | Light goods vehicles not exceeding 1.9 tonnes [#] |
| 2012-13 | 280 000 | 350 |
| 2013-14 | 301 000 | 340 |
| 2014-15 (Estimate) | 312 000 | 260 |

* Figures are rounded to the nearest thousand

Figures are rounded to the nearest ten

- (2) In 2012-13, 2013-14 and 2014-15, the average waiting time for vehicle examination was about one to two weeks, two to three weeks, and eight to ten weeks respectively, depending on the locations of the DCTCs.
- (3) The DCTCs have to examine the body structures, braking systems, light signals, etc. of vehicles to ensure road safety. Vehicles are also required to pass an exhaust emission test with a view to improving air quality. According to the information held by the TD, the time needed to complete the above tasks has remained at about 20 minutes.
- (4) In 2012, 2013 and 2014, the numbers of complaints received in relation to the DCTCs are as follows:

| Year | Number of complaints | |
|------|----------------------|---------|
| | Booking arrangements | *Others |
| 2012 | 3 | 16 |
| 2013 | 10 | 15 |
| 2014 | 157 | 28 |

* Including examination results, traffic issues and customer services, etc.

The TD has introduced a number of improvement measures to alleviate the queuing situation of the DCTCs. For example, the TD is computerising the procedures for making vehicle examination appointments at the DCTCs, and linking up the systems of the DCTCs to enable online checking of the appointment status at different centres by those who need vehicle examination service, so that they can arrange vehicle examination in a timely manner. The new system is scheduled for completion in mid-2015.

The TD also reminds those who need vehicle examination service to book their appointments early through various publicity means, such as posting notices and posters and distributing flyers. Indeed, those who need such service may arrange annual examinations for their vehicles four months before their vehicle licences are due to expire, so that they can avoid not being able to complete the annual examination procedures for their vehicles before the licenses expire.

In 2015-16, apart from the above on-going improvement measures, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly and will invite applications accordingly.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)202

(Question Serial No. 2630)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How many applications for renovation or provision of bus stop facilities (including renovation of bus shelters, provision of advertisement panels, seats, vending machines and Wi-Fi facilities, etc.) were received from franchised bus companies in the past two years? Please provide information on (a) the dates of receipt of the applications; (b) the locations of the proposal; (c) the content of the proposal; (d) the name of the applicant; and (e) the date of approval / progress of applications being handled.

Asked by: Hon WU Chi-wai (Member Question No. 25)

Reply:

In 2013 and 2014, the Transport Department received a total of 122 applications for renovation or provision of bus stop facilities (including renovation of bus shelters, provision of advertisement panels, seats, vending machines and Wi-Fi facilities, etc.) from franchised bus companies.

Among the 122 applications, 74 applications were approved, 27 cases were rejected (mainly due to obstructions to pedestrians) and 21 applications are being processed. Details of these applications are at Annex.

Applications for Provisions of Bus Stop Facilities**(a) Approved applications**

| | Application date | Location | Details | Bus company | Approval date |
|-----|-------------------------|---|---|--------------------|----------------------|
| 1. | 11/1/2013 | Fat Kwong Street near Shun Yung Street | To erect a new shelter | KMB | 8/3/2013 |
| 2. | 11/1/2013 | Yeung Uk Road outside Citywalk | To erect a new shelter and advertisement panels | KMB | 30/4/2013 |
| 3. | 16/1/2013 | Eastern Road near Kai Ching Estate & Tak Long Estate | To erect a new shelter and advertisement panels | KMB | 20/2/2013 |
| 4. | 8/2/2013 | Tung Tau Tsuen Road, Mei Tung Estate | To erect a new shelter | KMB | 6/3/2013 |
| 5. | 20/2/2013 | Sham Mong Road outside Fu Cheong Estate Car Park | To install seating benches | KMB | 3/3/2014 |
| 6. | 2/4/2013 | Hiu Kwong Street opposite Leung Shek Chee College | To erect a new shelter | KMB | 25/8/2014 |
| 7. | 22/4/2013 | Kwai Shing Circuit outside Lee Yat Ngok Primary School | To erect a new shelter | KMB | 16/12/2013 |
| 8. | 24/4/2013 | Lung Cheung Road near Sha Tin Pass Road | To erect a new shelter and advertisement panels | KMB | 31/10/2013 |
| 9. | 26/4/2013 | Hiu Kwong Street opposite Hiu Kwong Street Recreation Ground | To erect a new shelter | KMB | 27/5/2014 |
| 10. | 7/5/2013 | 162 Pok Fu Lam Road outside Pokfulam Village | To replace the existing shelter | CTB | 22/7/2013 |
| 11. | 15/5/2013 | Po Yap Road outside Tseung Kwan O Plaza | To erect a new shelter | CTB | 11/8/2014 |
| 12. | 27/6/2013 | Pak Tam Road Ko Tong Ha Yeung | To erect a new shelter | KMB | 12/8/2013 |
| 13. | 12/8/2013 | King Ling Road opposite Tiu Keng Leng Public Transport Interchange | To erect a new shelter and advertisement panels | CTB | 15/9/2014 |
| 14. | 9/10/2013 | Chatham Road North outside Hong Kong Polytechnic University Phase 8 | To erect a new shelter and advertisement panels | KMB | 13/3/2015 |
| 15. | 9/10/2013 | Castle Peak Road near Healey Mansion | To erect a new shelter | KMB | 13/11/2013 |
| 16. | 10/10/2013 | Kwai Shing Circuit outside Shing Kwok House | To erect a new shelter | KMB | 16/12/2013 |
| 17. | 10/10/2013 | Sha Kok Street outside Pok Hong Estate | To erect a new shelter | KMB | 2/7/2014 |
| 18. | 11/10/2013 | Hang Hong Street outside Yiu On Estate | To replace the existing shelter | KMB | 13/3/2014 |

| | Application date | Location | Details | Bus company | Approval date |
|-----|-------------------------|--|---|--------------------|----------------------|
| 19. | 11/10/2013 | Shap Pat Heung near Emerald Green | To erect a new shelter | KMB | 19/3/2014 |
| 20. | 11/10/2013 | Shap Pat Heung near Ma Tin Tsuen | To erect a new shelter | KMB | 19/3/2014 |
| 21. | 11/10/2013 | Shap Pat Heung near Ma Tin Pok | To erect a new shelter | KMB | 19/3/2014 |
| 22. | 11/10/2013 | Shap Pat Heung opposite Sereno Verde | To erect a new shelter | KMB | 19/3/2014 |
| 23. | 11/10/2013 | Kam Tin Road near Tai Kong Po | To erect a new shelter | KMB | 19/3/2014 |
| 24. | 16/10/2013 | Yuen Long (Fung Cheung Road) Bus Terminus | To erect a new shelter | KMB | 19/3/2014 |
| 25. | 16/10/2013 | Yeung Uk Road outside House No. 85 | To erect a new shelter and advertisement panels | KMB | 21/3/2014 |
| 26. | 16/10/2013 | Lung Cheung Road near Shatin Pass Road | To erect a new shelter and advertisement panels | KMB | 23/7/2014 |
| 27. | 16/10/2013 | Sham Mong Road outside Metro Harbourview | To erect a new shelter and advertisement panels | KMB | 10/1/2014 |
| 28. | 24/10/2013 | Tai Chung Kiu Road outside Regal Riverside Hotel | To erect a new shelter and advertisement panels | LW | 25/2/2014 |
| 29. | 1/11/2013 | Castle Peak Road outside Sea Crest Villa phase 3 | To erect a new shelter and advertisement panels | KMB | 22/1/2014 |
| 30. | 1/11/2013 | Kwai Shing Circuit outside Lam Woo Memorial Secondary School | To erect a new shelter | KMB | 27/11/2014 |
| 31. | 4/11/2013 | On Yam Bus Terminus | To erect a new shelter | KMB | 30/9/2014 |
| 32. | 5/11/2013 | Castle Peak Road near Hung Mo Kiu | To erect a new shelter | KMB | 3/9/2014 |
| 33. | 28/11/2013 | Sham Shing Road outside Banyan Garden | To erect a new shelter | KMB | 28/2/2014 |
| 34. | 3/12/2013 | Chuk Yuen Estate Bus Terminus | To replace the existing shelter | KMB | 27/3/2014 |
| 35. | 27/2/2014 | Hiram's Highway Habitat | To erect a new shelter | KMB | 14/7/2014 |
| 36. | 27/2/2014 | Fung Tak Road outside Chi Lin Nunnery | To provide seating benches, vending machines and free Wi-Fi service | KMB | 31/10/2014 |
| 37. | 18/3/2014 | Castle Peak Road near Handsome Court | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 38. | 18/3/2014 | Ming Kum Road outside Po Tin Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |

| | Application date | Location | Details | Bus company | Approval date |
|-----|------------------|--|---|-------------|---------------|
| 39. | 18/3/2014 | Tin King Road near Tin Lok House | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 40. | 18/3/2014 | Hoi Chu Road opposite Goodview Garden | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 41. | 18/3/2014 | Castle Peak Road outside Fu Tai Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 42. | 21/3/2014 | Po Fung Road outside Shun Tak Fraternal Association Leung Kit Wah Primary School | To erect a new shelter | CTB | 11/8/2014 |
| 43. | 21/3/2014 | Man Tung Road outside Caribbean Coast Phase 1 Tower 3 | To erect a new shelter | CTB | 29/8/2014 |
| 44. | 3/4/2014 | Yuen Wo Road outside Wo Che Commercial Centre Wo Che Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 22/9/2014 |
| 45. | 21/5/2014 | Tai Po Road outside Kwong Fuk Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 20/8/2014 |
| 46. | 22/5/2014 | Tin Lung Road near Kenswood Court | To erect a new shelter and advertisement panels | LW | 9/6/2014 |
| 47. | 22/5/2014 | Kwai Luen Road Westbound opposite Kwai Luen Estate | To erect a new shelter | KMB | 30/9/2014 |
| 48. | 23/5/2014 | Castle Peak Road near Castle Peak Pier | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 49. | 23/5/2014 | Hoi Chu Road near Goodview Garden | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 50. | 23/5/2014 | Castle Peak Road near Hong Kong Gold Coast | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 51. | 23/5/2014 | Ming Kum Road near Po Tin Interim Housing | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 52. | 23/5/2014 | Tuen Mun Heung Sze Wui Road near Yau Oi Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |

| | Application date | Location | Details | Bus company | Approval date |
|-----|-------------------------|---|---|--------------------|----------------------|
| 53. | 23/5/2014 | Castle Peak Road outside Fu Tai Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 54. | 23/5/2014 | Tai Hing Bus Terminus near Tai Hing Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 55. | 23/5/2014 | Tsun Wen Road near Tai Hing Sport Centre | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 56. | 23/5/2014 | Tuen Mun Heung Sze Wui Road near Oi Ting Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 57. | 23/5/2014 | Tuen Mun Heung Sze Wui Road near Siu Lun Court | To provide seating benches, vending machines and free Wi-Fi service | KMB | 13/3/2015 |
| 58. | 27/5/2014 | Tsing Yi Road West opposite Cheung Hang Estate | To erect a new shelter | KMB | 2/9/2014 |
| 59. | 30/5/2014 | Nam Wan Road near Tai Po Central | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |
| 60. | 30/5/2014 | Nam Wan Road near Wan Tau Tong Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |
| 61. | 30/5/2014 | On Cheung Road near Tai Po Civic Centre | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |
| 62. | 30/5/2014 | On Po Road near Yee Nga Court | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |
| 63. | 30/5/2014 | Ting Kok Road opposite Lung Mei | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |
| 64. | 30/5/2014 | Fu Heng Bus Terminus near Fu Heng Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |
| 65. | 30/5/2014 | Wan Tau Street outside Tai Po Hui Market | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |

| | Application date | Location | Details | Bus company | Approval date |
|-----|-------------------------|---|---|--------------------|----------------------|
| 66. | 30/5/2014 | Wan Tau Street opposite Tai Po Hui Market | To provide seating benches, vending machines and free Wi-Fi service | KMB | 29/8/2014 |
| 67. | 4/7/2014 | Tin Sau Road opposite Ching Pik House, Tin Ching Estate | To erect a new shelter and advertisement panels | KMB | 30/10/2014 |
| 68. | 7/7/2014 | Chai Wan Road near Lok Man Road | To erect a new shelter | CTB | 9/1/2015 |
| 69. | 22/7/2014 | Shing Kai Road near Tak Long Estate | To erect a new shelter and advertisement panels | KMB | 15/10/2014 |
| 70. | 30/7/2014 | Chun Wan Road opposite Hong Kong Air Cargo Terminals | To erect a new shelter | CTB | 4/12/2014 |
| 71. | 15/8/2014 | Kwai Chung Road near Kwai Yik Road | To erect a new shelter and advertisement panels | KMB | 5/2/2015 |
| 72. | 15/8/2014 | Wan Po Road Chiaphus Shinko Copper Alloy Co.,Ltd. | To erect a new shelter and advertisement panels | KMB | 14/1/2015 |
| 73. | 15/8/2014 | Hoi Chu Road opposite Goodview Garden | To erect a new shelter and advertisement panels | LW | 13/3/2015 |
| 74. | 14/10/2014 | Yan King Road opposite Tseung Kwan O Police Station | To erect a new shelter | KMB | 14/1/2015 |

(b) Rejected Applications

| | Application date | Location | Details | Bus company | Reasons |
|----|-------------------------|--|---|--------------------|---|
| 1. | 6/4/2013 | King's Road outside Cityplaza | To erect a new shelter and advertisement panel | NWFB | The proposed site encroaches on a private lot. |
| 2. | 21/5/2013 | Clear Water Bay Road, Leung Fa Tin | To erect new shelter | KMB | The Sai Kung District Office would take up the construction of the bus shelter. |
| 3. | 10/10/2013 | Shanghai Street outside House No. 372 | To erect a new shelter | KMB | Obstructions to pedestrians |
| 4. | 18/10/2013 | Waterloo Road outside YMCA | To erect a new shelter | KMB | Obstructions to pedestrians |
| 5. | 23/10/2013 | Kai Tin Road outside House No. 63-65 | To erect new shelter | KMB | Obstructions to pedestrians |
| 6. | 27/2/2014 | Po Kong Village Road outside Po Leung Kuk No.1 W.H. Cheung College | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |

| | Application date | Location | Details | Bus company | Reasons |
|-----|-------------------------|---|---|--------------------|---|
| 7. | 27/2/2014 | Prince Edward Road East outside The Latitude | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 8. | 27/2/2014 | Prince Edward Road East outside Choi Hung Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 9. | 27/2/2014 | Fung Tak Road outside Fung Tak Park | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 10. | 10/3/2014 | Pak Wan Street outside Chak Tin House | To erect a new shelter | KMB | Subject to Pak Tin Estate Redevelopment |
| 11. | 10/3/2014 | Pak Wan Street opposite Block 9 | To erect a new shelter | KMB | Subject to Pak Tin Estate Redevelopment |
| 12. | 10/3/2014 | Argyle Street outside House No. 163 (near Evangel Hospital) | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 13. | 10/3/2014 | Argyle Street outside House No. 125 (near CLP Power) | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 14. | 10/3/2014 | Prince Edward Road East near Sa Po Road | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 15. | 3/4/2014 | Che Kung Miu Road near Hin Keng Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 16. | 3/4/2014 | Hin Keng Bus Terminus | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 17. | 3/4/2014 | Tai Chung Kiu Road opposite Tsang Tai Uk | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 18. | 3/4/2014 | Tai Chung Kiu Road opposite Belair Garden | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 19. | 3/4/2014 | Tai Chung Kiu Road outside Garden Rivera | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians. |

| | Application date | Location | Details | Bus company | Reasons |
|-----|-------------------------|---|---|--------------------|-----------------------------|
| 20. | 3/4/2014 | Ngau Pei Sha Street outside Yu Chui Court | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 21. | 16/5/2014 | Tung Tau Tsuen Road near Lung Wing House | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 22. | 16/5/2014 | Choi Hung Road near Ning Yuen Street | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 23. | 16/5/2014 | Tsz Wan Shan (South) Bus Terminus | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 24. | 16/5/2014 | Choi Hung Road near Sze Mei Street, San Po Kong | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 25. | 16/5/2014 | Prince Edward Road East near Ping Shek Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 26. | 23/5/2014 | Prince Edward Road West (near Regal Oriental Hotel) | To provide seating benches, vending machines and free Wi-Fi service | KMB | Obstructions to pedestrians |
| 27. | 16/10/2014 | Castle Peak Road outside House No. 149-151 | To erect a new shelter and advertisement panel | KMB | Obstructions to pedestrians |

(c) **Applications in progress**

| | Application date | Location | Details | Bus company | Update Progress |
|----|-------------------------|--|--|--------------------|--|
| 1. | 12/8/2013 | Shing Tai Road outside Paradise Mall West Wing | To erect a new shelter and advertisement panel | CTB | Local objection received due to obstruction to pedestrians in the first round of consultation. Working with parties concerned to address the objection |

| | Application date | Location | Details | Bus company | Update Progress |
|-----|-------------------------|---|---|--------------------|--|
| 2. | 3/3/2014 | Liu To Road outside Cheung Hang Estate | To erect a new shelter | KMB | Bus operator revised the submission and local consultation is in progress. |
| 3. | 10/3/2014 | Argyle Street opposite to House No. 106D (near Kadoorie Avenue) | To provide seating benches, vending machines and free Wi-Fi service | KMB | Pending further submission from bus operator |
| 4. | 3/4/2014 | Ning Tai Road opposite Ocean View | To provide seating benches, vending machines and free Wi-Fi service | KMB | Pending further submission from bus operator |
| 5. | 3/4/2014 | Sai Sha Road opposite Chung On Estate | To provide seating benches, vending machines and free Wi-Fi service | KMB | Pending further submission from the bus operator |
| 6. | 16/5/2014 | Hang Fai Street near Yan On Estate | To erect a new shelter | KMB | Pending further submission from the bus operator |
| 7. | 23/5/2014 | San Po Road outside Regal Airport Hotel | To provide seating benches, vending machines and free Wi-Fi service | KMB | Pending further submission from the bus operator |
| 8. | 23/5/2014 | Oi Man Bus Terminus | To provide seating benches, vending machines and free Wi-Fi service | KMB | Pending further submission from the bus operator |
| 9. | 23/5/2014 | Shing Kai Road (near Tak Long Estate) | To provide seating benches, vending machines and free Wi-Fi service | KMB | Pending further submission from the bus operator |
| 10. | 23/5/2014 | Choi Wing Road outside Choi Lok House | To erect a new shelter | KMB | Pending further submission from the bus operator |
| 11. | 23/5/2014 | Choi Wing Road opposite to Choi Tak Estate | To erect a new shelter and advertisement panel | KMB | Pending further submission from the bus operator |
| 12. | 27/5/2014 | Choi Ha Road Choi Ying Estate opposite Ying On House | To erect a new shelter and advertisement panel | KMB | Pending further submission from the bus operator |
| 13. | 27/5/2014 | Choi Ha Road Choi Ying Estate outside Ying On House | To erect a new shelter and advertisement panel | KMB | Pending further submission from the bus operator |

| | Application date | Location | Details | Bus company | Update Progress |
|-----|-------------------------|---|---------------------------------|--------------------|--|
| 14. | 27/5/2014 | Choi Ha Road outside Cheerful Court | To erect a new shelter | KMB | Pending further submission from the bus operator |
| 15. | 27/5/2014 | Choi Ha Road opposite Cheerful Court | To erect a new shelter | KMB | Pending further submission from the bus operator |
| 16. | 6/6/2014 | Kwun Tong Road opposite Kowloon Bay Railway Station | To erect a new shelter | KMB | Pending further submission from the bus operator |
| 17. | 24/7/2014 | To Yuen Street outside Heung To Middle School | To erect a new shelter | KMB | Local consultation is in progress. |
| 18. | 30/7/2014 | Tai Wo Hau Road outside Kwai Chung Shopping Centre | To erect a new shelter | CTB | Pending further submission from the bus operator |
| 19. | 12/11/2014 | Kwun Tong Road near Lotus Tower | To replace the existing shelter | KMB | Local consultation is in progress. |
| 20. | 9/12/2014 | Connaught Road Central outside Shun Tak Centre | To erect a new shelter | CTB | Local consultation is in progress. |
| 21. | 12/12/2014 | Kin Tung Road near Caribbean Coast | To erect a new shelter | NLB | Pending further submission from the bus operator |

Legend:

CTB – Citybus Limited
KMB – The Kowloon Motor Bus Company (1933) Limited
LW – Long Win Bus Company Limited
NLB – New Lantao Bus Company (1973) Limited
NWFB – New World First Bus Services Limited

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2649)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to “assist the Transport and Housing Bureau in studying and, where appropriate, taking forward the recommendations of the Transport Advisory Committee (TAC) for alleviating road traffic congestion”, please advise this Committee on whether the Transport Department (TD) will have measures in 2015-16 for ensuring the priority of public transport modes in the use of roads and controlling the growth rate of private cars? What is the expenditure involved?

Asked by: Hon WU Chi-wai (Member Question No. 44)

Reply:

Our transport policy is underpinned by the promotion of public transport-oriented services. According priority use of the roads to public transport services is an established policy. Major measures include designating bus-only lanes and bus gates, imposing "no stopping restriction zones" in front of and behind busy bus stops, adjusting road traffic light signal control and improving road junction design. At present, there are over 23 kilometres of bus-only lanes and 16 bus gates. The expenditure of the above work forms part of the cost for traffic management measures. There is no separate breakdown for the cost of such work. When conducting the Public Transport Strategy Study, we will explore how to further promote the priority use of roads by public transport services.

The Government is committed to putting in place appropriate measures (including the control over the growth of private cars) to alleviate road traffic congestion. The Government has been adopting a three-pronged approach in tackling road traffic congestion, i.e. by improving transport infrastructure, expanding and improving the public transport system, and managing road use. The Government is also considering the recommendations put forward by the TAC in its “Report on Study of Road Traffic Congestion in Hong Kong”, which was submitted to the Secretary for Transport and Housing (STH) in December last year after a study conducted upon the invitation of the STH. The Government will respond to the recommendations once it is in the position to do so. Depending on the way forward, the Government will assess the financial and manpower resources required.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)204

(Question Serial No. 2650)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the initiatives taken last year in encouraging members of the public to use bicycles for short-distance travel, including the provision of infrastructure such as cycle tracks and bicycle parking spaces, bicycle carriage arrangements on public transport, public education and publicity. What are the estimated expenditure and manpower for encouraging members of the public to use bicycles for short-distance travel in the coming year?

Asked by: Hon WU Chi-wai (Member Question No. 45)

Reply:

The Government continues to promote a “bicycle friendly” environment in new towns and new development areas, improve existing cycle tracks and bicycle parking facilities, and enhance publicity and education on cycling safety.

Apart from the effort of the Civil Engineering and Development Department (CEDD) to put in place a trunk cycle track network connecting the New Territories East and the New Territories West, the CEDD also improved 760 metres of existing cycle tracks in new towns. As for cycle parking facilities, the Transport Department (TD) and the CEDD provided a total of about 1 200 additional bicycle parking spaces for public use last year. In addition, as part of a consultancy study on improving the cycle track network in the New Territories, the TD had drawn up a list of potential sites requiring improvement or addition of parking spaces in nine new towns, and consulted the public in November 2014. The TD is working on the preliminary proposals.

The Government continues to encourage public transport operators to allow the carriage of bicycles on board, provided that safety and passenger convenience are not compromised. Given that public transport is mainly used for carrying passengers and that it takes up about 90% of daily total commuting trips, the operators have to set appropriate rules governing the carriage of bicycles on board, having regard to the occupancy situation and passenger safety and convenience.

With regard to public education and publicity, the Government continues to put great emphasis on cycling safety. The Road Safety Council (RSC) has been working in collaboration with the TD and the Hong Kong Police Force to promote cycling safety through different means, such as broadcasting education videos and announcements of public interest, distributing publicity leaflets, holding carnivals, conducting enforcement campaigns targeting misbehaving cyclists, and organising safe cycling training programmes, etc. The TD also maintains a one-stop information website, the “Cycling Information Centre”, in which the public can easily access cycling-related information such as safety tips, traffic rules and regulations, etc.

In 2015-16, it is estimated that the expenditure by the RSC on promoting cycling safety will be about \$600,000. Other on-going tasks to facilitate short-distance commuting mentioned above are undertaken as part of the duties of the relevant departments’ staff, and there is no separate breakdown.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)205****(Question Serial No. 1296)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please inform this Committee the numbers of private cars and light goods vehicles inspected at the 22 designated car testing centres (DCTCs) and the average waiting time for vehicle examinations in the past three financial years (2012-13, 2013-14, and 2014-15). In view of the increasing number of vehicles requesting vehicle examinations for licence renewal, does the Transport Department (TD) have any short, medium, and long term measures, other than reminding car owners to make advance appointments, to meet the increasing demand on vehicle examination service? If yes, what are the details? If no, what are the reasons? In 2015-16, what measures will the TD take to shorten the waiting time?
- (2) Does the Government have any guidelines on performance measurement regarding the vehicle examination service provided by the DCTCs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 12)Reply:

- (1) At present, there are 22 DCTCs in Hong Kong. They are responsible for examining private cars and light goods vehicles not exceeding 1.9 tonnes. In 2012-13, 2013-14, and 2014-15, the numbers of private cars and light goods vehicles not exceeding 1.9 tonnes inspected at the DCTCs are as follows

| Financial year | Number of vehicle inspections | |
|-----------------------|-------------------------------|--|
| | Private cars* | Light goods vehicles not exceeding 1.9 tonnes [#] |
| 2012-13 | 280 000 | 350 |
| 2013-14 | 301 000 | 340 |
| 2014-15 (Estimate) | 312 000 | 260 |

* Figures are rounded to the nearest thousand

Figures are rounded to the nearest ten

In 2012-13, 2013-14 and 2014-15, the average waiting time for vehicle examination was about one to two weeks, two to three weeks, and eight to ten weeks respectively, depending on the locations of the DCTCs.

The TD has introduced a number of improvement measures to alleviate the queuing situation of the DCTCs. For example, the TD is computerising the procedures for making vehicle examination appointments at the DCTCs, and linking up the systems of the DCTCs to enable online checking of the appointment status at different centres by those who need vehicle examination service, so that they can arrange vehicle examination in a timely manner. The new system is scheduled for completion in mid-2015.

The TD also reminds those who need vehicle examination service to book their appointments early through various publicity means, such as posting notices and posters and distributing flyers. Indeed, those who need such service may arrange annual examinations for their vehicles four months before their vehicle licences are due to expire, so that they can avoid not being able to complete the annual examination procedures for their vehicles before the licenses expire.

In 2015-16, apart from the above ongoing improvement measures, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly and will invite applications accordingly.

- (2) The TD has been closely monitoring the performance of the DCTCs by carrying out on-site inspections. If any irregularities are found, depending on the seriousness and nature of the problems involved, the DCTC concerned will be subject to verbal or written warnings by the TD, and for serious malpractices, suspension or cancellation of their designation as car testing centres by the TD. Besides, vehicle examinations at the DCTCs must be conducted by the Approved Car Testers (ACTs) by following the procedures and requirements set by the TD. The ACTs are required to attend, complete and pass the refresher course provided by the TD regularly. Any suspected criminal activities will be referred to the law enforcement agencies for investigation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)206****(Question Serial No. 1297)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

With reference to the performance measures in respect of licensing of vehicles and drivers, the compliance rate of “conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence” was only 42% in 2014. Though it had been increased when compared with the compliance rate of 29% in 2013, it was lower than the target compliance rate of 95%. As such, what are the measures to be implemented by the Transport Department (TD) to further increase the compliance rate?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 13)Reply:

There has been a continuous increase in the number of applications for road tests for motorcycle, private car and light goods vehicle driving licences received since 2010. The statistics in the past five years are set out below:

| Year | Number of applications for road tests for motorcycle, private car and light goods vehicle driving licences | Percentage change over the previous year |
|------|--|--|
| 2010 | 92 382 | - |
| 2011 | 100 860 | +9.2% |
| 2012 | 107 304 | +6.4% |
| 2013 | 124 565 | +16.1% |
| 2014 | 143 012 | +14.8% |

The TD has been strengthening the manpower for conducting road tests, resulting in some improvement to the compliance rate for conducting road tests within 82 days upon application although it is still lower than the target compliance rate of 95%. Having reached a record high of 16.1% annual growth rate in 2013, the demand for road tests has continued to register another 14.8% growth in 2014. To cope with the increasing demand, the TD conducted another round of recruitment exercise of driving examiners, which was

completed in the third quarter of 2014. Moreover, the TD will continue to better utilise the test slots released from postponement of tests and absence of candidates; and to allow for overbooking of tests appointments. The TD will monitor the situation closely, and consider further measures to improve the service.

Nevertheless, if the demand for road tests continues to grow in 2015, it is likely that there would be no significant improvement to the compliance rate in 2015 over 2014, as there is still considerable backlog to be cleared. Furthermore, the capacity of existing test centres and test routes has been used to the full with the latest addition of driving examiner manpower, and there is no room for further injection of manpower. In the past, local committees seldom supported the TD's proposal of introducing new test centres and test routes. In fact, some local committees have expressed their wish to have existing test routes removed. There are thus constraints in increasing the supply of driving test slots while the TD has no control over the growth in demand. There is also no scope for simplifying the content or shortening the duration of the tests, as learner drivers need to be thoroughly tested before an assessment can be made on whether their driving skills are up to the standard required for the issue of a driving licence. It is therefore doubtful if the setting of a target compliance rate can meaningfully reflect the TD's performance. The TD will consider whether the Department's performance in this area should be better reflected, in future Controlling Officer's Reports, by an indicator on the number of road tests arranged in a particular year as compared with that for previous year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)207

(Question Serial No. 1298)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, the Transport Department (TD) will continue to pursue legislative amendments on motor vehicle construction regulations. Please provide details of the work and the estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 14)

Reply:

The TD has been reviewing and updating legislation on motor vehicle construction on an on-going basis having regard to the development of automotive technologies. In 2015-16, the TD plans to continue working on updating the regulations on vehicle lighting and vehicle door systems, and other legislative amendments if needed. The work is absorbed by the TD's existing staff and do not require additional manpower resources.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)208****(Question Serial No. 1299)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the numbers of Long Load, Excess Weight and Wide Load Permits issued by the Transport Department (TD) in 2014-15. Last year, the TD advised that the processing time in respect of Long Load Permit/Wide Load Permit was about three weeks while that for Excess Weight Permit was about two to two and a half months. According to these performance targets, what are the achievement rates? Will there be any measures in 2015-16 to speed up the processing of the permits?

Please also advise on the performance pledge on the issue of the permits; the number of applications which had failed to meet the performance pledge and the reasons; and whether the TD will consider allocating additional resources to speed up the processing of the permits concerned. If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 15)Reply:

The numbers of Long Load Permits, Wide Load Permits and Excess Weight Permits issued in 2014-15 (up to 28 February 2015) are appended below:

| Financial Year | Number of Long Load Permits Issued | Number of Wide Load Permits Issued | Number of Excess Weight Permits Issued |
|-------------------------------------|------------------------------------|------------------------------------|--|
| 2014-15 (up to 28 February 2015) | 1 209 | 1 390 | 1 377 |

There is no performance pledge for the issue of the above permits. Under the established practice and procedures, each application will be considered on individual merits and the TD will consult other relevant departments, including the Hong Kong Police Force and/or the Highways Department, on each application. The processing time for an application varies with the complexity of the case concerned, though in general, the processing time in respect of a normal case of application for Long Load/Wide Load Permit is about three

weeks, while that for Excess Weight Permit is about two to two and a half months. Longer time would be required for complicated applications involving multi-routes or if an operating route is found unsuitable for passage of a long load/wide load or excess weight vehicle.

We will work closely with the relevant departments to speed up processing of the permit applications for better service delivery where practicable, and will consider deploying more existing staff to handle the applications as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)209

(Question Serial No. 1300)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise the Committee of the following:

- (1) How many cancellation applications for GMB routes were received by the Transport Department (TD) in 2014? Please provide the route details and the reasons on which the cancellation applications were made;
- (2) Please provide details of the eight new GMB routes planned for introduction in 2015; and
- (3) For airport staff and Tung Chung residents, the transport services plying between the airport and Tung Chung are inadequate. Although there are a number of franchised bus routes providing the services, their frequencies are low due to insufficient patronage. To strengthen the transport services in the district, would the Government consider co-ordinating with the bus companies with a view to operating the GMBs with higher frequency during off-peak periods?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 16)

Reply:

- (1) In 2014, the TD received applications for cancellation of seven GMB routes mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes together with the operators concerned and implemented measures, such as making adjustment to the frequency and operating hours of the routes, to improve their efficiency and financial viability. Of the seven routes, approval was given to cancel one route, i.e. Route 611C plying between Kwan Lok Lane and Fau Tsoi Street in Yuen Long.

- (2) The TD plans to introduce eight new GMB routes in 2015. Details are as follows:
- (i) Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)
 - (ii) Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)
 - (iii) Shui Chuen O, Sha Tin – Shek Mun Station
 - (iv) Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)
 - (v) The Beaumont, Tseung Kwan O – Hang Hau (Circular)
 - (vi) Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai Station (Circular)
 - (vii) Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular)
 - (viii) Anderson Road Development Area – Kowloon Bay (Sheung Yee Road) (Circular)
- (3) At present, there are four regular franchised bus routes plying between the airport and Tung Chung. Their route numbers, origin / destination and frequency are as below:

| Route Number | Origin / Destination | Frequency (minutes) |
|---------------------|---|----------------------------|
| S1 | Tung Chung Station Bus Terminus – Asia World-Expo (via Passenger Terminal Building) (Circular) | 5 – 10 |
| S52 | Tung Chung (Yat Tung Estate Public Transport Terminus) – Airport (Aircraft Maintenance Area) | 18 – 22 |
| S56 | Tung Chung Station Bus Terminus – Airport (Passenger Terminal Building) (Circular) | 15 – 30 |
| S64/S64X/S64C | Tung Chung (Yat Tung Estate Public Transport Terminus) – Airport (Passenger Terminal Building) via Tung Chung Station Bus Terminus (Circular) | 10 – 20 |

Besides, passengers plying between Tung Chung and the airport may also use nine E-routes (namely E11, E21, E22/E22A, E23, E32, E33, E34A/E34B, E41 and E42). Their frequencies range from six to 30 minutes. The provision of franchised bus services is adequate to meet passenger demand.

The TD will consider strengthening public transport services, including the GMB, for commuting between the airport and Tung Chung when proven need arises. The GMB service is one of the options to be considered for meeting the proven needs. The TD will keep in view the situation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)210****(Question Serial No. 1338)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the number of parking spaces for coaches in each of the 18 districts for the last three years.

| District | 2012 | 2013 | 2014 |
|----------|------|------|------|
| | | | |
| | | | |

Will the Government include the assessment of the demand for coach parking spaces in the work plan for 2015-16? What measures will be taken by the Government to alleviate the shortage of coach parking spaces in individual districts?

Asked by: Hon YIU Si-wing (Member Question No. 12)Reply:

The numbers of designated parking spaces for coaches in each of the 18 districts for the last three years are tabulated below:

| District | 2012 | 2013 | 2014 |
|---------------------|------|------|------|
| Central and Western | 71 | 66 | 66 |
| Wanchai | 117 | 120 | 120 |
| Eastern | 349 | 326 | 326 |
| Southern | 236 | 251 | 257 |
| Yau Tsim Mong | 235 | 265 | 242 |
| Sham Shui Po | 397 | 438 | 491 |
| Kowloon City | 743 | 831 | 934 |
| Wong Tai Sin | 160 | 169 | 169 |
| Kwun Tong | 379 | 377 | 377 |
| Tsuen Wan | 380 | 388 | 374 |
| Tuen Mun | 177 | 177 | 177 |

| District | 2012 | 2013 | 2014 |
|-----------------|--------------|--------------|--------------|
| Yuen Long | 381 | 362 | 376 |
| North | 100 | 74 | 74 |
| Tai Po | 143 | 147 | 205 |
| Sai Kung | 571 | 592 | 593 |
| Sha Tin | 240 | 251 | 251 |
| Kwai Tsing | 303 | 260 | 260 |
| Islands | 102 | 113 | 101 |
| Total | 5 084 | 5 207 | 5 393 |

The Government has been closely monitoring the demand and supply for coach parking spaces in various districts of Hong Kong and will continue to do so in 2015-16. Over the years, we have provided additional roadside coach parking spaces in appropriate locations, as long as road safety and other road users are not affected. We have also provided additional short-term tenancy car parks for the parking of coaches. In suitable new development sites, we have also requested developers to provide a specific number of parking spaces for coaches. We will continue the work on this front.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4879)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for monitoring railway services, assessing the impact of new railways on other public transport modes, and maintaining a co-ordinated network of public transport services along rail corridors. In this connection, please advise this Committee of the following:

- (1) Upon the commissioning of the South Island Line (East) (SIL(E)) and the Kwun Tong Line Extension (KTE), will the TD re-organise the public transport services along the new railway lines? What are the routes, public transport companies, manpower and expenditure involved?
- (2) Upon the commissioning of the SIL(E), pressure will be built up on the MTR Admiralty Station for interchanges with the cross-harbour section of the Tsuen Wan Line. To reduce passenger demand for the already saturated cross-harbour section of the Tsuen Wan Line during peak hours, does the TD have any plans to divert cross-harbour rail passengers to other public transport modes? What are the routes, public transport companies, manpower and expenditure involved?

Asked by: Hon CHAN Chi-chuen (Member Question No. 131)

Reply:

- (1) Prior to the opening of new railways, the TD will assess the impact of the new railway lines on the road-based public transport services, and formulate public transport re-organisation plans (PT Plans) to better suit the travelling needs of passengers and improve the operating efficiency of the public transport network.

The TD has commenced consultations with the District Councils concerned on the PT Plan in relation to the SIL(E) in July 2013. Changes were made to the PT Plan in response to the comments received. The latest proposed PT Plan for the SIL(E) involves rationalisation of some 46 franchised bus routes and 17 green minibuses routes. The PT Plan to tie in with the opening of the KTE is being developed. Local

consultation will be conducted once ready.

Two time-limited posts have been created in the TD to assist in handling the PT Plans related to the new railway lines from 2013 to 2015. The annual staff costs of the two posts, in terms of notional annual mid-point salary, are as follows:

| Rank | Number of Post | Annual Staff Cost (\$) |
|--------------------------|-----------------------|-------------------------------|
| Senior Transport Officer | 1 | 896,280 |
| Transport Officer I | 1 | 651,180 |

- (2) The new patronage brought by the SIL(E) during the morning peak hours will mainly be commuters going northward from the Island South to Kowloon or the New Territories via the Tsuen Wan Line (TWL) and those heading eastward for the Island East via the Island Line (ISL). Currently, passenger movements of the TWL and the ISL are mainly southward and westward respectively toward Central in the morning peak hours. Hence, these two major passenger flows go just in the opposite directions. In the evening peak hours, commuters of the SIL(E) also move in the other direction of the major passenger flows of the TWL and the ISL. Despite there being an increase brought by the opening of the SIL(E) to the overall passenger trips along the ISL, the impact of the new patronage brought by the SIL(E) on the cross-harbour section of the TWL should not be significant.

In any event, to help meet the passenger demand for cross-harbour services, there are 78 cross-harbour franchised bus routes (of which 61 are regular services and 17 are peak-only services) serving alongside the most crowded cross-harbour sections of the railway. In addition, there are another 70 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. Under the PT Plan to tie in with the opening of the SIL(E), no existing cross-harbour services would be cancelled, apart from some proposals for adjustments of routings and frequencies to help improve the overall operating efficiency of the cross-harbour bus network. The TD will continue to monitor the situation and make adjustments as and when necessary. Apart from the aforesaid two time-limited posts that have been created in the TD to assist in handling the PT Plans related to the new railway lines, the tasks for the monitoring and planning of public transport services are carried out by staff in the Regional Offices and the Bus and Railway Branch of the TD as part of their normal duties.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)371

(Question Serial No. 3889)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Upon cancellation of the passenger service licence (PSL) of residents' services (RS) of the Allways Garden earlier, there was a need for introduction of a green minibus (GMB) Route 84 to facilitate residents going to the Tsuen Wan town centre. In this regard, would the Government advise on:

- (a) the criteria in examining the grant of the PSL for operating the RS for the Allways Garden and the manpower and expenditure involved;
- (b) the criteria in examining the introduction of GMB Route 84 and the manpower and expenditure involved; and
- (c) whether the Government has any measures to monitor the service quality of GMB Route 84. If yes, what are the details and the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 52)

Reply:

Under the existing transport policy, non-franchised buses (NFB) play a supplementary role in the public transport system. Its role is to fill the gaps of passenger demand that cannot be met by the regular public transport carriers primarily during peak hours, and to provide feeder service to nearby railway station or public transport interchange. Under the current regulatory regime, an NFB operator needs to apply to the Transport Department (TD) for service endorsement for a particular transport service, such as residents' service (RS), in order to provide such service. In processing an application for the PSL for the RS, the TD will consider the availability and adequacy of other public transport services for the residential development concerned, and whether the RS would pose significant adverse impact on regular transport services or cause traffic congestion.

Before June 2013, the Allways Garden was served by five franchised bus routes, three RS and a private light bus service plying between the Allways Garden and the Tsuen Wan town centre. In June 2013, the management of the Allways Garden ceased operating the private light bus service. GMB Route 84 plying between the Allways Garden and Chung On Street in Tsuen Wan was therefore introduced to fill the gap of passenger demand. In considering the introduction of the GMB Route 84, the TD has taken into account factors including the genuine need for such service, the level of transport service already provided or planned by other public transport operators, and the traffic conditions in the areas where the service is to be provided.

GMB Route 84 should operate according to the timetable, routeing and fares approved by the TD. The TD carries out regular and ad hoc surveys to monitor the service level of the route. The service level and quality of the GMB service is also subject to assessment from time to time.

The work involved in the planning, introduction and monitoring of the GMB services is absorbed by the existing manpower of the TD. There is no separate breakdown of expenditure for the work concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)372

(Question Serial No. 3891)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The population of the Kwai Tsing district has been increasing in recent years but there is no increase in traffic and transport facilities. Will the Government advise whether a district traffic assessment and robustness testing will be conducted for the Kwai Tsing district? If yes, please provide the details and the manpower and expenditure involved. If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 54)

Reply:

The Transport Department (TD) has been closely monitoring the traffic and transport conditions of the Kwai Tsing district, and the impact of new developments on the traffic and public transport services serving the district. For any proposed new major development, the project proponent will be required to conduct a Traffic Impact Assessment (TIA) to assess the impact of the development on the traffic condition and performance of the nearby road networks with due regard to the cumulative impact of committed developments in the vicinity, and to propose road improvement works if necessary. The proponent will also be required to assess the changes in passenger demand arising from the developments, and to examine the additional public transport services required to cope with the new demand. The TIA will be conducted to the satisfaction of the TD, and it will also be vetted by relevant departments. If the proposed development requires the amendment of the Outline Zoning Plan (OZP), the findings and recommendations of the TIA, together with other planning assessments accepted by the relevant departments, will form the basis for formulating the proposed development parameters to be incorporated into the OZP. If the OZP is approved by the Town Planning Board, the project proponent will be responsible for the design and implementation of the identified traffic and transport improvement measures to the satisfaction of the TD. In the case of land grants, the improvement measures required to alleviate the identified adverse traffic impacts arising from the proposal will be incorporated into the land lease as appropriate.

For instance, for the public housing development at the ex-Kwai Chung Police Married Quarters site which is scheduled for completion in 2017, road improvement works were identified in the TIA for the junctions at Kwai Foo Road / Kwai Chung Road and Kwai Yik Road / Kwai Chung Road to alleviate the associated traffic impact. The TD will liaise with the project proponent to ensure that the planned improvements are implemented in a timely manner. Another case in point is the Kwai Luen Estate development where three pedestrian crossings were added, and the relevant public transport operators were urged to strengthen their services to tie in with the increase in demand. At present, the Kwai Luen Estate is served by seven franchised bus routes and nine green minibus routes. According to the TD's surveys, the current public transport services can meet the passenger demand in general. The existing traffic and pedestrian flow conditions are also satisfactory.

The TD will continue to monitor the traffic condition and the public transport demand arising from existing and new developments in the Kwai Tsing district. The TD will plan and implement improvement measures as necessary. The above-mentioned work is absorbed as part of the regular work by the staff of the TD. There is no breakdown of the expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)373

(Question Serial No. 3892)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Some locals have reflected that cycle parking spaces near the Cheung Chau Ferry Pier are not properly managed. In this connection, will the Government advise:

- (a) What is the number of cycle parking spaces near the Cheung Chau Ferry Pier? What are the manpower and expenditure involved in managing the cycle parking spaces?
- (b) Will the Government have any measures to improve the current cycle parking situation? If yes, what will be the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 55)

Reply:

There are about 470 bicycle parking spaces near the Cheung Chau Ferry Pier. It is noted that some bicycle parking spaces there are sometimes occupied by abandoned bicycles or other articles, which reduce the availability of parking spaces for bicycle users. To address this problem, relevant departments, including the Transport Department (TD), the Lands Department, the Food and Environmental Hygiene Department and the Hong Kong Police Force, conduct joint clearance actions co-ordinated by the Islands District Office from time to time to tackle the improper occupation of parking spaces. In addition, the TD will continue to identify suitable locations for provision of additional bicycle parking spaces, as long as road safety and other road users are not affected. The manpower and expenditure of the TD in respect of the above work is absorbed as part of the regular expenditure of the Department. There is no separate breakdown of the expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)374

(Question Serial No. 3893)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the local community members, renovation works are being carried out at the Cheung Chau Ferry Pier (the Pier). In this regard, would the Government advise on:

- (a) the details of the renovation works at the Pier; and the manpower and expenditure involved in the works; and
- (b) whether the Government will take any measures to alleviate the crowded situation of the Pier in addition to the renovation works. If yes, what are the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 56)

Reply:

- (a) The Architectural Services Department (ArchSD) is carrying out renovation works at the Pier. The works include increasing the waiting area of the Pier through re-organising the layout of the ticket counters and the associated ticket gates and fences; demolishing the abandoned rooms in the Pier to further enlarge the waiting area and facilitate better passenger flow; improving ventilation within the Pier; modifying the existing toilets at the Pier with a view to improving accessibility for the disabled; as well as constructing a new cantilevered canopy to provide cover for passengers waiting outside the Pier from inclement weather. The works are scheduled to be completed in May 2015, and the project cost is about \$11 million. The monitoring and management of the project is absorbed by the existing manpower of the ArchSD.
- (b) The Transport Department has been liaising with the ferry operator concerned to implement appropriate operational arrangements (e.g. re-arranging the fencing of the waiting area and passenger queues) in order to fully utilise the space of the renovated Pier. With the completion of the renovation project, the current crowded situation of the Pier during peak hours and on festival days could be alleviated.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)375

(Question Serial No. 3894)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is noted that the Government is conducting a tender exercise for the “Cheung Chau – Aberdeen” ferry service. In this regard, would the Government advise on:

- (a) the details of the tender exercise; and the manpower and expenditure involved; and
- (b) the measures that will be taken by the Government to monitor the operation of the ferry service after the completion of the tender exercise; and the manpower and expenditure involved.

Asked by: Hon CHAN Han-pan (Member Question No. 57)

Reply:

- (a) The Transport Department (TD) conducted two tender exercises in September and October 2014 with a view to selecting a suitable ferry operator to operate a proposed new licensed ferry service plying between Cheung Chau and Aberdeen. No tender submission was received in both exercises. After the conclusion of the second tender exercise, the TD received an application from a ferry operator to operate the proposed ferry service. Since no other operator in the market has expressed interest to operate the said ferry service, the TD plans to issue the licence direct to the ferry operator concerned. Subject to the result of the local consultation, and the satisfactory completion of the necessary licensing and gearing up arrangements, the TD plans to introduce the new ferry service in mid-2015. The work involved in the tender exercises and the introduction of the new ferry service is absorbed by existing resources and manpower of the TD.
- (b) As with all other licensed ferry services, the TD will monitor the service and operation of the new ferry route after the service is introduced. The TD will scrutinise monthly operating reports submitted by the operator, and conduct regular and ad-hoc surveys and inspections to monitor the passenger demand and level of service provided, as well as the operator's compliance with the service requirements. The TD will also

maintain close liaison and work with the operator to make service adjustments where necessary to ensure a proper and efficient service. Further, the TD will examine passenger suggestions and complaints, and take follow-up actions as appropriate. The work arising from this additional ferry service will be absorbed by existing resources and manpower of the TD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)376

(Question Serial No. 3895)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The population of the Tung Chung new town has been increasing. In this connection, will the Government advise:

- (a) whether a district traffic assessment will be carried out for the Tung Chung new town. If yes, what are the manpower and expenditure involved and the details. If no, what are the reasons?
- (b) whether an assessment of the capacities of nearby roads and public transport will be carried out for the North Lantau Hospital (NLH) which commenced operation last year. If yes, what are the manpower and expenditure involved and the details. If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 58)

Reply:

The Transport Department (TD) has been closely monitoring the traffic and transport conditions of Tung Chung, and the impact of new developments on the traffic and public transport services serving the area. For any proposed new major development, the project proponent will be required to conduct a Traffic Impact Assessment (TIA) to assess the impact of the development on traffic and performance of the nearby road networks, with due regard to the cumulative impact of committed development in the vicinity, and to propose road improvement works, if necessary. The proponent will also be required to assess the changes in passenger demand arising from the developments, and to examine the additional public transport services required to cope with the new demand. The TIA will be conducted to the satisfaction of the TD, and it will also be vetted by relevant departments. If the proposed development requires the amendment of the Outline Zoning Plan (OZP), the findings and recommendations of the TIA, together with other planning assessments accepted by the relevant departments, will form the basis for formulating the proposed development parameters to be incorporated into the OZP. If the OZP is approved by the Town Planning Board, the project proponent will be responsible for the design and

implementation of the identified traffic and transport improvement measures to the satisfaction of the TD. In the case of land grants, the improvement measures required to alleviate the identified adverse traffic impacts arising from the proposal will be incorporated into the land lease as appropriate.

The Civil Engineering and Development Department and the Planning Department have jointly started a study on the Tung Chung New Town Extension, that includes a TIA on the impact of the proposed and committed developments on the traffic of the adjoining road network. The TIA, which forms part of a comprehensive engineering feasibility study, will be conducted to the satisfaction of the TD, and the procedures for the amendment of the related OZP described above will follow.

The NLH has commenced operation in September 2013, and extended its service to 24 hours since September 2014. At present, the NLH is served by 21 franchised bus routes en-routeing Chung Yan Road. Five of them provide overnight services. The TD has been closely monitoring the traffic condition of the nearby road network and the passenger demand for public transport services for the NLH. Traffic flow on the nearby road network is generally smooth. According to the TD's surveys, the current public transport services can meet passenger demand in general.

The TD will continue to monitor the traffic condition and the public transport demand arising from existing developments, including the NLH and new developments in the Tung Chung area. The TD will plan and implement improvement measures as necessary. The above-mentioned work is absorbed as part of the regular work by the staff of the TD. There is no breakdown of the expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)377

(Question Serial No. 3898)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

While population intake has taken place in the Kwai Luen Estate in the Kwai Tsing district, the residents complain about inadequate provision of transport facilities from time to time. Will the Government review the transport facilities for the area concerned? If yes, please provide the details and the manpower and expenditure involved. If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 61)

Reply:

The Kwai Luen Estate – Phase I is located on Kwai Luen Road and Phase II on Kwai Shing Circuit. A lift tower and a link bridge have been built to provide a convenient pedestrian link between the two phases. Footpaths are also provided on both sides of Kwai Luen Road and Kwai Shing Circuit with pedestrian crossings suitably located. The Transport Department (TD) has been closely monitoring the provision of public transport services and related facilities for the area, and finds that such provision is adequate in general.

As regards public transport services, residents of the Kwai Luen Estate may make use of the franchised bus services and green minibus services at the two bus termini (one at each end on Kwai Luen Road) or the en-route stops on Kwai Shing Circuit. There are currently seven franchised bus routes and six green minibus routes providing services from / to Tsuen Wan, Kwai Hing, Kwai Fong, Yau Tsim Mong, Sha Tin and Lam Tin. According to the TD's surveys, the current public transport services can meet the passenger demand in general.

The TD will continue to monitor the traffic and transport arrangements of the area and will implement improvement measures as necessary. The work is undertaken by the staff of the TD as part of their day-to-day duties. No additional manpower or resource is required.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)378

(Question Serial No. 3905)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

A number of water mains bursts happened in the vicinity of Wo Yi Hop Road last summer and the local traffic was affected. In this connection, will the Government advise whether it will consider restructuring the traffic network and routeings of public transport of the whole district, so that its traffic would not be paralysed when incidents occurred on Wo Yi Hop Road? If yes, what are the manpower, expenditure and details involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 68)

Reply:

Wo Yi Hop Road can be broadly divided into the northern section and the southern section at its junction with Cheung Wing Road. In the event that there are incidents affecting traffic flow in the southern section, motorists may make use of Lei Muk Road, Ta Chuen Ping Street, Tai Loong Street and Castle Peak Road which are connected to Wo Yi Hop Road. If there are incidents affecting the northern section, motorists may make use of Cheung Pei Shan Road or Cheung Wing Road as alternative routes. When incidents occur, the Transport Department (TD) will closely monitor the traffic situations, co-ordinate with the relevant public transport operators for diversion of the affected franchised and green minibus routes, as well as adjust the timing of traffic signals in order to minimise the impact on the traffic. Motorists and the public will also be notified of the special traffic and transport arrangements. We believe that the above work can help ease the affected traffic when incidents occur on Wo Yi Hop Road.

The work is absorbed as part of the regular work of the staff of the TD. There is no breakdown for the manpower and expenditure for the work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)379

(Question Serial No. 5705)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding improvement of air quality in Hong Kong:

- (a) the Government in the “A Clean Air Plan for Hong Kong” said that it would set up pedestrian precincts where appropriate. In this regard, what are the Government’s work plan, programme, expenditure and manpower resources involved in the coming two years?
- (b) in the past three years, has the Government conducted any overseas visits for setting up of pedestrian precincts or public space for pedestrians? If yes, what were the details, results, number of participating officers and their titles, expenditure and manpower resources involved? If no, will the Government make reference to the experience of overseas cities?
- (c) it was noted that in 2003, the Hong Kong Institute of Planners (HKIP) raised the idea of setting up a “tram and pedestrian only” precinct at Des Voeux Road Central. Was the Government aware of the HKIP’s idea? If yes, did the Government contact or discuss with the HKIP about their idea? Did the Government study its feasibility? What were the expenditure and manpower resource involved? If no, will the Government plan to study the idea concerned? If a study will be carried out, please advise the annual manpower and resource requirements in the next two years and the programme and details of the study.

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 156)

Reply:

- (a) The Transport Department (TD) will continue to implement measures to improve the pedestrian environment at suitable locations under the management of the TD. In the coming two years, the TD will continue with the traffic calming works at Woosung Street between Kansu Street and Nanking Street in Jordan, and start the traffic calming works to improve the walking environment at Dundas Street between Nathan Road

and Fa Yuen Street in Mong Kok in mid-2015. The total cost of the above works is about \$2.3 million. Regarding the manpower required, as the works are absorbed as part of the regular duties of the Department's staff, there is no breakdown for such work.

- (b) In the past three years, the TD did not arrange any overseas duty visits solely for studying the setting up of pedestrian precincts. However, the TD has been closely monitoring overseas experience in improving the pedestrian environment. When considering measures to improve the pedestrian environment, the TD will make reference to overseas experience as appropriate, having regard to local characteristics.
- (c) Further to the views expressed in 2003, the HKIP put forward a proposal on a "tram and pedestrian precinct" at Des Voeux Road Central to the Government in 2014. Bureaux and departments concerned have been examining the feasibility of the proposal from various perspectives. The TD will comment on the proposal from the transport management perspective.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6458)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the bus route rationalisation plans on the Hong Kong Island, please advise this Committee:

- (a) Apart from the bus route rationalisation plans to tie in with the commissioning of the West Island Line (WIL) and the South Island Line East (SIL(E)), will the Transport Department (TD) carry out re-organisation of other bus routes serving the Hong Kong Island and cross-harbour bus routes in 2015-16? If yes, what are the details?
- (b) The Sai Ying Pun Station of the WIL is expected to open at the end of March this year. By that time, bus route rationalisation plans to tie in with the commissioning of the WIL will be completed. Will the TD conduct follow-up surveys on the relevant bus route rationalisation plans in 2015-16 to examine the impact of re-organisation on bus passengers and road traffic of the Western district? If yes, what are the specific plan and work schedule?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 268)

Reply:

- (a) Apart from the public transport reorganisation plan to tie in with the opening of the WIL and the SIL(E), the TD would assess the bus route planning programmes (RPPs) submitted by franchised bus companies as an annual exercise. This is an ongoing task of the TD. For 2015-16, the RPPs for the Hong Kong Island and cross-harbour bus routes include proposals of new supplementary routes, route extension or adjustment, frequency adjustment, change of terminal point and extension of operating hours, etc. A summary of these proposals is at Annex.
- (b) After the full opening of the WIL, the TD will engage contractors to carry out follow-up surveys to assess the service level and passenger demand in respect of public transport services affected. Furthermore, the TD will continue to keep in view the operation of public transport services and may suitably adjust the services taking into account the passenger demand.

**2015-16 Bus Route Planning Programme
for the Hong Kong Island and Cross-harbour Routes**

| Bus Company | Route Number | Origin - Destination | Content |
|--------------------------------|---------------------|--|--|
| Hong Kong Island Routes | | | |
| NWFB | 9 | Shau Kei Wan - Shek O | Route extension in swimming season |
| CTB | 11 | Central (Central Ferry Piers) – Jardine's Lookout (Circular) | Frequency improvement |
| NWFB | 15B | Tin Hau Station - The Peak | Route extension |
| NWFB | 15C | Central Ferry Piers (Pier 6) – Garden Road (Lower Peak Tram Station) | Cancellation of special departures |
| NWFB | 18P | Kennedy Town (Belcher Bay Temporary Bus Terminus) – North Point (Healthy Street Central / North Point Ferry) | Route extension |
| CTB | 25A | Wan Chai (Hong Kong Convention and Exhibition Centre Extension) – Braemar Hill (Circular) | - Vehicle conversion - Frequency reduction |
| NWFB | 26 | Lai Tak Tsuen – Hollywood Road (Circular) | Vehicle conversion |
| CTB | 37B | Chi Fu Fa Yuen – Central (Circular) | - Introduction of special departures - Frequency reduction |
| CTB | 76 | Shek Pai Wan Estate Public Transport Interchange – Causeway Bay (Moreton Terrace) | - Conversion to circular service - Frequency reduction on non-school days |
| CTB | 77 | Tin Wan Estate – Shau Kei Wan | - Adjustment in routing - Frequency reduction |
| CTB | 85 | Siu Sai Wan (Island Resort) – Braemar Hill (Circular) | Adjustment in routing |
| CTB | 99 | South Horizons – Shau Kei Wan | Frequency reduction |
| CTB | 99X | South Horizons / Ap Lei Chau Main Street to Sai Wan Ho (Tai Hong Street) | - Frequency improvement - Extension of operating hours |
| CTB | 511 | Central (Central Ferry Piers) – Jardine's Lookout (Circular) | - Route truncation - Frequency reduction |
| CTB | 592 | South Horizons – Causeway Bay (Moreton Terrace) | Frequency improvement |
| NWFB | 720 | Sai Wan Ho (Grand Promenade) – Central (Macau Ferry) | Adjustment in routing |

| Bus Company | Route Number | Origin - Destination | Content |
|-----------------------------|--------------|--|---|
| Cross Harbour Routes | | | |
| CTB/KMB | 102 | Mei Foo - Shau Kei Wan | Frequency reduction |
| CTB/KMB | 102P | Mei Foo - Shau Kei Wan | Frequency improvement |
| CTB/KMB | 182 | Yu Chui Court – Central (Macau Ferry) | - Introduction of a new supplementary route - Frequency reduction |
| NWFB/KMB | 305 | Mei Tin Estate to Sheung Wan | Adjustment in routing |
| KMB | 373 | Sheung Shui – Sheung Wan | - Adjustment in routing - Introduction of new supplementary routes |
| KMB | 373A | Sheung Shui (Wah Ming) – Wanchai (Harbour Road) | Frequency improvement |
| CTB/KMB | 619 | Shun Lee – Central (Macau Ferry) | Frequency improvement |
| CTB/KMB | 619X | Shun Lee to Central (Macau Ferry) | Frequency improvement |
| CTB/KMB | 621 | Laguna City – Central (Hong Kong Station Public Transport Interchange) | Frequency reduction |
| CTB/KMB | 678 | Sheung Shui – Causeway Bay (Eastern Hospital Road) | Frequency improvement |
| NWFB | 682A | Ma On Shan Rown Centre to Siu Sai Wan | - Relocation of terminal point - Frequency improvement |
| NWFB | 682B | Shui Chuen O to Siu Sai Wan | - Relocation of terminal point - Frequency improvement |
| NWFB | 682P | Ma On Shan (Lee On / Wu Kai Sha Station) to Chai Wan (East) | - Adjustment in routing - Frequency improvement |
| NWFB/KMB | 905 | Wan Chai Ferry Pier – Lai Chi Kok | - Relocation of terminal point |
| CTB | 930 | Wan Chai Ferry Pier – Tsuen Wan (Discovery Park Bus Terminus) | - Introduction of a new supplementary route |
| CTB | 930A | Tsuen Wan West Station Public Transport Interchange – Wan Chai Ferry Pier | Adjustment in routing |
| KMB | 934 | Bayview Garden - Wan Chai | Introduction of a new supplementary route |
| NWFB/KMB | 948 | Cheung On to Causeway Bay (Tin Hau) Causeway Bay (Tin Hau) to Cheung Wang | Frequency reduction |
| NWFB/KMB | 948P | Cheung On to Causeway Bay (Tin Hau) | - Adjustment in routing - Frequency improvement |
| NWFB/KMB | 948X | Cheung Wang to Causeway Bay (Tin Hau) | Adjustment in routing |

| Bus Company | Route Number | Origin - Destination | Content |
|--------------------|---------------------|--|-----------------------|
| CTB | 962C | Quarry Bay (King's Road opposite to Sunway Gardens) to Tuen Mun (Lung Mun Oasis) | Frequency improvement |
| CTB | 962S | Tuen Mun (Chi Lok Fa Yuen) to Causway Bay (Moreton Terrace) | Frequency improvement |
| CTB | 969A | Tin Shui Wai Town Centre – Admiralty (Lippo Centre) / Hennessy Road (West of Fleming Road) | Frequency reduction |
| CTB | E11 | Causeway Bay (Tin Hau) – AsiaWorld-Expo | Adjustment in routing |

Legend:

CTB - Citybus Limited
KMB - The Kowloon Motors Bus Company (1933) Limited
NWFB - New World First Bus Services Limited

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6459)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will take over the management of the Eastern Harbour Crossing (EHC) upon expiry of the franchise in 2016. In this regard, please provide the following information:

- (a) Will the Transport Department (TD) prepare for the take-over of the EHC in 2015-16? If yes, what are the work plan, timetable and estimated expenditure involved?
- (b) Upon take-over of the EHC in 2016 by the Government, traffic diversion can be achieved through adjustments of the tolls of both the Cross-Harbour Tunnel (CHT) and the EHC or other measures. Will the TD conduct studies and consultations on the relevant toll adjustments or other measures and formulate specific measures in 2015-16? If yes, what are the specific work plan and timetable? If no, what are the reasons?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 269)

Reply:

- (a) The TD, in collaboration with other relevant government departments, has already started the preparatory work for the take-over of the EHC. The major preparation work includes reviewing the maintenance requirements of the structure and operating equipment and systems and the procedures for operating the tunnel, etc. The work involved is undertaken by a new EHC section in the TD with one Chief Transport Officer, one Senior Transport Officer, one Transport Officer II and one Contract Treasury Accountant. The total estimated expenditure involved is about \$3.3 million in 2015-16.
- (b) The Government is committed to implementing appropriate measures to rationalise traffic distribution among road harbour crossings (RHCs) to alleviate road traffic congestion. To that end, the Government considers toll adjustment an effective tool to rationalise the RHC traffic. That said, it is necessary to consider a number of

factors before implementing any toll adjustment at the RHCs, such as the capacity of the connecting roads concerned after the rationalisation and traffic impact on the relevant districts. To avoid causing an adverse impact on the connecting roads in the vicinity of the RHC, the Government considers it more appropriate to include the Western Harbour Crossing (WHC) in any traffic rationalisation scheme. The commissioning of the Central-Wan Chai Bypass (CWB) will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in a traffic rationalisation scheme. As such, no public consultation exercise on rationalising the RHC traffic will be conducted in 2015-16.

From now until the CWB comes into operation, the TD will closely monitor the traffic situation at all the RHCs and their neighbouring areas, and implement further traffic management measures when necessary, which include the continual development of intelligent transport systems to enhance the road network efficiency and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)382****(Question Serial No. 6461)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the number of vehicle licences in Hong Kong, would the Transport Department (TD) advise on the following:

- (a) the numbers of registered vehicles of different vehicle classes in Hong Kong in the past five years; please provide a breakdown of the numbers by year and vehicle class;
- (b) the numbers of trade licences in Hong Kong in the past five years; please provide a breakdown of the numbers by year and vehicle class; and
- (c) in 2015-16, whether the TD will conduct research and consultation as to whether restriction should be imposed on the number of vehicles and the number of vehicle licences issued in Hong Kong; if affirmative, please provide the concrete plan and schedule of work.

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 271)Reply:

- (a) The numbers of registered vehicles by class as at the end of each of the past five years are as follows:

| Vehicle class | 2014 | 2013 | 2012 | 2011 | 2010 |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| Motor cycles / Tricycles | 63 860 | 60 180 | 57 368 | 55 286 | 53 823 |
| Private cars | 541 751 | 517 997 | 494 646 | 471 685 | 449 400 |
| Taxis | 18 138 | 18 138 | 18 138 | 18 138 | 18 138 |
| Franchised public buses | 5 845 | 5 850 | 5 788 | 5 821 | 5 796 |
| Non-franchised public buses | 7 053 | 7 054 | 7 055 | 7 071 | 7 065 |
| Private buses | 592 | 581 | 558 | 499 | 505 |
| Public light buses | 4 350 | 4 350 | 4 350 | 4 350 | 4 350 |

| Vehicle class | 2014 | 2013 | 2012 | 2011 | 2010 |
|--------------------------|----------------|----------------|----------------|----------------|----------------|
| Private light buses | 3 021 | 2 793 | 2 463 | 2 216 | 2 093 |
| Light goods vehicles | 73 865 | 79 478 | 76 265 | 74 442 | 72 847 |
| Medium goods vehicles | 37 529 | 40 720 | 39 272 | 38 978 | 38 588 |
| Heavy goods vehicles | 5 148 | 4 908 | 4 346 | 3 750 | 3 340 |
| Special purpose vehicles | 1 758 | 1 722 | 1 620 | 1 556 | 1 466 |
| Government vehicles | 6 289 | 6 305 | 6 240 | 6 297 | 6 315 |
| Total | 769 199 | 750 076 | 718 109 | 690 089 | 663 726 |

- (b) The numbers of valid trade licences as at the end of each of the past five years are as follows:

| Type of trade licence | 2014 | 2013 | 2012 | 2011 | 2010 |
|------------------------------|-------------|-------------|-------------|-----------------|-----------------|
| Non-left-hand drive vehicles | 2 599 | 2 549 | 2 603 | 2 490 | 2 350 |
| Left-hand drive vehicles | 54 | 63 | 60 | Not applicable* | Not applicable* |

- * Trade licence for left-hand drive vehicles was introduced after the passage of the Road Traffic (Registration and Licensing of Vehicles) (Amendment) (No. 2) Regulation 2012 which took effect from 9 July 2012.

- (c) Restricting the number of vehicles or the number of vehicle licences issued requires putting in place some form of quota system. Any vehicle quota system is contentious. The Government must carefully assess the pros and cons of the policy and its impact on the public. If the Government is to consider implementing a vehicle quota system in future, it will fully consult various stakeholders and the community. The Government has no plan to conduct research or consultation in this regard in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)383

(Question Serial No. 4503)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is indicated in the Budget Speech that the Government will waive the fees for vehicle examination once for the renewal of vehicle licences of taxis, light buses, franchised and non-franchised buses, goods vehicles, trailers and special purpose vehicles within a year. Please give an account of the operating expenses, publicity expenses, establishment and salary expenses involved in 2015-16.

Asked by: Hon CHAN Wai Yip, Albert (Member Question No. 101)

Reply:

Vehicle examination of the vehicles concerned will be carried out by the existing staff as part of their normal duties. No additional staff costs would be incurred for the implementation of the one-off waiver of vehicle examination fees. For notifying the vehicle owners concerned, it is estimated that some \$100,000 would be spent on publicity.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)384

(Question Serial No. 4504)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In line with the user-pay principle, fees for various licences were revised upward by the Government in recent years. As the Administration and Licensing Branch (ALB) under the Transport Department (TD) is responsible for adjusting the licensing fees, will the Government inform this Committee of the operating expenses, establishment and estimated annual personal emoluments of the ALB in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 102)

Reply:

The operating expenditure of the Licensing Section of the TD, which is responsible for licensing of vehicles and drivers (including revision of relevant licence fees), is estimated to be \$22 million in 2015-16.

In 2015-16, the Licensing Section will have an establishment of 252. The total estimated annual personal emoluments (in notional annual mid-point salary value) in 2015-16 are around \$73 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4506)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2015-16 of this Programme, the Government has indicated that it would continue to rationalise and improve bus services to enhance quality and efficiency, and to help relieve congestion and reduce road-side emission. In this connection, please advise this Committee of the following:

- (1) What was the number of bus routes cancelled and frequency reduced through bus service rationalisation and improvement in the past year? What was the number of bus routes cancelled involving the Yuen Long, Tuen Mun, Islands, Tsuen Wan and Kwai Tsing districts?
- (2) Did the Government evaluate the volume of emission reduced through bus service rationalisation and improvement in the past year?
- (3) What is the number of bus routes planned to be cancelled in 2015-16 to achieve bus service rationalisation and improvement?
- (4) What are the manpower involved in the above duties and the estimated annual salaries in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 104)

Reply:

- (1) After implementation of the bus route rationalisation proposals, seven bus routes were cancelled and 99 frequency reduction proposals were implemented in the territory in 2014. Among the seven cancelled routes, one route provided service in Tsuen Wan and another route in Yuen Long. No bus route was cancelled in the Tuen Mun, Islands and Kwai Tsing districts. As regards the 99 frequency reduction proposals, 28 proposals involved the bus routes in the Yuen Long, Tuen Mun, Islands, Tsuen Wan and Kwai Tsing districts.

- (2) The Environmental Protection Department (EPD) does not separately assess the reduced emissions solely brought about by bus route rationalisation. Rather, it has been monitoring the overall changes in roadside air quality to have a better understanding on different major emission sources and implementing relevant measures to reduce vehicular emissions. Such measures include deploying roadside remote sensing equipment to monitor emissions from petrol and liquefied petroleum gas vehicles, retrofitting Euro II and III franchised buses with selective catalytic reduction devices, and implementing an incentive-cum-regulating scheme to phase out around 82 000 pre-Euro IV diesel commercial vehicles by end 2019. According to the air quality monitoring data provided by the EPD, the concentration of roadside respirable suspended particulates (PM10) has reduced by an average of 18% in 2014 as compared with 2009. Moreover, instead of increasing with ambient ozone levels, nitrogen dioxide (NO2) at the roadside fell by 7%, showing that the measures to reduce vehicular emissions have produced some results.
- (3) Under the 2015-16 bus route planning programmes, the TD and the franchised bus companies have proposed 110 rationalisation items, including 14 route cancellation and 78 frequency reduction proposals. At the same time, a total of 100 improvement items, including introduction of five new routes and 57 frequency improvement proposals, have been planned. Consultation on these proposals is underway and is expected to be completed in around mid-2015.
- (4) The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD and the work involved is undertaken by the existing staff as part of their normal duties.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)386

(Question Serial No. 3564)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government indicates that it will maintain close collaboration with the public transport operators to improve the accessibility of transport facilities to facilitate more convenient use of the public transport services by persons with disabilities. Please advise on the following:

Buses in Kowloon and on the Hong Kong Island have not been fully replaced by buses with low floor. Has the Government set any deadlines for vehicle replacement? If yes, what are the details? If no, what are the reasons?

In connection with the preceding question, please advise whether there are penalties to be imposed on the bus companies for not meeting the target before the deadlines? If yes, please give details. If no, please provide the reasons.

Currently, public light buses (PLBs) and tourist buses have not been equipped with wheelchair-accessible facilities. Has the Government reserved any provision for subsidising the introduction of wheelchair-accessible PLBs and wheelchair-accessible tourist buses? If yes, please give details. If no, please provide the reasons.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 70)

Reply:

The Transport Department (TD) has required all franchised bus companies to make low-floor and wheelchair-accessible design a standard specification when acquiring new buses as the operating situation permits. At present, among the 5 810 licensed franchised buses that are operating in the territory, about 4 620 or 80% of them are wheelchair-accessible with low floor. According to the current bus replacement programmes, it is expected that all franchised buses (except those operated by the New

Lantau Bus Company (1973) Limited (NLB) in South Lantau^{Note}) will be replaced by low floor wheelchair-accessible buses by 2017. The TD will closely monitor the progress of replacement to ensure adherence to the programme.

At present, some non-franchised buses and private light buses (e.g. private buses owned by charity organisations) are equipped with wheelchair-accessible facilities for use by wheelchair-bound persons. The Government has been encouraging the public transport sector to introduce different vehicle models to enhance the quality of public transport services. There is no legal restriction for the vehicle models of buses and light buses to be used by the trades. It is a commercial decision for the public transport bus and light bus operators to use certain vehicle models, having regard to the various factors, such as vehicle prices, operating costs, passenger demand and suitability of the models for operations in Hong Kong. The Government has no plan at this moment to subsidise the acquisition of low-floor wheelchair accessible vehicle models of public bus and PLBs.

- End -

Note: This is because low-floor buses are not suitable for operation on some roads with steep gradient and sharp bends in South Lantau. The NLB can therefore only procure wheelchair-accessible low-floor buses for use on bus routes not covering such roads.

CONTROLLING OFFICER'S REPLY**THB(T)387****(Question Serial No. 3383)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government inform this Committee of the following:

What were the numbers of applications approved for direct issue of a Hong Kong full driving licence on the strength of a Mainland driving licence in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

| | Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences | No. of applications rejected | Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences | Rank of staff | No. of staff | Related expenses |
|---------|---|------------------------------|---|---------------|--------------|------------------|
| 2012-13 | | | | | | |
| 2013-14 | | | | | | |
| 2014-15 | | | | | | |

How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

| | No. of LHD vehicles registered and licensed in Hong Kong | No. of applications rejected | Cumulative no. of LHD vehicles registered and licensed in Hong Kong | Rank of staff | No. of staff | Related expenses |
|---------|--|------------------------------|---|---------------|--------------|------------------|
| 2012-13 | | | | | | |
| 2013-14 | | | | | | |
| 2014-15 | | | | | | |

What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What were the numbers of injuries and deaths involved?

| | No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong | No. of injuries | No. of deaths |
|---------|---|-----------------|---------------|
| 2012-13 | | | |
| 2013-14 | | | |
| 2014-15 | | | |

What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What was the unpaid amount?

| | No. of fixed penalty tickets issued | Total amount of fixed penalty tickets | Unpaid amount of fixed penalty tickets in the year | Cumulative amount of unpaid fixed penalty tickets |
|---------|-------------------------------------|---------------------------------------|--|---|
| 2012-13 | | | | |
| 2013-14 | | | | |
| 2014-15 | | | | |

What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Do the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?

What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2015-16?

Will the second phase of the Scheme be implemented in 2015-16? Please advise details of the plan and the estimated expenditure for 2015-16.

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 60)

Reply:

The information requested in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2012-13 to 2014-15 (up to end February 2015) is tabulated below:

| Year | No. of Mainland driving licences approved for direct issue of Hong Kong full driving licences | No. of applications rejected | Cumulative no. of Mainland driving licence approved for direct issue of Hong Kong full driving licences at year end ^{Note} |
|------|---|------------------------------|---|
| | | | |

| Year | No. of Mainland driving licences approved for direct issue of Hong Kong full driving licences | No. of applications rejected | Cumulative no. of Mainland driving licence approved for direct issue of Hong Kong full driving licences at year end ^{Note} |
|--------------------------------------|---|------------------------------|---|
| 2012-13 | 22 444 | 116 | 103 826 |
| 2013-14 | 25 866 | 146 | 129 692 |
| 2014-15 (up to end February 2015) | 34 393 | 119 | 164 085 |

Note: The cumulative figures shown in the table were data since February 2007 when the Transport Department (TD)'s system was upgraded and started to capture the issuing places of the driving licences held by the drivers applying for "direct issue of a Hong Kong full driving licence".

Direct issue of Hong Kong full driving licences is handled by the team of staff involved in a wide range of driving licence matters. We cannot separately account for the number of staff and expenditure relating to direct issue applications from Mainland drivers.

The information requested in respect of the LHD vehicles from the Mainland from 2012-13 to 2014-15 (up to end February 2015) is tabulated below:

| Year | No. of LHD vehicles registered and licensed in Hong Kong at year end | No. of applications rejected | Cumulative No. of LHD vehicles registered and licensed in Hong Kong at year end |
|--------------------------------------|--|------------------------------|---|
| 2012-13 | 13 | 0 | 283 |
| 2013-14 | 11 | 0 | 279 |
| 2014-15 (up to end February 2015) | 18 | 0 | 252 |

Registration and licensing of the LHD vehicles from the Mainland are handled by the team of staff which is involved in a wide range of vehicle licence matters. We cannot separately account for the number of staff and expenditure relating to applications from the Mainland LHD vehicles.

The information requested in respect of traffic accidents of the Mainland LHD vehicles in Hong Kong from 2012-13 to 2014-15 (up to end February 2015) is tabulated below:

| Year | No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong | No. of injuries | No. of deaths |
|--------------------------------------|---|-----------------|---------------|
| 2012-13 | 21 | 43 | 2 |
| 2013-14 | 6 | 14 | 0 |
| 2014-15 (up to end February 2015) | 8 | 14 | 0 |

Traffic offences detected in a traffic accident investigation will be prosecuted by the Hong Kong Police Force by way of summons instead of fixed penalty tickets, regardless of whether the vehicles involved are the Mainland LHD vehicles or not.

The procedures for applications for first registration and licensing of the LHD vehicles, including those from the Mainland, are the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing as well as issue of the LHD permit. Similar to other commercial vehicles and private cars aged six years or above in Hong Kong, these LHD vehicles are subject to examination when applying for annual renewal of vehicle licence.

The first phase of the Scheme was rolled out on 30 March 2012. As at 28 February 2015, the TD has received 5 386 applications for the Scheme with 4 974 applications approved. The expenditure for the Scheme in 2012-13 was \$8.11 million. In both 2013-14 and 2014-15, the expenditure was \$3.13 million. The estimated expenditure in 2015-16 is \$3.26 million, which mainly covers staff cost and system maintenance charges.

There is no concrete timetable for the second phase of the Scheme. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)388

(Question Serial No. 3581)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to rationalise and improve bus services in this year. Please advise this Committee of the following:

- (1) Have the bus route rationalisation proposals under the "Area Approach" for the New Territories, being the pilot scheme, been accomplished? What benefits have these proposals brought about?
- (2) What is the progress of the bus route rationalisation proposals at present and what are the financial commitments so far?
- (3) How will the TD tackle the high lost trip rate of bus service on the Hong Kong Island and what is the financial commitment involved?
- (4) What is the consultation procedure in respect of bus route adjustment or cancellation?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 44)

Reply:

Apart from the annual bus route planning programmes (RPPs), the Government and the franchised bus companies have been pursuing route rationalisation with greater vigour by using the Area Approach since 2013. The Area Approach rationalisation was first implemented in the Tuen Mun and North districts in 2013. Based on this experience, it was carried out in Yuen Long, Sha Tin, Tsing Yi and Tai Po in 2014. To tie in with the Area Approach rationalisation, the TD and the franchised bus companies have set up new or enhanced existing bus-bus interchanges on the Tuen Mun Highway, the Tsing Sha Highway and the Tai Lam Tunnel Toll Plaza. Overall speaking, there was a 6% increase in bus patronage (including interchange passenger trips) in the Tuen Mun and North districts after the implementation of the rationalisation proposals. As the rationalisation proposals for the Yuen Long, Sha Tin, Tsing Yi and Tai Po districts have been implemented in phases

since August 2014, it is expected that the operation and the efficiency of the bus networks in these districts would be improved after full implementation of the rationalisation proposals.

For the RPPs and the Area Approach rationalisation, the TD and the franchised bus companies would consult the District Councils concerned on the rationalisation proposals. The TD and the franchised bus companies would assess and consider the views collected during the consultation and, where appropriate, make adjustments to the proposals before implementation.

The TD has all along been attaching great importance to the regularity of franchised bus services. The TD has been closely monitoring the level of bus service through reviewing the operational records of franchised bus companies, conducting regular surveys, and acting on passengers' complaints and suggestions. In view of relatively high lost trip rates between 2010 and 2012, the TD had followed up with the franchised bus companies to seek improvement, including analysing the causes for lost trips. The bus companies were urged to take appropriate preventive measures on causes which were under their control (e.g. shortage of bus captain, vehicle breakdown or vehicle shortage). In response to the Ombudsman's recommendations of its investigation into the TD's mechanism of monitoring the frequency of franchised bus service in 2014, the TD has also implemented a number of measures to enhance its monitoring mechanism. With concerted efforts, the overall lost trip rate has dropped from 4.2% in 2012 to 2.6% in 2013 and 2.4% in the first three quarters of 2014 (i.e. the period with the effect of the Occupy Movement in the last quarter of 2014 excluded). As at end January 2015, the overall lost trip rate was 1.8%. The TD will continue to closely monitor the situation and take timely and appropriate measures as necessary.

The work involved is undertaken by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by existing resources of the TD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)389

(Question Serial No. 3582)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for regulating and monitoring the operation of public transport services. In view of the frequent major and minor railway incidents which have resulted in service delays and affected passenger safety, will the Government advise this Committee on:

- (1) the record of railway incidents causing delay in service in the past three years;
- (2) the suggestions given by the TD to the MTR Corporation Limited (MTRCL) to improve its service and minimise the occurrence of railway incidents; and
- (3) apart from the free shuttle buses provided by the MTRCL, whether the TD will develop other public transport service network as an alternative for the public, so as to divert affected passengers more effectively in the event of railway incidents. If yes, what will be the estimated financial commitment?

Asked by: Hon IP LAU Suk-yee, Regina (Member Question No. 45)

Reply:

- (1) The numbers of railway incidents causing delay in service for eight minutes or more in 2012, 2013 and 2014 are 254, 254 and 273 respectively. Due to the expansion of the railway network and the continuous growth in patronage, train frequency has increased significantly in recent years, and the total distance travelled by trains has also been increasing. Taking into account these factors, the incident numbers in terms of every million revenue car-kilometres are 0.86, 0.84 and 0.89 in 2012, 2013 and 2014 respectively.

- (2) The TD monitors closely the train service provided by the MTRCL and follows up railway incidents with the MTRCL. For major railway incidents, the TD will request the MTRCL to provide incident reports, arrange review meetings with the MTRCL and other relevant government departments to identify the causes and to seek further improvements in the contingency arrangements by drawing on the actual operational experiences gained. The TD will follow up with the MTRCL on the improvement measures identified, such as proper communication with passengers during incidents, and monitor the progress of implementing such measures.
- (3) In the event of rail service disruptions, the MTRCL will endeavour to make the best use of the unaffected railway sections to provide train service to the farthest extent by:
- (a) reversing trains at designated track sections to maintain train service in unaffected sections;
 - (b) diverting trains through supplementary track sections to bypass the affected section;
 - (c) diverting trains across lines through designated track sections to reduce the impact of service disruption; and
 - (d) diverting trains through spare track sections to reduce the impact of service disruption.

Besides, the MTRCL will arrange emergency free shuttle buses where appropriate and necessary as a supplementary measure to take affected train passengers to the nearest MTR station where train service is still available to continue their journeys.

Apart from arranging free shuttle buses, the MTRCL will provide information to the affected passengers on other public transport services available in the vicinity of the affected MTR stations, such that passengers can choose to take these services as an alternative. Depending on the nature and duration of the incidents, the TD's Emergency Transport Co-ordination Centre will co-ordinate with other public transport operators to strengthen their services as appropriate to cater for the increase in demand, and disseminate relevant information to the public through the media and other channels. As these services are operated by public transport operators, there is no financial commitment on the part of the Government.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)390

(Question Serial No. 6120)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government consider the principle of “bicycle-friendly” in the current and future planning of roads, and allow cyclists to share our road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 220)

Reply:

Bicycles are categorised as vehicles under the law and can be ridden on most carriageways, but currently certain road sections are designated as bicycle prohibition zones in Hong Kong on grounds of road safety. The designations were made at different times in the past, and to ascertain the present conditions of these road sections, the Transport Department has included as one of the topics in a consultancy study a review of the traffic conditions of various bicycle prohibition zones to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the bicycle prohibition zones.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government will continue to foster a “bicycle friendly” environment in new towns and the NDAs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)391

(Question Serial No. 6121)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government make reference to neighbouring regions such as Taiwan and Japan, improve the road system in Hong Kong, and allow cyclists to share our road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 221)

Reply:

Bicycles are categorised as vehicles under the law and can be ridden on most carriageways, but currently certain road sections are designated as bicycle prohibition zones in Hong Kong on grounds of road safety. The designations were made at different times in the past, and to ascertain the present conditions of these road sections, the Transport Department has included as one of the topics in a consultancy study a review of the traffic conditions of various bicycle prohibition zones to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the bicycle prohibition zones.

Further, we note that in Taiwan and Japan, cycling is allowed on footpaths. However, footpaths in Hong Kong are usually narrow and crowded. Allowing the shared use of footpaths by cyclists and pedestrians will increase the risk of accidents. Section 4(8) of the Summary Offences Ordinance (Cap 228) stipulates that anyone who rides on footpaths without obvious necessity commits an offence.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government will continue to foster a "bicycle friendly" environment in new towns and the NDAs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)392

(Question Serial No. 6123)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government comprehensively improve the existing cycle tracks and develop cycling facilities in the urban areas? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 223)

Reply:

Roads in Hong Kong, especially those in the urban areas, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government has therefore been working to foster a "bicycle friendly" environment in new towns and the NDAs.

The Transport Department (TD) has commissioned a consultancy study to, among other things, explore how the existing cycle tracks and ancillary facilities in nine new towns can be improved. The TD had drawn up a list of potential sites requiring improvement or additional parking spaces in nine new towns, and consulted the public in November 2014. The expenditure involved in conducting the consultancy study is \$6.3 million. In 2015-16, the TD will work on the preliminary proposals regarding these improvement measures. The expenditure and manpower required for their implementation will be assessed once the proposals are finalised.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)393

(Question Serial No. 6124)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government develop cycle track system in all new development areas under planning in 2015-16? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 224)

Reply:

The Government has been fostering a “bicycle friendly” environment in new towns and new development areas (NDAs). The Government will continue to provide cycle tracks and ancillary facilities at appropriate locations in new towns and the NDAs, as well as enhance the existing cycling facilities.

When planning the NDAs, the Government will consider putting in place cycle tracks at appropriate locations. For example, the Civil Engineering and Development Department (CEDD) is planning a cycle track network of 13 kilometres at the Kai Tak Development, which connects major attraction points such as the Sung Wong Toi Park, the future Multi-purpose Sports Complex, the Kai Tak Cruise Terminal, the Kwun Tong Promenade and the Kai Tak Station Square. The CEDD is also planning cycle track networks for the NDAs at Kwu Tung North, Fanling North, Hung Shui Kiu and Yuen Long South. All the above developments are still at the planning stage. The expenditure involved for constructing these cycle tracks will be assessed when the designs are finalised.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)394

(Question Serial No. 6125)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, and allowing cyclists to share our road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 225)

Reply:

Both motorcycles and bicycles are categorised as vehicles under the law and can be ridden on most carriageways. Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. There are also busy traffic and frequent loading and unloading activities on the kerbside. It is difficult to find suitable space for designating bicycle and motorcycle only lanes without affecting traffic and road safety. Therefore, the Government has no plan to introduce bicycle and motorcycle only lanes in the existing road network in Hong Kong.

Currently, certain road sections are designated as bicycle prohibition zones in Hong Kong on grounds of road safety. The designations were made at different times in the past, and to ascertain the present conditions of these road sections, the Transport Department has included as one of the topics in a consultancy study a review of the traffic conditions of various bicycle prohibition zones to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the of the traffic conditions of the bicycle prohibition zones.

Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government will continue to foster a “bicycle friendly” environment in new towns and the NDAs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)395

(Question Serial No. 6126)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport services in 2015-16? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 227)

Reply:

At present, there are six bus franchises granted to five bus companies. The Government's key consideration in granting a bus franchise is whether an operator is capable of providing a proper and efficient public bus service. According to the established practice, an operator, who is able to provide a proper and efficient service and is willing to further invest in franchised bus operation, may be considered for being granted a new franchise for a period of ten years.

The franchises of the Citybus Limited (Franchise for Airport and North Lantau Bus Network), the Long Win Bus Company Limited and the New World First Bus Services Limited will not expire till 2023. Meanwhile, the franchises of the bus networks of the Citybus Limited (Franchise for Hong Kong and Cross-Harbour Bus Network) (Citybus (Franchise 1)), the New Lantau Bus Company (1973) Limited (NLB) and the Kowloon Motor Bus Company (1933) Limited (KMB), will expire on 1 June 2016, 1 March 2017 and 1 July 2017 respectively. For the franchises of the network of the Citybus (Franchise 1) and the NLB, the Government consulted the Legislative Council (LegCo) Panel on Transport in June 2014 on its plan to engage the two operators for discussion on the new franchises. Public consultation was carried out between late June and mid-September 2014 to collect views on the requirements of the new franchises. The Government has since earlier this year started discussion with the two operators on the new franchises. The Government has also started the preparatory work in handling the expiry of the KMB's franchise, and will consult the LegCo Panel on Transport when ready.

Three time-limited posts have been created in the Transport Department by phases from 2013 to 2017 to assist in handling the tasks related to the new franchises. The annual staff costs of the three posts, in terms of notional annual mid-point salary, are as follows:

| Rank | Number of post | Annual staff cost (\$) |
|--------------------------|-----------------------|-------------------------------|
| Chief Transport Officer | 1 | 1,222,560 |
| Senior Transport Officer | 1 | 896,280 |
| Transport Officer I | 1 | 651,180 |

- End -

CONTROLLING OFFICER'S REPLY

THB(T)396

(Question Serial No. 6127)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct a comprehensive review in 2015-16 on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and the estimated expenditure?

Asked by: Hon KWOK Ka-ki (Member Question No. 228)

Reply:

The Transport Department (TD) has all along been keeping in view the operation and quality of public transport services in different areas in Hong Kong, and will make adjustment to the services in accordance with the demand of passengers. When there are proven needs for new / enhanced services, the TD will make arrangements in conjunction with the operators to meet the needs. Close liaison with the District Councils will be maintained in the process. The work to review and monitor the public transport services is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)397

(Question Serial No. 6131)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government comprehensively examine the adequacy of the supply of urban, New Territories and Lantau taxis in 2015-16 and issue additional licences immediately? If yes, what are the details and estimated expenditure?

Asked by: Hon KWOK Ka-ki (Member Question No. 232)

Reply:

At present, there are three types of taxis operating in Hong Kong, namely urban, New Territories and Lantau taxis. Every year, the Transport Department (TD) conducts surveys on the overall taxi service level in order to better understand passenger demand for such taxis and their operating conditions. The surveys are conducted at about 100 major taxi stands and 40 roadside checkpoints all over the territory, and on both weekdays and weekends, and are conducted through on-site observations, as well as collection of views from the taxi trade and the passengers. The surveys cover major parameters such as the number of taxi trips observed, the passenger waiting time, and the occupancy level of taxi trips, etc. In 2014-15, \$1.27 million was spent on engaging a consultant to conduct such surveys. The monitoring and follow-up work of the surveys is absorbed by the TD's existing manpower.

Apart from this, ad hoc surveys would be conducted as and when required, such as on receiving complaints and suggestions.

The TD also gathers and monitors feedback from the public, Legislative Council (LegCo) Members, District Council members, as well as the Transport Complaint Unit's hotlines. As well, the TD maintains close liaison with the taxi trades and holds regular meetings with major taxi associations to better understand their latest operating environment.

As for the issue of new taxi licences, taking into account the need for effective operation of the public transport system as well as road capacity, it has been the Government's established policy to issue new taxi licences as and when necessary, having regard to factors

including the demand for taxi services, the operating condition of the taxi trade, and the likely impact of the increase in the number of taxis on the traffic conditions. We are mindful that the future development on the Lantau Island (such as the opening of the Hong Kong-Zhuhai-Macao Bridge) and the projected growth of local population and visitor number would both give rise to additional transport demand. The TD will continue to closely monitor the situation, review the service level of public transport on the Lantau Island at an appropriate juncture, and consider service enhancement as the need may arise. Meanwhile, the TD will continue to listen to the views from various parties, closely monitor the development of taxi trade and taxi service level (including that of Lantau taxis), and consider whether new licences need to be issued according to the established policy.

Furthermore, one of the topics that the Government would cover under the Topical Study of the Public Transport Strategic Study is on taxi service. We will review whether the existing supply of taxi service can meet the demand, having regard to the implications of any possible increase in the supply of taxis on the other public transport services, and new demand that may arise from the opening of new railway lines and various major infrastructure. It is expected that the Topical Study on taxi service will be completed within 2015, and we will brief the LegCo Panel on Transport on the outcome when ready.

The monitoring of taxi services and follow-up actions are absorbed by the TD's existing manpower.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)398

(Question Serial No. 6134)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government conducted any public consultation on the bus service rationalisation for the Sha Tin, Tai Po, Tsing Yi and Yuen Long districts under the “Area Approach” in the past five years? If yes, what were the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 235)

Reply:

Bus route rationalisation is an ongoing task of the Transport Department (TD). As an annual exercise, the franchised bus companies would submit their route planning programmes (RPPs) for the 18 districts to the TD. In addition to the RPP, the Area Approach has been adopted since 2013 to review bus service holistically for a district as whole, rather than on a route-by-route basis. The Area Approach rationalisation was carried out in Sha Tin, Tai Po, Tsing Yi and Yuen Long in 2014. The TD has consulted the District Councils concerned before rolling out the rationalisation proposals in phases from August 2014 onwards. The consultation work involved was undertaken by the staff of the TD as part of their normal duties. The expenditure involved was absorbed by existing resources of the TD.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)399****(Question Serial No. 6166)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the Kowloon Motor Bus Company (1933) Limited (KMB) routes from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 270)Reply:

The average daily patronage of the KMB routes from January to December 2014 is set out below:

| Month | Average Daily Patronage (‘000) |
|--------------|---|
| January | 2 682 |
| February | 2 576 |
| March | 2 649 |
| April | 2 612 |
| May | 2 619 |
| June | 2 625 |
| July | 2 638 |
| August | 2 648 |
| September | 2 657 |
| October | 2 487 |
| November | 2 602 |
| December | 2 606 |

- End -

CONTROLLING OFFICER'S REPLY**THB(T)400****(Question Serial No. 6169)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the Citybus (CTB) routes from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 273)Reply:

The average daily patronage of the CTB routes from January to December 2014 is set out below:

| Month | Average daily patronage (’000) | |
|-----------|---|---|
| | Franchise for Hong Kong Island and Cross-Harbour Bus Network | Franchise for Airport and North Lantau Bus Network |
| January | 590 | 73 |
| February | 583 | 71 |
| March | 592 | 73 |
| April | 576 | 76 |
| May | 572 | 73 |
| June | 582 | 77 |
| July | 596 | 78 |
| August | 602 | 80 |
| September | 583 | 74 |
| October | 504 | 68 |
| November | 550 | 77 |
| December | 552 | 76 |

- End -

CONTROLLING OFFICER'S REPLY

THB(T)401

(Question Serial No. 6173)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the average daily patronage of the New World First Bus (NWFB) routes from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 277)

Reply:

The average daily patronage of the NWFB routes from January to December 2014 is set out below:

| Month | Average Daily Patronage (‘000) |
|--------------|---|
| January | 514 |
| February | 489 |
| March | 501 |
| April | 498 |
| May | 495 |
| June | 500 |
| July | 505 |
| August | 505 |
| September | 499 |
| October | 396 |
| November | 451 |
| December | 465 |

- End -

CONTROLLING OFFICER'S REPLY**THB(T)402****(Question Serial No. 6177)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the “Star” Ferry services from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 281)Reply:

The “Star” Ferry Company Limited operates two franchised ferry routes, i.e. “Tsim Sha Tsui – Central” and “Tsim Sha Tsui – Wan Chai”. The average daily total patronage of the two ferry routes from January to December 2014 are set out below:

| Month | Average Daily Patronage |
|--------------|--------------------------------|
| January | 58 800 |
| February | 58 900 |
| March | 55 200 |
| April | 58 800 |
| May | 52 700 |
| June | 54 000 |
| July | 61 800 |
| August | 63 000 |
| September | 50 200 |
| October | 57 400 |
| November | 56 900 |
| December | 64 100 |

- End -

CONTROLLING OFFICER'S REPLY

THB(T)403

(Question Serial No. 6180)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the average daily patronage of respective railway lines (including the Light Rail) of the MTR Corporation Limited from January to December 2014.

Asked by: Hon. KWOK Ka-ki (Member Question No. 284)

Reply:

The average daily patronage of various MTR railway lines from January to December 2014 is set out at Annex.

| Month | Average daily patronage (thousands) | | | | | | | | | | |
|-----------|-------------------------------------|----------------|-------------|--------------------|-----------------|------------------------|-----------------|----------------|-----------------|----------------|------------|
| | Kwun Tong Line | Tsuen Wan Line | Island Line | Tseung Kwan O Line | Tung Chung Line | Disneyland Resort Line | Airport Express | East Rail Line | Ma On Shan Line | West Rail Line | Light Rail |
| January | 558.2 | 1 016.0 | 862.8 | 301.7 | 216.6 | 21.0 | 37.9 | 1 026.2 | 133.9 | 410.4 | 476.5 |
| February | 537.3 | 949.4 | 821.1 | 292.7 | 215.2 | 20.7 | 37.3 | 969.7 | 129.9 | 392.6 | 452.1 |
| March | 545.7 | 981.4 | 837.4 | 301.4 | 211.6 | 14.8 | 41.6 | 999.7 | 135.1 | 402.3 | 467.7 |
| April | 525.9 | 942.3 | 799.4 | 291.5 | 208.6 | 16.5 | 42.2 | 987.3 | 127.5 | 391.3 | 457.2 |
| May | 534.6 | 960.6 | 819.5 | 299.0 | 208.5 | 14.3 | 37.0 | 935.8 | 131.8 | 395.6 | 473.7 |
| June | 536.3 | 966.5 | 827.1 | 300.1 | 213.4 | 16.4 | 40.7 | 933.3 | 130.6 | 395.0 | 478.8 |
| July | 553.5 | 1 018.9 | 885.1 | 304.2 | 222.2 | 23.3 | 38.0 | 958.0 | 130.4 | 406.2 | 476.4 |
| August | 558.1 | 1 039.8 | 886.4 | 303.0 | 227.3 | 25.1 | 39.9 | 990.3 | 129.5 | 412.6 | 472.1 |
| September | 570.8 | 1 017.0 | 897.8 | 318.0 | 224.9 | 14.9 | 43.3 | 1 008.8 | 141.3 | 415.0 | 500.7 |
| October | 587.7 | 1 111.0 | 1 098.4 | 320.2 | 237.9 | 16.4 | 44.4 | 1 039.3 | 145.0 | 431.8 | 499.9 |
| November | 586.0 | 1 094.8 | 1 020.1 | 321.2 | 235.6 | 16.1 | 42.3 | 1 064.9 | 145.7 | 437.6 | 495.2 |
| December | 573.2 | 1 057.8 | 976.4 | 315.3 | 235.6 | 17.4 | 44.6 | 1 023.4 | 137.7 | 435.9 | 475.0 |

Note:

Given the MTR is a railway network with an open system, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures are based on passengers' entry stations.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)404****(Question Serial No. 6183)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of urban taxis from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 287)Reply:

The estimated average daily patronage of urban taxis based on surveys conducted by the Transport Department from January to December 2014 is set out below:

| Month | Estimated average daily number of urban taxi passenger journeys |
|--------------------------|--|
| January | 779 000 |
| February | 780 000 |
| March | 795 000 |
| April | 755 000 |
| May | 789 000 |
| June | 810 000 |
| July | 815 000 |
| August | 817 000 |
| September | 793 000 |
| October ^{Note} | 725 000 |
| November ^{Note} | 744 000 |
| December ^{Note} | 700 000 |

Note: Provisional figures

- End -

CONTROLLING OFFICER'S REPLY**THB(T)405****(Question Serial No. 6187)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of New Territories taxis from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 291)Reply:

The estimated average daily patronage of New Territories taxis based on surveys conducted by the Transport Department from January to December 2014 is set out below:

| Month | Estimated average daily number of New Territories taxi passenger journeys |
|--------------------------|--|
| January | 185 000 |
| February | 186 000 |
| March | 183 000 |
| April | 181 000 |
| May | 186 000 |
| June | 190 000 |
| July | 195 000 |
| August | 198 000 |
| September | 192 000 |
| October ^{Note} | 185 000 |
| November ^{Note} | 181 000 |
| December ^{Note} | 180 000 |

Note: Provisional figures

- End -

CONTROLLING OFFICER'S REPLY**THB(T)406****(Question Serial No. 6188)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of Lantau taxis from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 292)Reply:

The estimated average daily patronage of Lantau taxis based on surveys conducted by the Transport Department from January to December 2014 is set out below:

| Month | Estimated average daily number of Lantau taxi passenger journeys |
|--------------------------|---|
| January | 34 000 |
| February | 37 000 |
| March | 32 000 |
| April | 35 000 |
| May | 36 000 |
| June | 38 000 |
| July | 32 000 |
| August | 33 000 |
| September | 36 000 |
| October ^{Note} | 34 000 |
| November ^{Note} | 37 000 |
| December ^{Note} | 41 000 |

Note: Provisional figures

- End -

CONTROLLING OFFICER'S REPLY**THB(T)407****(Question Serial No. 6190)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of red minibus (RMB) service over the territory from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 294)Reply:

The estimated average daily passenger journeys of the RMB based on the Transport Department's surveys over the territory from January to December 2014 are as follows:

| Month | Average daily passenger journeys |
|--------------|---|
| January | 349 000 |
| February | 346 000 |
| March | 353 000 |
| April | 338 000 |
| May | 349 000 |
| June | 348 000 |
| July | 353 000 |
| August | 353 000 |
| September | 352 000 |
| October | 348 000 |
| November | 352 000 |
| December | 347 000 |

- End -

CONTROLLING OFFICER'S REPLY**THB(T)408****(Question Serial No. 6192)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of green minibus (GMB) service over the territory from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 296)Reply:

The average daily passenger journeys of the GMB from January to December 2014 are set out below:

| Month | Average daily passenger journeys^{Note} (in thousands) |
|--------------|---|
| January | 1 521 |
| February | 1 465 |
| March | 1 502 |
| April | 1 477 |
| May | 1 483 |
| June | 1 504 |
| July | 1 514 |
| August | 1 510 |
| September | 1 531 |
| October | 1 541 |
| November | 1 539 |
| December | 1 504 |

Note: Figures are subject to revision upon further verification of the annual returns from the GMB operators by end March 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)409

(Question Serial No. 6194)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the average daily passenger journeys of tram services from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 298)

Reply:

The average daily passenger journeys of tram services from January to December 2014 are set out below:

| Month | Average daily passenger journeys |
|--------------|---|
| January | 203 000 |
| February | 189 000 |
| March | 195 200 |
| April | 195 000 |
| May | 187 500 |
| June | 191 300 |
| July | 184 400 |
| August | 185 100 |
| September | 185 700 |
| October | 134 300 |
| November | 155 200 |
| December | 173 200 |

- End -

CONTROLLING OFFICER'S REPLY**THB(T)410****(Question Serial No. 6496)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily number of traffic incidents in Hong Kong from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 305)Reply:

The average daily number of traffic or transport incidents handled by the Emergency Transport Co-ordination Centre (ETCC) of the Transport Department from January to December 2014 is set out below:

| Month | Average daily number of traffic or transport incidents ^{Note} |
|--------------|---|
| January | 12.7 |
| February | 10.8 |
| March | 12.4 |
| April | 10.7 |
| May | 14.8 |
| June | 15.0 |
| July | 14.0 |
| August | 17.1 |
| September | 15.8 |
| October | 11.3 |
| November | 16.2 |
| December | 14.8 |

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

Separately, the Hong Kong Police Force (HKPF) is responsible for handling traffic incidents / accidents at the scenes. The HKPF will take into account the likely traffic and transport implications in referring certain incidents to the TD's ETCC for monitoring and necessary follow up actions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)411****(Question Serial No. 3443)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government advise on the current information of vehicles in Hong Kong:

| Year of First Registration | Private Cars | Taxis | Light Goods Vehicles | | Medium Goods Vehicles | | Heavy Goods Vehicles | | Buses | | Light Buses | | Others |
|----------------------------|--------------|-------|----------------------|--------|-----------------------|--------|----------------------|--------|-------------------|--------|-------------------|--------|--------|
| | | | Euro II or before | Others | Euro II or before | Others | Euro II or before | Others | Euro II or before | Others | Euro II or before | Others | |
| 1990 | | | | | | | | | | | | | |
| 1991 | | | | | | | | | | | | | |
| 1992 | | | | | | | | | | | | | |
| 1993 | | | | | | | | | | | | | |
| 1994 | | | | | | | | | | | | | |
| 1995 | | | | | | | | | | | | | |
| 1996 | | | | | | | | | | | | | |
| 1997 | | | | | | | | | | | | | |
| 1998 | | | | | | | | | | | | | |
| 1999 | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | |
| 2001 | | | | | | | | | | | | | |
| 2002 | | | | | | | | | | | | | |
| 2003 | | | | | | | | | | | | | |
| 2004 | | | | | | | | | | | | | |
| 2005 | | | | | | | | | | | | | |
| 2006 | | | | | | | | | | | | | |
| 2007 | | | | | | | | | | | | | |
| 2008 | | | | | | | | | | | | | |
| 2009 | | | | | | | | | | | | | |
| 2010 | | | | | | | | | | | | | |
| 2011 | | | | | | | | | | | | | |
| 2012 | | | | | | | | | | | | | |
| 2013 | | | | | | | | | | | | | |
| 2014 | | | | | | | | | | | | | |
| 2015 | | | | | | | | | | | | | |

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 41)Reply:

Information on the number of registered vehicles is provided at Annex.

| Year of First Registration | Number of Registered Vehicles as at 11 March 2015 | | | | | | | | | | | | |
|----------------------------|---|-------|----------------------|--------|-----------------------|--------|----------------------|--------|-------------------|--------|-------------------|--------|---------|
| | Private Cars | Taxis | Light Goods Vehicles | | Medium Goods Vehicles | | Heavy Goods Vehicles | | Buses | | Light Buses | | Others* |
| | | | Euro II or before | Others | Euro II or before | Others | Euro II or before | Others | Euro II or before | Others | Euro II or before | Others | |
| 1990 | 654 | 0 | 149 | 0 | 166 | 0 | 25 | 0 | 1 | 0 | 2 | 0 | 425 |
| 1991 | 1 012 | 0 | 214 | 0 | 320 | 0 | 30 | 0 | 20 | 0 | 15 | 0 | 593 |
| 1992 | 1 245 | 0 | 709 | 0 | 587 | 0 | 67 | 0 | 20 | 0 | 26 | 0 | 686 |
| 1993 | 1 956 | 0 | 934 | 2 | 536 | 0 | 71 | 0 | 28 | 0 | 41 | 0 | 853 |
| 1994 | 3 229 | 0 | 1 011 | 0 | 544 | 0 | 110 | 0 | 33 | 0 | 73 | 0 | 1 161 |
| 1995 | 3 359 | 0 | 1 139 | 0 | 512 | 0 | 84 | 0 | 29 | 0 | 110 | 0 | 1 284 |
| 1996 | 4 769 | 1 | 1 480 | 0 | 638 | 0 | 128 | 0 | 53 | 0 | 101 | 0 | 1 507 |
| 1997 | 13 958 | 1 | 2 296 | 0 | 917 | 0 | 216 | 0 | 621 | 0 | 169 | 0 | 1 918 |
| 1998 | 14 256 | 0 | 1 933 | 0 | 612 | 0 | 130 | 0 | 986 | 0 | 186 | 0 | 1 757 |
| 1999 | 15 718 | 25 | 1 960 | 0 | 805 | 0 | 82 | 0 | 616 | 0 | 256 | 0 | 2 035 |
| 2000 | 21 506 | 1 429 | 2 791 | 0 | 1 400 | 0 | 127 | 0 | 485 | 0 | 258 | 1 | 2 091 |
| 2001 | 24 951 | 6 637 | 2 228 | 272 | 790 | 250 | 115 | 20 | 429 | 97 | 261 | 18 | 2 710 |
| 2002 | 24 367 | 2 367 | 0 | 2 569 | 0 | 1 334 | 0 | 159 | 0 | 756 | 60 | 329 | 3 112 |
| 2003 | 19 840 | 1 369 | 0 | 2 234 | 0 | 1 393 | 0 | 92 | 0 | 638 | 30 | 476 | 3 462 |
| 2004 | 25 304 | 556 | 0 | 3 102 | 0 | 2 137 | 0 | 91 | 0 | 586 | 0 | 903 | 3 778 |
| 2005 | 25 602 | 409 | 0 | 3 975 | 0 | 2 046 | 0 | 37 | 0 | 524 | 0 | 1215 | 3 645 |
| 2006 | 26 554 | 361 | 0 | 4 305 | 0 | 2 030 | 0 | 63 | 0 | 584 | 0 | 157 | 3 530 |
| 2007 | 32 077 | 318 | 0 | 4 463 | 0 | 2 003 | 0 | 79 | 0 | 597 | 0 | 235 | 3 722 |
| 2008 | 33 694 | 541 | 0 | 5 122 | 0 | 2 423 | 0 | 117 | 0 | 735 | 0 | 454 | 3 619 |
| 2009 | 27 462 | 335 | 0 | 2 302 | 0 | 884 | 0 | 134 | 0 | 530 | 0 | 212 | 2 558 |
| 2010 | 39 091 | 390 | 0 | 3 689 | 0 | 2 406 | 0 | 378 | 0 | 791 | 0 | 304 | 2 730 |
| 2011 | 41 199 | 272 | 0 | 4 350 | 0 | 2 443 | 0 | 531 | 0 | 867 | 0 | 235 | 3 247 |
| 2012 | 42 832 | 285 | 0 | 4 518 | 0 | 2 133 | 0 | 704 | 0 | 1006 | 0 | 281 | 3 698 |
| 2013 | 44 132 | 741 | 0 | 5 784 | 0 | 2 778 | 0 | 678 | 0 | 1011 | 0 | 340 | 4 520 |
| 2014 | 46 253 | 1 700 | 0 | 8 297 | 0 | 4 258 | 0 | 713 | 0 | 1209 | 0 | 523 | 5 220 |
| 2015 | 9 212 | 403 | 0 | 1 435 | 0 | 827 | 0 | 138 | 0 | 247 | 0 | 94 | 960 |

* Not including trailers, which are not motor vehicles

- End -

CONTROLLING OFFICER'S REPLY

THB(T)412

(Question Serial No. 3833)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) How many non-franchised public buses (NFBs) providing student transport service and nanny vans were there in each of the past two years?
- (2) How many NFBs with both student service endorsement and other service endorsements were there in each of the past two years? What were those other service endorsements? Please provide a breakdown of the numbers of the NFBs by such other service endorsements.
- (3) How many NFBs were there providing student transport service on a regular basis in each of the past two years? If the relevant figures cannot be provided, what are the reasons?
- (4) Has the Government compiled statistics on the current number of students who need school bus service in order to assess if a balance between the supply and demand of school bus service has been achieved? If not, what are the reasons? Are there any other means to assess the adequacy of school bus service?

Asked by: Hon MA Fung-kwok (Member Question No. 30)

Reply:

The Transport Department (TD) has been closely monitoring the supply situation of school buses and making arrangements to cater for its demand as and when appropriate. There are three types of student service vehicles (SSVs): (i) NFBs with student service endorsement; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”).

- (1) The numbers of NFBs with student service endorsement and school private light buses for the past two school years are set out as follows:

| Financial year | NFBs with student service endorsement | School private light buses |
|----------------------------------|---------------------------------------|----------------------------|
| 2014-15 (up to February 2015) | 3 257 | 1 912 |
| 2013-14 | 3 445 | 1 775 |

- (2) Under the current regulatory regime, an NFB operator needs to apply to the TD for service endorsement for a particular transport service in order to provide such service. In response to service demand and operating conditions, the operator may apply to the TD for more than one service endorsement. This arrangement gives the NFB operators flexibility to better utilise their fleet and provide different types of services according to the market situation.

As at end February 2015, about half of the 7 046 NFBs in the market (i.e. 3 257) have student service endorsement. The numbers of the NFBs with student service endorsement and those with multiple service endorsements in the past two school years are set out below:

| Financial year | With student services endorsement only | With student service endorsement and one or more other service endorsements ^{Note} | Total number of NFBs with student service endorsement |
|---------------------------------|--|---|---|
| 2014-15 (as at end February) | 59 | 3 198 | 3 257 |
| 2013-14 | 60 | 3 385 | 3 445 |

Note: Other service endorsements include those for tour service, hotel service, employees' service, international passenger service, residents' service and contract hire service.

- (3) According to the annual survey conducted by the TD on the utilisation of the NFBs in 2013 and 2014, about 70% (i.e. about 2 400 NFBs in both years) of the NFBs with student service endorsement were providing school bus service.
- (4) Whether a student would need school bus service would depend on his/her personal circumstances and his/her parents' choices. The TD does not have information on the number of students who need school bus services. However, the TD would assess the adequacy of school bus service with reference to a number of factors, including student population, local birth rate and the number of the SSVs. It is observed that the ratio of students at Form 3 or below and the total seating capacity of the SSVs has remained largely stable during the last few years.

Nevertheless, we note that some schools and parents indicated that they encountered difficulty in securing adequate school bus service or that school bus fare was high. In this connection, one of the topics that the Government would cover under the Topical Study of the Public Transport Strategic Study is school bus service. We will review whether the existing arrangements concerning the NFBs with student service endorsement can meet demand. This Topical Study is near completion and we plan to brief the Legislative Council Panel on Transport on the outcome in April 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)413

(Question Serial No. 3704)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Bicycle parking spaces provided at covered public transport interchanges (PTIs) managed by the Transport Department (TD) are mostly located in the New Territories, thus causing inconvenience to cyclists in Kowloon and on the Hong Kong Island, who are forced to park their bicycles at non-designated locations. Their bicycles are thus prone to removal by the TD (and the relevant joint-departmental operations) or being stolen. This hinders the promotion of using bicycles as a low-carbon and short-distance transport mode for transfer with railways. Please advise on the locations and the number of bicycle-parking spaces at the covered PTIs under the TD's management and near the railway stations in Kowloon (including the Kowloon City, Sham Shui Po, Yau Tsim Mong, Wong Tai Sin and Kwun Tong districts), as well as the number of bicycles removed by the TD (and the relevant joint-departmental operations) due to parking concerns, and the number of such enforcement operations in these locations in the past five years.

Asked by: Hon MO Claudia (Member Question No. 54)

Reply:

Roads in Hong Kong's urban areas are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government has therefore been working to foster a bicycle-friendly environment in new towns and the NDAs.

In Kowloon, there are 30 bicycle-parking spaces managed by the TD in the vicinity of the Nam Cheong MTR Station, which were funded and constructed by the Sham Shui Po District Office and handed over to the TD for management in 2007. This does not cover other bicycle parking spaces not managed by the TD.

In the past five years, five joint-departmental operations for clearing illegally parked bicycles had been conducted at the PTIs under the TD's management in Kowloon, with a total of 15 bicycles removed. This figure does not include the number of bicycles removed by other government departments from other locations not under the TD's management.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)414

(Question Serial No. 4141)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Eight new green minibus (GMB) routes were planned for introduction in 2015. What regions will the eight new routes planned to serve? Please provide detailed information.

Asked by: Hon POON Siu-ping (Member Question No. 3112)

Reply:

The Transport Department plans to introduce eight GMB routes in 2015. Operators of five of these new routes have already been selected. The other three routes would be introduced, subject to the result of the operators' selection exercise to be conducted in 2015. Details of these new routes are as follows:

(a) New GMB routes to be introduced in 2015:

- Route 1: Ko Yee Estate (Yau Tong) – Kai Yan Street (Kowloon Bay)
- Route 2: Kai Ching Estate (Kai Tak) – Wong Tai Sin MTR Station (Wong Tai Sin)
- Route 3: Shui Chuen O (Sha Tin) – Shek Mun MTR Station (Sha Tin)
- Route 4: Shui Chuen O (Sha Tin) – Hin Keng (Che Kung Miu Road) (Sha Tin)
- Route 5: The Beaumont (Tseung Kwan O) – Hang Hau (Tseung Kwan O)

(b) Planned new GMB routes to be introduced in 2015, subject to the result of the operators' selection exercise:

- Route 6: Hung Shui Kiu (Hung Yuen Road) (Yuen Long) – Tin Shui Wai MTR Station (Yuen Long)
- Route 7: Anderson Road Development Area (Kwun Tong) – Jordan Valley North Road (Ngau Tau Kok)
- Route 8: Anderson Road Development Area (Kwun Tong) – Sheung Yee Road (Kowloon Bay)

- End -

CONTROLLING OFFICER'S REPLY

THB(T)415

(Question Serial No. 4061)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government provide hillside escalator links and elevator systems in the Southern district of the Hong Kong Island, including those connecting: (a) the Ap Lei Chau Estate and the Wind Tower Park; (b) Ap Lei Chau Praya Road and Lei Tung Estate Road; and (c) Yue Kwong Road and the location near the public toilet at 16 Aberdeen Main Road?

Asked by: Hon SIN Chung-kai (Member Question No. 37)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as "hillside escalator links") to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

The three proposals mentioned in the question are not among the higher-ranking proposals. For proposals (b) and (c), we will review them when the implementation of the higher-ranking proposals is on track. For proposal (a), the Leisure and Cultural Services Department has already taken up the planning work for the provision of lifts between the Ap Lei Chau Estate and the Wind Tower Park.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)416

(Question Serial No. 4174)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus services, formulating regulatory measures for the services, and planning their related facilities, please provide the following information regarding the guidelines on bus captain working hours and rest room facilities for bus captains:

- (1) How many accidents were caused by sudden illness of bus captains in the past three years? What were the respective ages of these bus captains? Did any disease or physical disability specified in Schedule 1 of the Road Traffic (Driving Licences) Regulations (the Regulations) which required declaration to the bus companies was involved?
- (2) How was the implementation of the guidelines on bus captain working hours issued by the Transport Department (TD) in the past three years? There are complaints from the trade of bus captains that although bus captains should have a rest time of at least 30 minutes after six hours of duty, the rest time is usually scheduled after six full hours of driving. The arrangement is not reasonable. Will the TD take the initiative to look into similar unreasonable arrangements and conduct any review?
- (3) Did the TD receive any complaints over working schedules from bus captains in the past three years? Will the TD take the initiative to look into unreasonable working schedule arrangements such as taking cross-district driving duties?
- (4) Please provide details of ancillary facilities such as drivers' rest rooms, pantries and toilets at bus terminals across the territory.

Asked by: Hon TANG Kan-piu (Member Question No. 40)

Reply:

- (1) The numbers of accidents that were caused by sudden illness of bus captains and the respective age groups of the bus captains concerned in the past three years are as follows:

| Year | Number of Accidents | Age |
|------|---------------------|----------------------|
| 2012 | 2 | 50-54: 1 55-59: 1 |
| 2013 | 0 | - |
| 2014 | 0 | - |

Due to privacy concern, the TD is not provided with information on the exact illness involved.

- (2) According to the TD's Guidelines on Bus Captain Working Hours, Rest Times, and Meal Breaks (the Guidelines) (at [Annex](#)), bus captains should have rest times totalling 20 minutes in the first six hours of duty of which no less than 12 minutes should be within the first four hours of duty. After six hours of duty, they should have rest times of at least 30 minutes. Furthermore, the time that bus captains have spent at a terminal point preparing for the next departure and monitoring boarding of passengers would not be regarded as rest time.

To ensure that the bus companies would comply with the Guidelines, franchised bus companies are required to submit regular reports on the implementation of the Guidelines to the TD. According to records, all franchised bus companies schedule the working hours of their bus captains in full compliance with the Guidelines. In addition, the TD engages an independent contractor to conduct a random survey every year on franchised bus captains' working hours, rest times and meal break for monitoring compliance of the Guidelines by the franchised bus companies. The results of the survey revealed that the franchised bus companies have generally adhered to the Guidelines. If non-compliance is identified, the franchised bus companies would be required to provide explanations and take follow-up actions as appropriate.

- (3) Franchised bus companies are required to provide safe, proper and efficient bus services. It is the franchised bus companies' responsibility to follow the Guidelines in making appropriate arrangements for scheduling their bus captains' duties, breaks and meal time for service delivery. In the past three years, the TD has not received complaint from individual bus captain about the working schedule arrangement. For any undesirable working schedule arrangements reported by the staff unions of the bus captains, the TD would ask the management of the franchised bus companies concerned to follow up and make improvements as appropriate.
- (4) The franchised bus companies have been encouraged to provide more amenity facilities at bus termini to cater for the needs of bus drivers. A summary of amenity facilities available at or in close proximity of bus termini is as follows:

| Region | Number of Bus Termini | Number of Bus Termini with | |
|----------------------|-----------------------|---------------------------------------|---------------------|
| | | Rest Room/ Rest Areas ¹ | Toilet ² |
| Hong Kong Island | 64 | 53 | 62 |
| Kowloon | 73 | 65 | 69 |
| New Territories East | 62 | 50 | 61 |
| New Territories West | 82 | 67 | 76 |
| Total | 281 | 235 | 268 |

Some of the bus termini were not provided with toilets / rest places due to geographical constraints (e.g. the bus termini is located at narrow pavement, or lack of electricity supply) or because of local objection. The franchised bus companies will continue to explore the feasibility to provide toilets / rest places at these termini.

¹ Rest area includes rest kiosk, canteen, etc.

² It includes the toilets which are accessible by the general public within three minutes' walking distance from the bus termini.

**Guidelines on Bus Captain
Working Hours, Rest Times and Meal Breaks
issued by the Transport Department**

- Guideline A - Bus captains should have a rest time^{Note 1} of at least 30 minutes after six hours of duty and within that six-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first four hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest time.
- Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.
- Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.
- Guideline D - The break between successive working days should not be less than ten hours.
- Guideline E - Bus captains working for a duty of not less than eight hours in a working day should have a meal break. Bus companies should complete the improvement of meal breaks to no less than 45 minutes by the third quarter of 2011, and further improvement to no less than one hour in one year thereafter.

Note 1: Meal break is also regarded as rest time.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)417

(Question Serial No. 3732)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the 2011-12, 2012-13 and 2013-14 actual expenditures, 2014-15 revised estimates and 2015-16 estimates for consultations on the public transport re-organisation proposals to tie in with the opening of the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)), please advise this Committee of the following:

- (1) details of the public consultations, including timetables, targets, meetings and expenditures involved;
- (2) the dates of the announcement of the results of the public consultations and the number of opinion submissions received; and
- (3) the extent to which the Government has listened to the views from the public and stakeholders on the public transport service re-organisation proposals prior to the commissioning of the West Island Line (WIL).

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 66)

Reply:

To tie in with the opening of SIL(E), the Transport Department (TD) commenced public consultation on the public transport re-organisation plan (PT Plan) in July 2013. During the process, the TD consulted the Traffic and Transport Committee (TTC) of the District Councils (DCs) concerned on the PT Plan. The TD also conducted the Area Consultative Forums to collect views from the public and local representatives on the PT Plan. Apart from the views expressed by the TTC members, the TD also received feedback and views on the PT Plan from the public through meetings with locals and concerned groups, and submissions received from members of the public. Having considered the views received, the TD would consider making changes to the PT Plan where appropriate. The TD plans to complete the consultation exercise and finalise the PT Plan by around mid-2016, to allow time for arranging publicity and implementation of the PT Plan to tie in with the opening of

the SIL(E). Similar consultation exercise will be carried out in relation to the PT Plan for the KTE in early 2016.

Prior to the opening of the WIL, the TD started the public consultation on the PT Plan in July 2013. The TD consulted the TTC of the DCs concerned on the PT Plan and conducted the Area Consultative Forums to collect views from the public. In response to the comments received, the TD, in conjunction with the franchised bus companies and green minibus operators, had examined and modified the PT Plan where appropriate to better meet the travelling needs of the local residents. After the opening of the Kennedy Town Station and the HKU Station in December 2014, the TD has started to implement of the PT Plan by phases, taking into account the actual changes in passenger demand. The remaining proposals will be implemented by phases after the full opening of the WIL in late March. The TD would continue to closely monitor the changes in passenger demand, and maintain close liaison with local representatives and stakeholders on implementation of the PT Plan. Fine-tuning the proposals would be considered where appropriate to ensure that better services would be provided and implemented smoothly.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)418****(Question Serial No. 4580)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the engagement of “outsourced workers”, please provide the following information:

| | 2014-15 (latest position) |
|--|--|
| Number of outsourced service contracts | () |
| Total amount paid to outsourced service providers | () |
| Length of contract for each outsourced service provider | () |
| Number of outsourced workers engaged through outsourced service providers | () |
| Distribution of positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.) | |
| Monthly wages of outsourced workers <ul style="list-style-type: none"> • \$30,001 or above • \$16,001 to \$30,000 • \$8,001 to \$16,000 • \$6,501 to \$8,000 • \$6,240 to \$6,500 • \$6,240 or below | () () () () () () |
| Length of employment of outsourced workers <ul style="list-style-type: none"> • More than 15 years • 10 to 15 years • 5 to 10 years • 3 to 5 years • 1 to 3 years • Less than 1 year | () () () () () () |
| Percentage of outsourced workers out of the total number of staff of the Department (%) | () |

| | 2014-15 (latest position) |
|--|------------------------------|
| Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) | () |
| Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities | () |
| Amount of severance payments/ long service payments / end-of-contract gratuities paid | () |
| Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions | () |
| Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions | () |
| Number of workers with paid meal breaks | () |
| Number of workers without paid meal breaks | () |
| Number of workers under five-day work week | () |
| Number of workers under six-day work week | () |

Figures in () denote year-on-year percentage changes

Asked by: Hon WONG Kwok-hing (Member Question No. 90)

Reply:

Almost all of the outsourcing services (in terms of contract value) currently used by the Transport Department (TD) relate to the management, operation and maintenance of transport infrastructure and services such as government tunnels, bridges, parking meters, car parks, etc. Details relating to these contracts as at 31 March 2015 are provided below:

| | 2014-15 (latest position) |
|--|--|
| Number of outsourced service contracts | 14 (-) |
| Total amount paid to outsourced service providers (\$ billion) (Note 1) | 4.3 (+2.4%) (Note 2) |
| Length of contract for each outsourced service provider | Ranging from three to six years |
| Number of outsourced workers engaged through outsourced service providers (Note 3) | 2 369 (-0.5%) |
| Distribution of positions held by outsourced workers | Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks |
| Monthly wages of outsourced workers <ul style="list-style-type: none"> • \$30,001 or above • \$16,001 to \$30,000 • \$8,001 to \$16,000 • \$6,501 to \$8,000 • \$6,240 to \$6,500 | <ul style="list-style-type: none"> - Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around |

| | |
|---|---------------------------------|
| | 2014-15 (latest position) |
| • \$6,240 or below | \$6,000 to \$20,000) (Note 8) |
| Length of employment of outsourced workers • More than 15 years • 10 to 15 years • 5 to 10 years • 3 to 5 years • 1 to 3 years • Less than 1 year | No such information (Note 9) |
| Percentage of outsourced workers out of the total number of staff of the Department (%) (Note 4) | 154% (-8.3%) (Note 5) |
| Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) (Note 6) | 584% (-5.7%) (Note 7) |
| Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities | No such information (Note 9) |
| Amount of severance payments / long service payments / end-of-contract gratuities paid | No such information (Note 9) |
| Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions | No such information (Note 9) |
| Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions | No such information (Note 9) |
| Number of workers with paid meal breaks Number of workers without paid meal breaks | No such information (Note 9) |
| Number of workers under five-day work week Number of workers under six-day work week | No such information (Note 9) |

Figures in () denote year-on-year percentage changes

Notes:

- 1 Total contract value represents the agreed price for the whole period of the contract.
- 2 The year-on-year change in 2014-15 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for the Parking Meter System and the Aberdeen Tunnel.
- 3 Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.
- 4 Total number of staff of the Department refers to "Number of posts" under "Changes in the size of the establishment (as at 31 March)" of 2015 in the printed estimates of the TD.

- 5 The year-on-year change in 2014-15 is mainly due to the increased size of the TD's establishment.
- 6 Total salary expenditure of staff of the Department refers to the total "Personal Emoluments" under "Details of Expenditure by Subhead" of 2014-15 in the printed estimates of the TD.
- 7 The year-on-year change in 2014-15 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2014, partly offset by the increase in the total contract value of the outsourcing service contracts.
- 8 There are provisions in these contracts requiring the contractors to comply with, amongst others, the Minimum Wage Ordinance (Cap 608) during the contract periods.
- 9 There is no requirement specified in these contracts for contractors to provide the related information.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)419****(Question Serial No. 4581)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the engagement of “agency workers”, please provide the following information:

| | 2014-15 (latest position) |
|--|------------------------------|
| Number of contracts with employment agencies (EAs) | () |
| Contract sum for each EA | () |
| Term of service for each EA | () |
| Number of agency workers supplied by EA contracts | () |
| Details of positions of the agency workers supplied by EA contracts | () |
| Monthly wages of agency workers supplied | |
| • \$30,001 or above | () |
| • \$16,001 to \$30,000 | () |
| • \$8,001 to \$16,000 | () |
| • \$6,501 to \$8,000 | () |
| • \$6,240 to \$6,500 | () |
| • Below \$6,240 | () |
| Year of service of agency workers | |
| • More than 15 years | () |
| • 10 to 15 years | () |
| • 5 to 10 years | () |
| • 3 to 5 years | () |
| • 1 to 3 years | () |
| • Less than 1 year | () |
| Percentage of agency workers out of the total number of staff of the Department | () |
| Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department | () |
| Number of agency workers who received severance payments / long service payments / end-of-contract gratuities | () |

| | 2014-15 (latest position) |
|--|------------------------------|
| Amount of severance payments / long service payments / end-of-contract gratuities paid | () |
| Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions | () |
| Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions | () |
| Number of agency workers with paid meal breaks | () |
| Number of agency workers without paid meal breaks | () |
| Number of agency workers under five-day work week | () |
| Number of agency workers under six-day work week | () |

Figures in () denote year-on-year changes in percentage as compared with 2013-14

Asked by: Hon WONG Kwok-hing (Member Question No. 91)

Reply:

The information requested is set out below:

| | Type of Contract | 2014-15 ^{Note 1} |
|--|------------------------------|---|
| Number of contracts with EAs | Others | 10 (-16.7%) |
| | T-contract ^{Note 2} | 1 (no change) |
| Contract sum for each EA (in \$ million) for the whole contract term | Others | |
| | Total: | \$4.2 (-22.2%) |
| | Range: | \$0.07 to \$1.2 |
| | T-contract | \$26.9 (+1.1%) |
| Term of service for each EA | Others | 9 months |
| | T-contract | 6 months to 1 year for individual agency workers supplied through T-contracts |
| Number of agency workers supplied by EA contracts | Others | |
| | Total: | 41 (-28.1%) |
| | Range: | 1 to 10 |
| | T-contract | 71 (+2.9%) |
| Details of positions of the agency workers supplied by EA contracts | Others | To provide temporary executive support, general support, assistance in project management and record services |
| | T-contract | To provide temporary IT support services |

| | Type of Contract | 2014-15 ^{Note 1} | |
|---|------------------|---------------------------------------|------------|
| Monthly wages of agency workers supplied | | Others | T-contract |
| • \$30,001 or above | | 0 (no change) | - |
| • \$16,001 to \$30,000 | | 0 (no change) | - |
| • \$8,001 to \$16,000 | | 41 (-28.1%) | - |
| • \$6,501 to \$8,000 | | 0 (no change) | - |
| • \$6,240 to \$6,500 | | 0 (no change) | - |
| • Below \$6,240 | | 0 (no change) | - |
| Years of service of agency workers | Others | The TD does not have the information. | |
| | T-contract | | |
| • More than 15 years | | | |
| • 10 to 15 years | | | |
| • 5 to 10 years | | | |
| • 3 to 5 years | | | |
| • 1 to 3 years | | | |
| • Less than 1 year | | | |
| Percentage of agency workers against the total number of staff of the Department (%) | Others | 2.6% (-31.6%) | |
| | T-contract | 4.6% (no change) | |
| Percentage of expenditure on procurement of agency services against the total salary expenditure of staff of the Department (%) | Others | 0.7% (-30%) | |
| | T-contract | 4.3% (-8.5%) | |
| Number of agency workers who received severance payments / long service payments / end-of-contract gratuities | Others | The TD does not have the information. | |
| | T-contract | | |
| Amount of severance payments / long service payments / end-of-contract gratuities paid | Others | | |
| | T-contract | | |
| Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions | Others | | |
| | T-contract | | |
| Amount of severance payments / long service payments / contract gratuity offset against the employers' MPF contributions | Others | | |
| | T-contract | | |
| Number of agency workers with paid meal breaks | Others | The TD does not have the information. | |
| | T-contract | | |
| Number of agency workers without paid meal breaks | Others | | |
| | T-contract | | |
| Number of agency workers under five-day work week | Others | 41 (-28.1%) | |
| | T-contract | 71 (+2.9%) | |
| Number of agency workers under six-day work week | Others | 0 (no change) | |
| | T-contract | 0 (no change) | |

Figures in () denote year-on-year changes in percentage as compared with 2013-14

Note 1: The figures refer to position as at 1 February 2015.

Note 2: T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)420****(Question Serial No. 4582)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the employment of non-civil service contract (NCSC) staff, please provide the following information:

| | 2014-15 (latest position) |
|---|------------------------------|
| Number of NCSC staff | () |
| Details of NCSC positions | |
| Total expenditure on the salaries of NCSC staff | () |
| Monthly wages of NCSC staff | |
| • \$30,001 or above | () |
| • \$16,001 to \$30,000 | () |
| • \$8,001 to \$16,000 | () |
| • \$6,501 to \$8,000 | () |
| • \$6,240 to \$6,500 | () |
| • Below \$6,240 | () |
| Year of service of NCSC staff | |
| • 15 years or more | () |
| • 10 to 15 years | () |
| • 5 to 10 years | () |
| • 3 to 5 years | () |
| • 1 to 3 years | () |
| • Less than 1 year | () |
| Number of NCSC staff appointed as civil servants | () |
| Percentage of NCSC staff out of the total number of staff in the Department | () |
| Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department | () |
| Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities | () |

| | 2014-15 (latest position) |
|--|------------------------------|
| Amount of severance payments / long service payments / end-of-contract gratuities paid | () |
| Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions | () |
| Amount of severance payments/ long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions | () |
| Number of NCSC staff with paid meal break | () |
| Number of NCSC staff without paid meal break | () |
| Number of NCSC staff under five-day work week | () |
| Number of NCSC staff under six-day work week | () |

Figures in () denote year-on-year percentage changes as compared with 2013-14

Asked by: Hon WONG Kwok-hing (Member Question No. 92)

Reply:

The information is as follows:

| | 2014-15 ^{Note} |
|---|---------------------------|
| Number of NCSC staff | 73 (-6.4%) |
| Details of NCSC positions | |
| • transport operations and traffic engineering duties | 40 (+29%) |
| • executive and administrative support duties | 12 (no change) |
| • general clerical support and other duties | 21 (-40%) |
| Total expenditure on the salaries of NCSC staff | \$17.9 million (+4.1%) |
| Monthly wages of NCSC staff | |
| • \$30,001 or above | 11 (+10%) |
| • \$16,001 to \$30,000 | 41 (+7.9%) |
| • \$8,001 to \$16,000 | 21 (-30%) |
| • \$6,501 to \$8,000 | 0 (no change) |
| • \$6,240 to \$6,500 | 0 (no change) |
| • Below \$6,240 | 0 (no change) |
| Year of service of NCSC staff | |
| • 15 years or more | 0 (no change) |
| • 10 to 15 years | 7 (+16.7%) |
| • 5 to 10 years | 22 (+10%) |
| • 3 to 5 years | 14 (no change) |
| • 1 to 3 years | 17 (-43.3%) |
| • Less than 1 year | 13 (+62.5%) |

| | 2014-15 ^{Note} |
|---|---|
| Number of NCSC staff appointed as civil servants | 8 (+14.3%) The staff joined the civil service through an open, fair and competitive process. |
| Percentage of NCSC staff out of the total number of staff of the Department (%) | 4.7% (-9.6%) |
| Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%) | 3.2% (-3.0%) |
| Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities | 73 (-3.9%) |
| Amount of severance payments / long service payments / end-of-contract gratuities paid | \$1.6 million (+23.1%) |
| Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions | 72 (-5.3%) |
| Amount of severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions | \$0.5 million (-28.6%) |
| Number of NCSC staff with paid meal break | 69 (-6.8%) |
| Number of NCSC staff without paid meal break | 4 (no change) |
| Number of NCSC staff under five-day work week | 73 (-6.4%) |
| Number of NCSC staff under six-day work week | 0 (no change) |

Figures in () denote year-on-year percentage changes as compared with 2013-14

Note:

The figures refer to the position as at 31 December 2014.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3792)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the green minibus (GMB) routes actually introduced in 2014?
What are the details of the new GMB routes planned for introduction in 2015?

Asked by: Hon WU Chi-wai (Member Question No. 67)

Reply:

One GMB route was introduced in December 2014, i.e. GMB Route 84 plying between the Allway Gardens and Chung On Street in Tsuen Wan, with an adult full fare of \$3.5.

The Transport Department plans to introduce eight GMB routes in 2015. Operators of five of these new routes have already been selected. The other three routes will be introduced, subject to the result of the operators' selection exercise to be conducted in 2015. Details of the new routes are as follows:

(a) New GMB routes to be introduced in 2015:

- Route 1: Ko Yee Estate (Yau Tong) – Kai Yan Street (Kowloon Bay)
- Route 2: Kai Ching Estate (Kai Tak) – Wong Tai Sin MTR Station (Wong Tai Sin)
- Route 3: Shui Chuen O (Sha Tin) – Shek Mun MTR Station (Sha Tin)
- Route 4: Shui Chuen O (Sha Tin) – Hin Keng (Che Kung Miu Road) (Sha Tin)
- Route 5: The Beaumont (Tseung Kwan O) – Hang Hau (Tseung Kwan O)

(b) Planned new GMB routes to be introduced in 2015, subject to the result of the operators' selection exercise:

- Route 6: Hung Shui Kiu (Hung Yuen Road) (Yuen Long) – Tin Shui Wai MTR Station (Yuen Long)
- Route 7: Anderson Road Development Area (Kwun Tong) – Jordan Valley North Road (Ngau Tau Kok)
- Route 8: Anderson Road Development Area (Kwun Tong) – Sheung Yee Road (Kowloon Bay)

- End -

CONTROLLING OFFICER'S REPLY**THB(T)422****(Question Serial No. 4521)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government advise this Committee the respective numbers of buses owned by each franchised bus company by emission standards and when these buses will retire?

Asked by: Hon WU Chi-wai (Member Question No. 98)Reply:

Franchised bus companies are committed to providing their services with buses under the age of 18, and to replacing their buses accordingly. The details of buses owned by the franchised bus companies as at 31 December 2014 are tabulated as follows:

| Franchised bus company | Euro I | | Euro II | | Euro III | | Euro IV | | Euro V | | Euro VI ^{Note} | | Total |
|------------------------|--------|--|---------|--|----------|--|---------|--|--------|--|-------------------------|--|-------|
| | No. | Year by which all buses in this category will be retired | No. | Year by which all buses in this category will be retired | No. | Year by which all buses in this category will be retired | No. | Year by which all buses in this category will be retired | No. | Year by which all buses in this category will be retired | No. | Year by which all buses in this category will be retired | |
| KMB | 161 | 2015 | 1546 | 2019 | 1097 | 2026 | 106 | 2029 | 939 | 2032 | 3 | 2032 | 3852 |
| LW | 0 | N/A | 46 | 2018 | 18 | 2026 | 32 | 2028 | 83 | 2032 | 0 | N/A | 179 |
| NWFB | 13 | 2015 | 487 | 2019 | 75 | 2020 | 38 | 2027 | 97 | 2032 | 1 | 2032 | 711 |
| CTB | 12 | 2015 | 375 | 2018 | 9 | 2020 | 28 | 2027 | 531 | 2032 | 2 | 2032 | 957 |
| NLB | 0 | N/A | 2 | 2016 | 61 | 2020 | 17 | 2022 | 31 | 2026 | 0 | N/A | 111 |

Note: The six hybrid buses are of Euro VI standard, which are fully subsidised by the Government for procurement and used by the respective franchised bus companies for trial operation in Hong Kong.

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited
 LW - Long Wing Bus Company Limited
 NWFB - New World First Bus Services Limited
 CTB - Citybus Limited
 NLB - New Lantao Bus Company (1973) Limited
 N/A - Not applicable

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4811)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the confiscation of illegally parked bicycles last year due to shortage of bicycle parking spaces over the territory, will the Government advise this Committee on the insufficiency of bicycle parking spaces and details of the confiscated bicycles, including the locations, number and ways of disposal (including auctions) involved? Please also estimate the expenditure and manpower required for increasing the provision of bicycle parking spaces in the coming year.

Asked by: Hon WU Chi-wai (Member Question No. 117)

Reply:

The Government has been monitoring the supply and demand situation of bicycle parking spaces through various channels, including collating comments from various District Councils. Currently, there are over 50 000 free public bicycle parking spaces throughout the territory. Last year, the Transport Department (TD) and the Civil Engineering Development Department provided a total of about 1 200 additional bicycle parking spaces for public use. The Government will continue to identify suitable locations to provide additional public bicycle parking spaces. As far as the TD is concerned, increasing the number of bicycle parking spaces is part of the work of TD's staff. There is no separate breakdown of expenditure and manpower.

As regards illegally parked bicycles and illegal occupation of bicycle parking spaces, relevant departments, including the TD, the Lands Department, the Food and Environmental Hygiene Department and the Hong Kong Police Force, take enforcement actions under their respective purviews to tackle the problem, which include carrying out joint clearance actions co-ordinated by relevant District Offices.

In 2014, a total of 8 284 illegally parked bicycles were confiscated in Hong Kong. Clearance actions were mainly carried out in the New Territories, such as the Sha Tin, Yuen Long and North districts. Confiscated bicycles will be auctioned by the Government Logistics Department (GLD). In 2014, the number of confiscated bicycles that were auctioned by the GLD was 3 840.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)425

(Question Serial No. 4058)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government enhance feeder transport for connection to the Wong Chuk Hang Station and the HKU Station, i.e. to improve the traffic flow at traffic lights, bus stops and public transport interchanges (PTIs) on strategic routes such as Pok Fu Lam Road, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road and Heung Yip Road, to facilitate citizens to use public transport for connection to various locations in the district after the commissioning of the West Island Line (WIL) and the South Island Line (East) (SIL(E))? If yes, what are the details? If no, what are the reasons? What is the estimated expenditure involved?

Asked by: Hon SIN Chung-kai (Member Question No. 34)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The Government entrusted to the MTR Corporation Limited the construction of essential public infrastructure works (EPIW) to enhance the accessibility to the WIL and the SIL(E). For the WIL, transport facilities for passengers transit are located at the Kennedy Town Station.

The EPIW for the WIL near the HKU Station and the Kennedy Town Station, which were all opened to the public along with the commissioning of the WIL in December 2014, are outlined below:

- (a) a covered footbridge link connecting the HKU Station with the University of Hong Kong Centennial Campus;
- (b) a green minibus (GMB) boarding and alighting area adjacent to the Kennedy Town Station; and
- (c) a covered pedestrian link at Sands Street, which offers a convenient and safe access to the Kennedy Town Station.

The EPIW for the SIL(E) near the Wong Chuk Hang Station are outlined below:

- (a) the construction of a ground level PTI underneath the Wong Chuk Hang Station, with a general loading / unloading bay and lay-bys for buses, GMBs and taxis to facilitate passengers transit to and from the SIL(E);
- (b) the improvement of the existing road network in the vicinity of the Wong Chuk Hang Station, which includes the widening of sections of Heung Yip Road, Nam Long Shan Road, Police School Road, and the modifications to the road junctions at Heung Yip Road / Ocean Park Road, Heung Yip Road / Police School Road, Heung Yip Road / Nam Long Shan Road, Wong Chuk Hang Road / Nam Long Shan Road, and Wong Chuk Hang Road / Tong Bing Lane, to cope with the anticipated traffic growth and create a better walking environment for pedestrians;
- (c) the modification of a section of the existing Wong Chuk Hang Nullah between Ocean Park Road and Nam Long Shan Road for supporting the PTI and the widened Heung Yip Road; and
- (d) the construction of a covered footbridge connecting the Wong Chuk Hang Station with the adjacent industrial area.

The total project costs of the EPIW for the WIL and the SIL(E) are \$103.6 million and \$927.0 million respectively.

In addition to the above, the Transport Department will continue to monitor the traffic situation and transport demand in the areas concerned after the opening of the two railways, and will consider and implement further improvements as necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)426

(Question Serial No. 4059)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Does the Government have any plans to expand the public transport interchange (PTI) at the Wong Chuk Hang Station and the bus terminus nearby and to install large display panels to provide real-time information about bus departures? If yes, what are the details? If no, what are the reasons? What is the estimated expenditure involved?

Asked by: Hon SIN Chung-kai (Member Question No. 35)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

Under the South Island Line (East) (SIL(E)) railway project, a franchised bus lay-by will be re-provided along Nam Long Shan Road to accommodate the bus routes terminating at the former Wong Chuk Hang Estate Bus Terminus. In addition, new public transport facilities will be provided along Heung Yip Road underneath the Wong Chuk Hang Station, to facilitate passengers interchanging between various road-based public transport services and the railway service. These facilities will include two franchised bus lay-bys (for eight double-deck buses), a green minibus (GMB) lay-by (for four GMBs), a taxi stand (for six taxis), and a general loading and unloading bay of 38 metres in length. The provision of the facilities is funded as part of the railway project. The approximate expenditure involved is \$18.7 million.

The Transport Department has been encouraging the franchised bus companies concerned to provide appropriate facilities for the dissemination of service information to the passengers at the re-provisioned franchised bus lay-by and the new facilities at the Wong Chuk Hang Station. Display panels to provide real-time bus departure information is a possible option that can be considered, taking into account the need of the passenger and cost effectiveness.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4060)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

When will the Government implement the provision of pedestrian links from Aberdeen and Shek Pai Wan to the future Wong Chuk Hang Station? What is the estimated expenditure?

Asked by: Hon SIN Chung-kai (Member Question No. 36)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

At present, pedestrians from the Aberdeen Town Centre can use the existing subway underneath Aberdeen Praya Road to reach the Aberdeen Promenade as well as the Wong Chuk Hang Nullah. A footbridge across the Wong Chuk Hang Nullah and a walkway with associated landscaping features are under construction as essential public infrastructure works (EPIW) for the South Island Line (East) (SIL(E)). Pedestrians can use the footbridge and walkway to access the future Wong Chuk Hang Station. The footbridge and walkway will be open to public in phases from the third quarter of 2015. The estimated cost of the aforesaid EPIW is \$68 million.

As for pedestrians from Shek Pai Wan, they can make use of the existing passenger lifts connecting Yue Kwong Road with Yue Fai Road to reach the Aberdeen Town Centre, and follow the above-mentioned route to reach the future Wong Chuk Hang Station. In addition, residents in Aberdeen and Shek Pai Wan may use public transport feeder services for connection to the Wong Chuk Hang Station. Upon commissioning of the SIL(E), the Transport Department will monitor the pedestrian flow in the area, and consider enhancement to the pedestrian links where necessary and practicable.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)428

(Question Serial No. 4062)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Does the Government have any plan to build bus-bus interchange (BBI) points in the Southern district in view of the gradual increase of the BBI schemes in the Southern district with a view to reducing passengers' demand for point-to-point long haul service? If yes, what are the details and expenditure involved? If no, what are the reasons?

Asked by: Hon SIN Chung-kai (Member Question No. 38)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The Transport Department (TD) has all along been working with the franchised bus companies in setting up the BBI schemes at appropriate and feasible locations, to enable passengers to reach more destinations through interchanging with fare concessions. Such interchange schemes reduce the need for new long haul and direct point-to-point bus service, enable better utilisation of limited road space and bus resources, enhance the efficiency of the overall bus network, alleviate the traffic congestion, and reduce roadside emissions.

At present, there are about 90 bus routes serving the Southern district. Around 90% of them provide the BBI fare concessions to passengers interchanging at various bus stops on Wong Chuk Hang Road, Aberdeen Praya Road and Pok Fu Lam Road. The current interchange packages and associated fare concession arrangements have been well-received by passengers. Meanwhile, the TD will continue to explore with franchised bus companies on the provision of new / enhanced interchange facilities at suitable locations. Owing to

the lack of suitable sites, the TD has no plan at the moment to set up large-scale BBI in the Southern district.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4064)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct a consultancy study to improve the traffic around the centre of Aberdeen that includes additional connection between Aberdeen Praya Road and Aberdeen Main Road; re-organising all bus stops to reduce buses using Chengtu Road, Tung Sing Road and Aberdeen Main Road; improving existing bus stop facilities, such as increasing queuing space and providing shelters; increasing the capacity of pedestrian crossings and formulating proposals to improve the location of the pedestrian crossings to cater for the pedestrian flow? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon SIN Chung-kai (Member Question No. 40)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The Transport Department (TD) has been working closely with the Southern District Council (SDC) on traffic and transport issues in Aberdeen. A working group is formed under the Traffic and Transport Committee of the SDC, comprising District Councillors, and representatives from the Southern District Office and the TD, with a view to exploring and identifying improvement measures to address traffic and transport issues in Aberdeen, such as traffic and pedestrian flow conditions as well as bus service and bus stop arrangements.

The SDC once suggested constructing a roundabout at the western junction of Aberdeen Main Road / Aberdeen Praya Road, with a view to reducing traffic flow into the centre of

Aberdeen. After studying the traffic condition and site constraints thereat, the TD found the proposal not technically feasible. The finding was reported to the SDC in November 2014. The TD is looking into the feasibility of widening the footpath of Chengtu Road and lengthening the bus stop road marking thereat to improve passenger queuing arrangement.

Since November 2014, the en-route stop of the Airport route No. A10 has been relocated from the Aberdeen Bus Terminus to the layby at Aberdeen Praya Road to reduce the number of routes / stops and waiting passengers at the Aberdeen Bus Terminus, thereby improving the nearby pedestrian and road traffic situation. In addition, the TD and the franchised bus companies are considering rationalising the routing of a number of bus routes to reduce the number of bus trips near the town centre area. Consultation with the District Councils and local residents will be conducted.

The TD has no plan to conduct a consultancy study at the moment. Nevertheless, the TD will continue to monitor the traffic and transport arrangements of the area and implement improvement measures as necessary. The work is absorbed as part of the regular work of the TD and no additional manpower or resource is required.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)430

(Question Serial No. 4447)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government evaluated the impact of the full commissioning of the West Island Line (WIL) on the bus routes (in particular cross-harbour routes) along the line? What are the details and expenditure involved?

Asked by: Hon WONG Pik-wan, Helena (Member Question No. 87)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

Prior to the opening of the WIL, the Transport Department (TD) commissioned a consultancy study to assess the changes of passenger demand and travelling pattern as well as the impact on the road based public transport services after the opening of the new railway. The TD then prepared public transport re-organisation plans (PT Plans) to enhance the co-ordination among various public transport services. The consultancy study, which covered both the WIL and the South Island Line (East), was completed in mid-2013 at a cost of \$4.27 million.

Since July 2013, the TD has consulted the Traffic and Transport Committee of the District Councils concerned, and conducted the Area Consultative Forums to collect views of the public on the PT Plans. Improvements have been made to the PT Plan taking into account the views collected. A summary of the latest proposed PT Plan is set out below:

| Proposals | Number of franchised bus routes involved | Number of green minibus (GMB) routes involved |
|---|---|---|
| New routes | 1 | 3 |
| Route adjustment (including amalgamation and/or diversion) | 28 (including 2 cross-harbour routes) | - |
| Frequency adjustment | 10 (including 7 cross-harbour routes) | 18 |
| New section fare | - | 2 |
| Total | 39 | 23 |

After the opening of the Kennedy Town Station and the HKU Station in December 2014, the TD has started implementing the PT Plan. One franchised bus and three GMB routes for feeder services to the WIL stations have been introduced. Frequencies of some franchised bus routes have been adjusted in response to the changes in travelling pattern of passengers. The remaining proposals under the PT Plan will be implemented after the full opening of the WIL in late March 2015.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)0237

(Question Serial No. 1609)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Under the programme “Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme)”, what were the respective subsidy amounts received by public transport operators in the previous financial year? Please provide a breakdown.

Asked by: Hon CHAN Kam-lam (Member Question No. 5)

Reply:

For the provision of Rehabus services, the subvention for 2014-15 is estimated to be about \$69.18 million. The 2014-15 estimate for reimbursing the relevant public transport operators their revenue forgone as a result of implementing the Scheme is \$582 million, broken down as follows:-

| | |
|--------------------------------------|---|
| Public transport operators | 2014-15 (Revised Estimate) (\$'000) |
| MTR Corporation Limited | 169,204 |
| Franchised bus operators | 391,021 |
| Ferry operators | 20,722 |
| Green minibus (GMB) operators (Note) | 844 |
| Total | 581,791 |

Note: The Scheme was extended to GMBs in phases starting from 29 March 2015.

- 2 -
- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)0238

(Question Serial No. 1610)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) will be extended to cover green minibuses (GMBs) this year. Please provide the details of the GMB routes and operators involved and a breakdown of the respective subsidy amounts to the operators concerned.

Asked by: Hon CHAN Kam-lam (Member Question No. 6)

Reply:

The Scheme was extended to GMBs in phases starting from 29 March this year. Currently, there are 159 GMB operators running 503 routes with 3 152 GMBs. 127 GMB operators providing 407 routes with 2 587 GMBs have joined the first phase of the extension. These routes cover all 97 routes serving the Hong Kong Island, 99 routes serving Kowloon, 176 routes serving the New Territories and 35 inter-district routes. The information paper submitted to the Legislative Council on Welfare Services by the Labour and Welfare Bureau (LWB) on 16 March 2015 has provided in detail the GMB routes covered under the first phase of extension. The same information has also been uploaded to the LWB and the TD websites.

The 2015-16 estimate for reimbursing the GMB operators their revenue forgone as a result of implementing the Scheme is about \$204 million.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)0239

(Question Serial No. 0552)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise:

- a) the average daily passenger trips taken by the elderly and eligible persons with disabilities using Mass Transit Railway (MTR) services and franchised bus services in the past three years in a table with breakdowns by public transport operators:

| Public transport operator | Financial year | Average daily passenger trips | |
|----------------------------|----------------|-------------------------------|------------------------------------|
| | | Elderly | Eligible Persons with Disabilities |
| 1. MTR Corporation Limited | 2012-13 | | |
| | 2013-14 | | |
| 2. Kowloon Motor Bus | 2014-15 | | |
| 3. New World First Bus | | | |
| 4. Citybus | | | |
| 5. Long Win Bus | | | |
| 6. New Lantao Bus | | | |

Asked by: Hon LEUNG Yiu-chung (Member Question No. 32)

Reply:

The average daily passenger trips taken under the Scheme in 2012, 2013 and 2014 are listed below:

| Public transport operator | Calendar year | Average daily passenger trips taken under the Scheme ^(Note 1) | |
|---------------------------|---------------|--|--|
| | | Elderly ^(Note 2) | Eligible Persons with Disabilities ^(Note 3) |
| MTR Corporation Limited | 2012 | 209 000 | 33 700 |
| | 2013 | 229 000 | 36 000 |
| | 2014 | 263 000 | 42 000 |
| Franchised bus operators | 2012 | 355 400 | 40 900 |
| | 2013 | 393 000 | 50 000 |
| | 2014 | 422 000 | 57 000 |

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering four franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, the New World First Bus Services Limited, the Citybus Limited and the Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and the New Lantao Bus Company (1973) Limited.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)0240****(Question Serial No. 2429)**Head: (186) Transport DepartmentSubhead (No. & title): ()Programme: (5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Labour and WelfareQuestion:

The Labour and Welfare Bureau (LWB) will extend the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to green minibuses this year, but trams are not covered yet. Under the Scheme, Elder Octopus and non-personalised Elder Octopus are accepted for fare payment while non-local residents are allowed to apply for Personalised Octopus as elderly and eligible persons.

According to recent news reports, some non-Hong Kong residents aged over 65 have exploited the loophole of the Scheme by taking cross-border buses such as route no. B1 of The Kowloon Motor Bus (1933) Limited (KMB), route nos. B2/B2P/B2X of New Lantau Bus Company Limited (NLB), and route nos. B3/B3A/B3M/B3X of Citybus Limited (CTB) for the purpose of parallel trading, resulting in the rise of the absurd phenomenon of using public money to fund parallel trading activities. This not only goes against the original intention of the Scheme, i.e. "to help build a caring and inclusive society by encouraging these groups to participate more in community activities", but also in effect spends Hong Kong taxpayers' money on subsidising non-local residents. On the other hand, local elderly and eligible persons with disabilities are unable to travel on trams at a concessionary fare.

In this regard, would the LWB please provide the following figures for the past five years:

a) Use of Elder Octopus

| Year/ Figure | Expenditure involved in providing concession for passengers travelling on KMB | Number of passengers travelling on KMB cross-border buses at concessionary fare | Expenditure involved in providing concession for passengers travelling on NLB | Number of passengers travelling on NLB cross-border buses at concessionary fare | Expenditure involved in providing concession for passengers travelling on CTB | Number of passengers travelling on CTB cross-border buses at concessionary fare |
|-----------------|---|---|---|---|---|---|
| | | | | | | |

| | | | | | | |
|------|--------------------|--|--------------------|--|--------------------|--|
| | cross-border buses | | cross-border buses | | cross-border buses | |
| 2012 | | | | | | |
| 2013 | | | | | | |
| 2014 | | | | | | |

b) Local residents using Personalised Octopus with “Elderly and Persons with Disabilities Status”

| Year/ Figure | Expenditure involved in providing concession for passengers travelling on KMB cross-border buses | Number of passengers travelling on KMB cross-border buses at concessionary fare | Expenditure involved in providing concession for passengers travelling on NLB cross-border buses | Number of passengers travelling on NLB cross-border buses at concessionary fare | Expenditure involved in providing concession for passengers travelling on CTB cross-border buses | Number of passengers travelling on CTB cross-border buses at concessionary fare |
|-----------------|--|---|--|---|--|---|
| 2012 | | | | | | |
| 2013 | | | | | | |
| 2014 | | | | | | |

c) Non-local residents using Personalised Octopus with “Elderly and Persons with Disabilities Status”

| Year/ Figure | Expenditure involved in providing concession for passengers travelling on KMB cross-border buses | Number of passengers travelling on KMB cross-border buses at concessionary fare | Expenditure involved in providing concession for passengers travelling on NLB cross-border buses | Number of passengers travelling on NLB cross-border buses at concessionary fare | Expenditure involved in providing concession for passengers travelling on CTB cross-border buses | Number of passengers travelling on CTB cross-border buses at concessionary fare |
|-----------------|--|---|--|---|--|---|
| 2012 | | | | | | |
| 2013 | | | | | | |
| 2014 | | | | | | |

Asked by: Hon MO Claudia (Member Question No. 39)

Reply:

Currently, the KMB, CTB and NLB all provide franchised bus services to the boundary control points at Lo Ma Chau or Shenzhen Bay Port (including route nos. B1, B2, B2P, B2X, B3, B3A, B3M and B3X^(Note 1)). The average daily passenger trips of the above services provided by the franchised bus companies under the Scheme in 2012, 2013 and 2014 are as follows:

| Franchised bus operator | Calendar year | Average daily passenger trips taken under the Scheme ^(Note 2) | |
|-------------------------|--------------------------|--|--|
| | | Elderly ^(Note 3) | Eligible Persons with Disabilities ^(Note 4) |
| KMB | 2012 ^(Note 2) | 2 640 | 180 |
| | 2013 | 3 070 | 240 |
| | 2014 | 3 870 | 300 |
| CTB | 2012 ^(Note 2) | 1 600 | 80 |
| | 2013 | 1 640 | 80 |
| | 2014 | 1 920 | 90 |
| NLB | 2012 ^(Note 2) | Not yet implemented | |
| | 2013 | 1 060 | 80 |
| | 2014 | 1 290 | 110 |

(Note 1) Information of the routes is as follows:

B1: Tin Tsz Estate – Lok Ma Chau Station

B2: Yuen Long Station – Shenzhen Bay Port

B2P: Tin Tsz Estate Bus Terminus – Shenzhen Bay Port

B2X: Tin Yiu Estate Bus Terminus – Shenzhen Bay Port

B3: Tuen Mun Pier Head – Shenzhen Bay Port

B3A: Shan King Estate – Shenzhen Bay Port

B3M: Shenzhen Bay Port – Tuen Mun Station Public Transport Interchange (Circular)

B3X: Tuen Mun Town Centre – Shenzhen Bay Port

(Note 2) The Scheme was implemented in phases. For franchised buses, the Scheme was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited), and launched on 3 March 2013 covering New Lantao Bus Company (1973) Limited.

(Note 3) Elderly people aged 65 or above.

(Note 4) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

Regarding the services above, the Government's reimbursement of the revenue forgone to the relevant franchised bus companies under the Scheme is as follows:

| Franchised bus operator | Financial Year | Elderly (\$'000) | Eligible Persons with Disabilities (\$'000) |
|-------------------------|-----------------------------|------------------|---|
| KMB | 2012-13 ^(Note 2) | 2,246 | 399 |
| | 2013-14 | 4,522 | 865 |

| Franchised bus operator | Financial Year | Elderly (\$'000) | Eligible Persons with Disabilities (\$'000) |
|-------------------------|--------------------------------------|------------------|---|
| | 2014-15 (up to end-December 2014) | 4,427 | 826 |
| CTB | 2012-13 ^(Note 2) | 1,318 | 154 |
| | 2013-14 | 2,042 | 249 |
| | 2014-15 (up to end-December 2014) | 1,913 | 211 |
| NLB | 2012-13 ^(Note 2) | 83 | 12 |
| | 2013-14 | 1,018 | 195 |
| | 2014-15 (up to end-December 2014) | 977 | 208 |

To enjoy the concessionary fare under the Scheme, elderly people are required to use Elder Octopus or their Personalised Octopus whereas eligible persons with disabilities to use a Personalised Octopus with “Persons with Disabilities Status”. The Government does not maintain any information on whether the passenger trips taken by elderly people under the Scheme belong to local or non-local residents (be they use Elder Octopus or Personalised Octopus). For eligible persons with disabilities, they have to be recipients under the Comprehensive Social Security Assistance Scheme with 100% disabilities or recipients of Disability Allowance before they can apply for a Personalised Octopus with “Persons with Disabilities Status”. As such, they are all Hong Kong residents.

The design of the Scheme is to allow elderly people and persons with disabilities to travel on specified public transport modes at a concessionary fare of \$2 per trip. However, if the fare for elderly people and persons with disabilities charged by the relevant public transport operators is lower than \$2, only the original fare which is below \$2 will be charged on them. Currently the tram fare for the elderly is \$1.1, which is lower than the concessionary fare of \$2. If the Scheme is to be extended to tram service, the fare for the elderly would still be \$1.1 whereas persons with disabilities aged below 65 would enjoy a reduced fare of \$2 from \$2.3 per ride with government subsidies. Although the Government has stated publicly that it is willing to consider extending the Scheme to tram service, according to the understanding of the Transport Department, the Hong Kong Tramways Limited has requested for government subsidies to allow free ride for elderly people and persons with disabilities. Such practice is not consistent with the arrangements under the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2596)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise:

- (1) Since the implementation of the Scheme in 2012, how many elderly and persons with disabilities have been using the Scheme each month?
- (2) What is the proportion of different public transport modes used by them?
- (3) What is the progress of the phased extension of the Scheme to green minibuses (GMBs)?

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 50)

Reply:

- (1) and (2) Since the launch of the Scheme in June 2012, the average daily passenger trips taken and the proportion of different public transport modes used by beneficiaries under the Scheme are as follows:

| Public transport operators | Average daily passenger trips taken under the Scheme ^(Note 1) | | Proportion of different public transport modes used by beneficiaries |
|---------------------------------|--|--|--|
| | Elderly ^(Note 2) | Eligible Persons with Disabilities ^(Note 3) | |
| 2012 | | | |
| MTR Corporation Limited (MTRCL) | 209 000 | 33 700 | 38.0% |
| Franchised bus operators | 355 400 | 40 900 | 62.0% |
| Ferry operators | Not yet implemented | | |
| 2013 | | | |
| MTRCL | 229 000 | 36 000 | 37.1% |
| Franchised bus operators | 393 000 | 50 000 | 62.1% |
| Ferry operators | 5 300 | 500 | 0.8% |
| 2014 | | | |
| MTRCL | 263 000 | 42 000 | 38.6% |
| Franchised bus operators | 422 000 | 57 000 | 60.6% |
| Ferry operators | 5 400 | 600 | 0.8% |

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering four franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, the New World First Bus Services Limited, the Citybus Limited and the Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and the New Lantau Bus Company (1973) Limited. .

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- (3) The Scheme was extended to GMBs in phases starting from 29 March this year. Currently, there are 159 GMB operators running 503 routes with 3 152 GMBs. 127 GMB operators providing 407 routes with 2 587 GMBs have joined the first phase of the extension. The 407 routes cover all 97 routes serving the Hong Kong Island, 99 routes serving Kowloon, 176 routes serving the New Territories and 35 inter-district routes. The information paper submitted to the Legislative Council on Welfare Services by the Labour and Welfare Bureau (LWB) on 16 March 2015 has provided in detail the GMB routes covered under the first phase of extension. The same information has also been uploaded to the LWB and the TD websites.

CONTROLLING OFFICER'S REPLY

LWB(WW)0242

(Question Serial No. 1301)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

In 2015-16, the Transport Department (TD) will extend the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to green minibuses (GMBs) in phases. In this regard, please inform this Committee the estimated number of GMBs which will first participate in the Scheme, details of the routes involved and the implementation timetable.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 17)

Reply:

The Scheme was extended to GMBs in phases starting from 29 March this year. Currently, there are 159 GMB operators running 503 routes with 3 152 GMBs. 127 GMB operators providing 407 routes with 2 587 GMBs have joined the first phase of the extension. The 407 routes cover all 97 routes serving the Hong Kong Island, 99 routes serving Kowloon, 176 routes serving the New Territories and 35 inter-district routes. The information paper submitted to the Legislative Council Panel on Welfare Services by the Labour and Welfare Bureau (LWB) on 16 March 2015 has provided in detail the GMB routes covered under the first phase of extension. The same information has also been uploaded to the LWB and the TD websites.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1177

(Question Serial No. 4880)

Head: (186) Transport Department

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

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Under the programme “Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme)”, it is stated that to meet passenger demand, the Transport Department (TD) extended the Scheme in May 2014 to eligible children with disabilities aged below 12 with 100% disabilities receiving Comprehensive Social Security Assistance (CSSA) or Disability Allowance (DA) and made preparation for the extension of the Scheme to green minibuses (GMBs) in phases. In this regard, please advise on:

- (1) the amounts of reimbursement by mode of public transport each year since the launch of the Scheme; and the respective amounts reimbursed to the MTR Corporation Limited, each franchised bus company and ferry route in each financial year;
- (2) the respective proportion of elderly and eligible persons with disabilities benefited under the Scheme; and
- (3) the estimated amounts to be reimbursed to GMB operators upon extension of the Scheme to GMBs.

Asked by: Hon CHAN Chi-chuen (Member Question No. 132)

Reply:

The information sought is provided as follows:

- (1)&(3) The Government's reimbursement of the revenue forgone to participating public transport operators in each financial year since the launch of the Scheme in phases¹ is provided below:

| Public transport operator | 2012-13 Actual \$'000 | 2013-14 Actual \$'000 | 2014-15 Revised estimate \$'000 | 2015-16 Estimate \$'000 |
|----------------------------|-----------------------------|-----------------------------|--|-------------------------------|
| MTR Corporation Limited | 86,001 | 148,371 | 169,204 | 204,903 |
| Franchised bus operators | 139,216 | 340,725 | 391,021 | 470,600 |
| Ferry operators | 673 | 16,918 | 20,722 | 23,776 |
| GMB operators ² | - | - | 844 | 203,901 |
| Total | 225,890 | 506,014 | 581,791 | 903,180 |

- (2) To date, the total number of eligible beneficiaries under the Scheme is around 1.2 million, with about 1.07 million elderly people aged 65 or above and about 140 000 eligible persons with disabilities³. In 2014, the average daily passenger trips taken by beneficiaries under the Scheme was around 790 000. Of these, around 690 000 trips (about 87%) were made by elderly people and around 100 000 trips (about 13%) by eligible persons with disabilities.

- End -

¹ The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited.

² The Scheme was extended to GMBs in phases from 29 March 2015.

³ Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

CONTROLLING OFFICER'S REPLY

LWB(WW)1178

(Question Serial No. 5421)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please advise on:

1. the situation of orders for rebus dial-a-ride (DAR) services not entertained and their classification (e.g. attending medical appointments, travelling, attending activities, etc.) in the past five years;
2. the situation of the turnover of rebus drivers in the past five years and the reasons;
3. the number of DAR orders not entertained due to driver shortage in the past five years; and
4. whether the Government has any measures to improve the situation.

Asked by: Hon LEUNG Kwok-hung (Member Question No. 89)

Reply:

The information sought is provided as follows:

1. Rebus operated by the Hong Kong Society for Rehabilitation (HKSR) provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rebus offers scheduled route (SR) services to carry persons with disabilities to office, schools and places of rehabilitation, and DAR services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The number of orders for DAR services not entertained from 2010 to 2014 classified by the intended purpose of using the services is tabulated as follows:

| Intended purpose of using DAR Services | No. of orders for DAR services not entertained | | | | |
|---|--|--------|--------|--------|--------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| 1. Receiving medical treatment | 7 026 | 8 817 | 7 795 | 7 430 | 5 684 |
| 2. Attending social activities | 3 056 | 3 701 | 2 898 | 2 534 | 2 154 |
| 3. Attending school/ training | 782 | 1 131 | 1 340 | 1 295 | 1 060 |
| 4. Going home/ to rehabilitation centre | 2 429 | 2 672 | 2 630 | 1 818 | 1 864 |
| 5. Going to work | 106 | 140 | 81 | 208 | 328 |
| 6. Others | 356 | 378 | 361 | 350 | 396 |
| Total Number of Cases: | 13 755 | 16 839 | 15 105 | 13 635 | 11 486 |

2. The total number of rebus drivers retired and resigned between 2010 and 2014 were 28 and 91 respectively. The HKSR does not keep records of the reasons of resignation of rebus drivers.
3. There are various factors leading to DAR orders not entertained, including competing demands during peak hours. The HKSR does not keep records on the number of DAR orders not entertained due to shortage of rebus drivers.
4. The Government plans to allocate provision to the HKSR to procure six additional rebuses in 2015-16. Three of these additional rebuses will be deployed on SR services and the remaining three on DAR services and hospital shuttle bus services targeted to meet the transport demand for attending medical appointments. Rebuses used for SR services will be flexibly deployed for DAR services during off-peak periods. Furthermore, the Government will allocate an additional recurrent provision of \$2.17 million in 2015-16 to the HKSR for meeting the recurrent expenditure (including the expenditure involved in the employment of drivers) of the six additional rebuses. If the demand for the SR and DAR services remains at the present level, the three additional rebuses should be able to cater for all of the applicants currently on the waiting list for SR services and the number of DAR booking orders that cannot be entertained currently will be reduced by about 34% in 2015-16.

Other management measures, such as the employment of part-time drivers, arranging full-time drivers to work overtime as and when appropriate and encouraging service users to jointly use the Rebus services where applicable, will continue to be adopted in order to fully utilise the Rebus fleet and provide to more persons with disabilities the services in need.

The Government will continue to review from time to time the fleet size, routings and mode of operation of Rebus and maintain close collaboration with the public transport operators to improve the public transport services for the convenience of persons with disabilities.

CONTROLLING OFFICER'S REPLY

LWB(WW)1179

(Question Serial No. 5840)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise:

- (1) the number of trips taken by the elderly and eligible persons with disabilities in respect of the participating public transport operators since the implementation of the Scheme and in the past three years in a table;
- (2) the average daily passenger trips taken by the elderly and eligible persons with disabilities using Mass Transit Railway (MTR) domestic services and franchised bus services in the past three years in a table;
- (3) the amounts of revenue forgone of the participating public transport operators since the implementation of the Scheme; and
- (4) the average costs and marginal costs per passenger trip of the participating public transport operators.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 220)

Reply:

The information sought is provided as follows:

- (1)&(2) The Scheme was implemented in phases^(Note 1) starting from June 2012. The average daily passenger trips using the MTR, franchised bus and ferry services before (2011) and after (2012, 2013 and 2014) the implementation of the Scheme are as follows:

| Public transport operator | Average daily passenger trips | |
|---|-------------------------------|--|
| | Elderly ^(Note 2) | Eligible Persons with Disabilities ^(Note 3) |
| 2011 (Before implementation of the Scheme. No. of passenger trips includes routes/services not under the Scheme) | | |
| MTR Corporation Limited (MTRCL) | 222 000 | 35 500 |
| Franchised bus operators | 364 000 | Not available |
| Ferry operators | 9 900 | Not available |
| 2012 (After implementation of the Scheme. No. of passenger trips limited to routes/services under the Scheme) | | |
| MTRCL (starting from June) | 209 000 | 33 700 |
| Franchised bus operators (starting from August) | 355 400 | 40 900 |
| Ferry operators | Not yet implemented | |
| 2013 | | |
| MTRCL | 229 000 | 36 000 |
| Franchised bus operators | 393 000 | 50 000 |
| Ferry operators | 5 300 | 500 |
| 2014 | | |
| MTRCL | 263 000 | 42 000 |
| Franchised bus operators | 422 000 | 57 000 |
| Ferry operators | 5 400 | 600 |

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- (3) Since the implementation of the Scheme, the Government's reimbursement of the revenue forgone to participating public transport operators under the Scheme up to 10 March 2015 is as follows:

| Public transport operator | Government's reimbursement of the revenue forgone to operators (up to 10 March 2015) (\$'000) |
|---------------------------|--|
| MTRCL | 392,006 |
| Franchised bus operators | 830,261 |
| Ferry operators | 37,923 |

- (4) According to the public transport operators, they do not have information on the average costs and marginal costs per passenger trip under the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1180

(Question Serial No. 6242)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Regarding the beneficiaries under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please provide the following information:

1. the total number of elderly people and persons with disabilities;
2. the total number of elderly people;
3. the total number of persons with disabilities; and
4. the total number of persons with physical disabilities only.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 588)

Reply:

To date, the total number of eligible beneficiaries under the Scheme is around 1.2 million, with about 1.07 million elderly people aged 65 or above and about 140 000 eligible persons with disabilities^(Note). In 2014, the average daily passenger trips taken by beneficiaries under the Scheme was around 790 000. Of these, around 690 000 trips (about 87%) were made by elderly people and around 100 000 trips (about 13%) by eligible persons with disabilities.

(Note) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)1181****(Question Serial No. 6247)**Head: (186) Transport DepartmentSubhead (No. & title): ()Programme: (5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Labour and WelfareQuestion:

It is recently reported that quite a number of people are enjoying the \$2 concessionary fares on public transport with medical certificates obtained from psychiatrists. However, nobody is aware of any mental problem from these people. In this connection, please advise on the number of confirmed cases of mental illness in the past few years and any abnormalities since the implementation of the \$2 scheme.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 594)Reply:

According to the information provided by the Food and Health Bureau, the total numbers of mental patients receiving treatment under the Hospital Authority in the past three years are as follows:

| | Total number of mental patients receiving treatment ^(Note 1) |
|--|--|
| 2012-13 | 197 600 |
| 2013-14 | 208 100 |
| 2014 (provisional figure from January to December) | 215 000 |

The average daily passenger trips taken by eligible persons with disabilities^(Note 2) under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in 2012, 2013 and 2014 were around 75 000, 87 000 and 100 000 respectively. The Transport Department does not have a breakdown and relevant information on the number of passenger trips taken by mental patients under the Scheme.

(Note 1) Figures are rounded to the nearest hundred.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1182

(Question Serial No. 3558)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The total numbers of rehabus drivers of the Hong Kong Society for Rehabilitation (HKSR) as at end-December from 2011 to 2013 were 127, 132 and 127 respectively. Please advise on the total number of rehabus drivers of the HKSR in 2014;

What were the age distribution and year of service of rehabus drivers of the HKSR between 2011 and 2014 (for age distribution, please list by 30 or below, 31-40, 41-50, 51-60 and over 60; for year of service, please list by 5 years or below, 6-10 years, 11-15 years, 16-20 years, 21-25 years and over 25 years)?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 64)

Reply:

As at end-December 2014, the total number of rehabus drivers of the HKSR was 138.

The age distribution and year of service of rehabus drivers of the HKSR between 2011 and 2014 are tabulated below:

| Age distribution (as at end-December) | 2011 | 2012 | 2013 | 2014 |
|--|------|------|------|------|
| 30 or below | 2 | 5 | 2 | 3 |
| 31 - 40 | 8 | 12 | 15 | 18 |
| 41 - 50 | 36 | 34 | 31 | 37 |
| 51 - 60 | 67 | 67 | 63 | 64 |
| Over 60 | 14 | 14 | 16 | 16 |
| Total | 127 | 132 | 127 | 138 |

- 2 -

| Year of service (as at end-December) | 2011 | 2012 | 2013 | 2014 |
|---|------|------|------|------|
| 5 or below | 59 | 65 | 60 | 78 |
| 6 - 10 | 19 | 24 | 17 | 18 |
| 11 - 15 | 17 | 14 | 18 | 16 |
| 16 - 20 | 15 | 13 | 18 | 14 |
| 21 - 25 | 9 | 8 | 7 | 7 |
| Over 25 | 8 | 8 | 7 | 5 |
| Total | 127 | 132 | 127 | 138 |

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1183

(Question Serial No. 3559)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The total number of rebus drivers retired and resigned between 2011 and 2013 were 13 and 68 respectively. For the years between 2010 and 2014, please advise on:

- (a) the total number of rebus drivers retired and resigned each year;
- (b) the reasons of resignation of those drivers and their year of service;
- (c) the allocation to rebus drivers each year.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 65)

Reply:

The information sought is provided as follows:

- (a) The numbers of rebus drivers of the Hong Kong Society for Rehabilitation (HKSR) retired and resigned each year between 2010 and 2014 are tabulated below:

| Year | No. of drivers retired | No. of drivers resigned |
|------|------------------------|-------------------------|
| 2010 | 8 | 10 |
| 2011 | 3 | 31 |
| 2012 | 4 | 13 |
| 2013 | 6 | 24 |
| 2014 | 7 | 13 |

- (b) The years of service of the resigned rebus drivers of the HKSR each year between 2010 and 2014 are tabulated below:

| Year of service | Year | | | | |
|-----------------|------|------|------|------|------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| 5 years or less | 10 | 28 | 12 | 23 | 12 |
| 6 to 10 years | 0 | 2 | 0 | 1 | 0 |
| 11 to 15 years | 0 | 1 | 1 | 0 | 0 |
| 16 to 20 years | 0 | 0 | 0 | 0 | 1 |
| Total | 10 | 31 | 13 | 24 | 13 |

The HKSR does not keep records of the reasons of resignation of rebus drivers.

- (c) During the financial years between 2010-11 and 2014-15, the provision allocated to Rebus services from the Government each year was as follows:

2010-11: about \$46.51 million
2011-12: about \$61.16 million
2012-13: about \$55.93 million
2013-14: about \$55.96 million
2014-15: about \$69.18 million

The relevant provision was mainly used for the procurement of rebus to provide additional services, replacement of rebus with higher vehicle age, and meeting the recurrent expenditure (including the expenditure involved in the employment of drivers) for operation of rebus services. The drivers' remuneration accounted for about 40% of the yearly provision.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1184

(Question Serial No. 3560)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The daily average number and percentage of rehabuses which were not in service (for reasons including routine repair and maintenance, cancellation of dial-a-ride orders, drivers on leave, and inclement weather, etc.) between 2011 and 2013 were 24.6 (20.6%), 23.2 (18.9%) and 25.1 (19.5%) respectively. Please advise on the following:

What were the average daily number and percentage of rehabuses which were not in service in 2010 and 2014?

What were the average daily number and percentage of rehabuses which were not in service due to routine repair and maintenance in the past five years?

What were the average daily number and percentage of rehabuses which were not in service due to cancellation of dial-a-ride orders in the past five years?

What were the average daily number and percentage of rehabuses which were not in service due to drivers on leave in the past five years?

What were the average daily number and percentage of rehabuses which were not in service due to inclement weather in the past five years?

What were the average daily number and percentage of rehabuses which were not in service due to other reasons in the past five years?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 66)

Reply:

The daily average numbers of rehabuses which were not in service (for reasons including routine repair and maintenance, cancellation of dial-a-ride orders, drivers on leave, and inclement weather, etc.) and their percentages of the total number of rehabuses from 2010 to 2014 are tabulated below:

| Year | Daily average number of rehabuses not in service | Percentage of the total number of rehabuses |
|------|---|--|
| 2010 | 22.9 | 19.9% |
| 2011 | 24.6 | 20.6% |
| 2012 | 23.2 | 18.9% |
| 2013 | 25.1 | 19.5% |
| 2014 | 27.9 | 20.7% |

The Hong Kong Society for Rehabilitation does not have a breakdown of the number of rehabuses not in service caused by various factors.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1185

(Question Serial No. 3561)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

To alleviate the impact of driver turnover on rehabus services, the Hong Kong Society for Rehabilitation (HKSR) has taken a number of management measures, such as the employment of part-time drivers, arranging full-time drivers to work overtime as and when appropriate and encouraging service users to jointly use the Rehabus services where applicable. Please advise on:

- a. the number of part-time drivers, their working days in a week and working hours in a day in each of the past five years;
- b. the average working hours, total working hours and salaries and benefits of part-time drivers in each quarter of the past five years;
- c. the numbers of days and hours for performing overtime work by full-time drivers in each quarter of the past five years;
- d. the details of the HKSR's efforts in encouraging service users to jointly use the Rehabus services and the number of such successful cases in each quarter of the past five years.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 67)

Reply:

The information sought is provided as follows:

- a. The numbers of part-time rehabus drivers employed by the HKSR in each year between 2010 and 2014 were 18, 23, 23, 29 and 38 respectively.

The HKSR will schedule work for part-time rebus drivers in a flexible manner according to factors such as service demands and their job preference. Since the working days and working hours of most part-time rebus drivers are not fixed, the HKSR cannot provide the number of working days in a week and working hours in a day for these drivers. The average total daily working hours of part-time rebus drivers in each year between 2010 and 2014 were 32, 42, 42, 55 and 71 hours respectively.

- b. The total working hours of part-time rebus drivers in each quarter between 2010 and 2014 are tabulated below:

| Quarter | Total working hours of part-time rebus drivers | | | | |
|----------------|--|--------|--------|--------|--------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| First quarter | 3 336 | 2 735 | 4 759 | 4 883 | 5 791 |
| Second quarter | 2 350 | 3 720 | 3 289 | 4 403 | 6 413 |
| Third quarter | 2 818 | 4 392 | 3 568 | 5 065 | 6 647 |
| Fourth quarter | 3 205 | 4 336 | 3 790 | 5 562 | 7 137 |
| Total | 11 709 | 15 183 | 15 406 | 19 913 | 25 988 |

Based on the above total working hours, the average working hours of part-time rebus drivers in each quarter between 2010 and 2014 were 2 927, 3 796, 3 852, 4 978 and 6 497 hours respectively.

The salaries and benefits of part-time rebus drivers between 2010 and 2014 are tabulated below:

| | Year (as at end-December) | | | | |
|---|---------------------------|---------|---------|---------|--------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| Hourly wages of part-time rebus drivers | \$48-50.5 | \$51-54 | \$54-57 | \$56-59 | \$70.5 |

All eligible part-time rebus drivers are entitled to such benefits as rest days, paid annual leave, sickness allowance, severance payment and long service payment under the Employment Ordinance.

- c. To meet the demands for rebus services, overtime work is required for full-time rebus drivers throughout the whole year. The HKSR will schedule overtime work for full-time workers in a flexible manner according to factors such as service demands, their job preference and occupational safety considerations.

The number of hours for performing overtime work by full-time rebus drivers in each quarter between 2010 and 2014 is tabulated below:

| Quarter | No. of hours for performing overtime work by full-time rebus drivers | | | | |
|----------------|--|--------|--------|--------|--------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| First quarter | 25 279 | 27 605 | 26 271 | 22 781 | 24 226 |
| Second quarter | 23 529 | 25 044 | 25 592 | 23 321 | 23 601 |

| Quarter | No. of hours for performing overtime work by full-time rebus drivers | | | | |
|----------------|--|---------|--------|--------|--------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| Third quarter | 25 427 | 22 271 | 21 952 | 20 165 | 23 950 |
| Fourth quarter | 27 324 | 26 019 | 25 024 | 23 675 | 26 790 |
| Total | 101 559 | 100 939 | 98 839 | 89 942 | 98 567 |

- d. To encourage users of the Rebus dial-a-ride (DAR) services to jointly use a rebus, the HKSR introduced in June 2014 a trial scheme on Shared DAR Service for Hospital to and from six public hospitals, including Queen Mary Hospital, The Duchess of Kent Children's Hospital at Sandy Bay and MacLehose Medical Rehabilitation Centre on Hong Kong Island and Queen Elizabeth Hospital, Kwong Wah Hospital and Kowloon Hospital in Kowloon to facilitate persons with disabilities attending medical appointments at public hospitals. The monthly numbers of successful orders for Pooled DAR Service and service trips are tabulated below:

| Month | No. of successful orders | No. of service trips |
|----------------|--------------------------|----------------------|
| June 2014 | 16 | 9 |
| July 2014 | 47 | 23 |
| August 2014 | 41 | 20 |
| September 2014 | 41 | 18 |
| October 2014 | 24 | 10 |
| November 2014 | 25 | 10 |
| December 2014 | 32 | 14 |
| Total | 226 | 104 |

- End -

CONTROLLING OFFICER'S REPLY**LWB(WW)1186****(Question Serial No. 3562)**Head: (186) Transport DepartmentSubhead (No. & title): ()Programme: (5) Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Labour and WelfareQuestion:

The Government will allocate an additional recurrent provision of \$4.2 million in 2014-15 to Rehabus for meeting the recurrent cost of the six new rehabuses to be procured in the year and employing nine additional drivers and two management staff with a view to further enhancing its service and management. Please advise on:

the number of full-time drivers and their ranks, salaries, number of working days per week and number of working hours per day in each year from 2010 to 2014.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 68)Reply:

The number of full-time rebus drivers of the Hong Kong Society for Rehabilitation and their ranks, salaries, number of working days per week and number of working hours per day in each year from 2010 to 2014 are tabulated below:

| Full-time drivers | Year (as at end-December) | | | | |
|---------------------------------|---|------------------------|------------------------|------------------------|------------------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 |
| Number of drivers | 126 | 127 | 132 | 127 | 138 |
| Basic salary | \$10,500 - \$14,100 | \$10,600 - \$15,000 | \$11,200 - \$15,800 | \$12,000 - \$16,400 | \$15,100 - \$17,200 |
| Number of working days per week | 6 | | | | |
| Number of working hours per day | 8 (a maximum of 2 hours of overtime per day when necessary) | | | | |

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1187

(Question Serial No. 3563)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Government will continue to review from time to time the fleet size, routeings and mode of operation of Rehabus with a view to achieving sustainable improvement. In this connection, please advise this Committee on the following:

Will the Government reserve any funding to review the fleet size, routeings and mode of operation of Rehabus? If yes, what are the details? If no, what are the reasons?

Did the Government conduct any review on the fleet size, routeings and mode of operation of Rehabus in the past ten years? If yes, what were the details? If no, what were the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 69)

Reply:

Rehabus operated by the Hong Kong Society for Rehabilitation (HKSAR) provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rehabus offers scheduled route (SR) services to carry persons with disabilities to office, schools and places of rehabilitation, and dial-a-ride (DAR) services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The Government has been conducting reviews on the fleet size, routeings and mode of operation of Rehabus on a regular basis for service enhancement. Over the past ten years, the number of rehabuses has increased from 87 to 141, with number of SR services from 59 to 86. On mode of operation, Rehabus is mainly divided into SR services and DAR services. Starting from June 2014, to better accommodate the transport demand for attending medical appointments at hospitals and make good use of resources, Rehabus has

introduced a scheme where passengers are arranged to share a vehicle to hospitals (i.e. users of DAR services are arranged to share a vehicle if they are attending medical appointments at the same hospitals). Moreover, Rehabus feeder services to “Princess Margaret Hospital” and that for “Queen Mary Hospital and The Duchess of Kent Children’s Hospital” began on 15 April 2013 and 2 February 2015 respectively on a trial basis.

In 2014-15, the Government allocated funding to the HKSR for procurement of six rehabuses to enhance service, incurring a capital cost of \$5.43 million. The six additional rehabuses procured have been in operation since January and February 2015. To further enhance Rehabus service, the Government plans to allocate another funding to the HKSR for procurement of 12 additional rehabuses in 2015-16. Six of them will be deployed for provision of new services and the remaining six for replacement of older vehicles. The capital cost to be incurred is about \$11.85 million. The Government will also allocate an additional recurrent provision of \$2.17 million to HKSR for meeting the operating costs of the six new rehabuses. The Government will continue to review the fleet size, routings and mode of operation of Rehabus for continuous service enhancement according to service demand.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1188

(Question Serial No. 3565)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Hong Kong Society for Rehabilitation (HKSR) has all along been providing rebus scheduled route (SR) services to other rehabilitation organisations, such as MacLehose Medical Rehabilitation Centre and Duchess of Kent Children's Hospital, etc. Service users of the rehabilitation organisations may also make use of the transportation services provided by the centre buses of those organisations. Please advise this Committee on the following:

- (a) What are the number and details of rebus SR services provided by the HKSR and other rehabilitation organisations?
- (b) What are the details of the usage of transportation services provided by the centre buses of rehabilitation organisations to their service users, such as the number of trips provided each month and the numbers of routes and beneficiaries in the past five years?
- (c) Has the Government considered expanding the provision of SR services to other rehabilitation organisations? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 71)

Reply:

The information sought is provided as follows:

- (a)&(b) Rebus operated by the HKSR provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rebus offers SR services to carry persons with disabilities to office, schools and places of rehabilitation, and dial-a-ride (DAR) services to facilitate persons with

disabilities in attending medical appointments and taking part in other social activities. Currently, there are a total of 89 rebus SRs operated by the HKSR, with service areas covering Hong Kong Island, Kowloon and the New Territories (including Lantau Island and other remote areas such as Pat Heung and Kwu Tung), except for areas where land-link transport connection is not available. The monthly charge for SR services in respect of the Hong Kong Island/Kowloon/New Territories routes is \$184 and that for the cross-harbour routes is \$264.

Rehabilitation organisations may obtain resources by means of government subvention or through other channels (such as donations from charitable funds) and provide transportation services targeted at their service users. The Government does not keep any information about such transportation services.

- (c) The HKSR has all along been providing rebus SR services to other rehabilitation organisations, whereas rehabilitation organisations may also make use their own vehicles to provide transportation services for their service users.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1189

(Question Serial No. 6870)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

Please advise on:

1. the total number of rehabuses in Hong Kong in each of the past three years and their distribution by vehicle age (5 years or less, 6 to 10 years, 11 to 15 years, 16 to 20 years, 21 to 25 years, 26 years or above);
2. the total number of rebus drivers in Hong Kong in each of the past three years;
3. the daily average number and percentage of rehabuses which were not in service in each of the past three years;
4. the turnover number and rate of rebus drivers in the past three years; and
5. the number of rehabuses to be replaced and procured in the coming year and the expenditure involved.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 696)

Reply:

The information sought is provided as follows:

1. The total numbers of rehabuses operated by the Hong Kong Society for Rehabilitation (HKSAR) from 2012 to 2014, broken down by vehicle age, are tabulated below:

| Vehicle Age | Year (as at end December) | | |
|-----------------|---------------------------|------|------|
| | 2012 | 2013 | 2014 |
| 5 years or less | 92 | 98 | 59 |
| 6 to 10 years | 31 | 31 | 76 |
| Total | 123 | 129 | 135 |

2. The total numbers of rebus drivers of the HKSR from 2012 to 2014 (as at end-December) were 132, 127 and 138 respectively.
3. The daily average numbers of rebus which were not in service (including routine repair and maintenance, cancellation of dial-a-ride orders, drivers on leave, and inclement weather, etc.) and their percentages of the total numbers of rebus from 2012 to 2014 were 23.2 (18.9%), 25.1 (19.5%) and 27.9 (20.7%) respectively.
4. The total numbers of rebus drivers retired and resigned from 2012 to 2014 were 17 and 50 respectively, and the respective yearly wastage rate was 12.9%, 23.6% and 14.5%.
5. The Government plans to allocate provision to the HKSR to procure 12 additional rebus in 2015-16, with six for the provision of additional services and the remaining six for the replacement of rebus with higher vehicle age. The capital costs involved are about \$5,954,000 and \$5,891,000 respectively.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1190

(Question Serial No. 7010)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

The Government monitors the implementation of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) and will extend the Scheme to cover green minibuses (GMBs). Please advise on:

- (1) the number of beneficiaries by district council and age group (including the number of persons with disabilities under age groups 0-4, 5-8, 9-12, 13-19, 20-29, 30-39, 40-49, 50-59, 60-69, 70-79 and 80 or above) in each of the past three years;
- (2) the number of beneficiaries of the public transport modes covered by the Scheme and the amount of reimbursement in each of the past three years;
- (3) whether the Government will encourage the MTR Corporation Limited (MTRCL), franchised bus operators and ferry operators to fulfill corporate responsibility by providing fare concessions to the elderly and eligible persons with disabilities. If yes, what are the details? If no, what are the reasons?
- (4) whether the Government will encourage the MTRCL, franchised bus operators and ferry operators to fulfill corporate responsibility by providing fare concessions on Saturdays and Sundays to the elderly and eligible persons with disabilities. If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 771)

Reply:

The information sought is provided as follows -

- (1) The average daily passenger trips taken under the Scheme in 2012, 2013 and 2014 are listed in the table below. The Government does not have such passenger trip records by district council and age group.

| Public transport operator | Calendar year | Average daily passenger trips taken under the Scheme ^(Note 1) | |
|---------------------------|---------------|--|--|
| | | Elderly ^(Note 2) | Eligible Persons with Disabilities ^(Note 3) |
| MTRCL | 2012 | 209 000 | 33 700 |
| | 2013 | 229 000 | 36 000 |
| | 2014 | 263 000 | 42 000 |
| Franchised bus operators | 2012 | 355 400 | 40 900 |
| | 2013 | 393 000 | 50 000 |
| | 2014 | 422 000 | 57 000 |
| Ferry operators | 2012 | Not yet implemented | |
| | 2013 | 5 300 | 500 |
| | 2014 | 5 400 | 600 |

(Note 1) The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR. Phase 2 was launched on 5 August 2012 covering 4 franchised bus operators (i.e. The Kowloon Motor Bus Company (1933) Limited, New World First Bus Services Limited, Citybus Limited and Long Win Bus Company Limited). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus Company (1973) Limited.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- (2) The Government's reimbursement of the revenue forgone to the participating public transport operators under the Scheme in 2012-13, 2013-14 and 2014-15 is tabulated below:

| Public transport operator | 2012-13 Actual \$'000 | 2013-14 Actual \$'000 | 2014-15 Revised estimate \$'000 |
|---|-----------------------------|-----------------------------|--|
| MTRCL | 86,001 | 148,371 | 169,204 |
| Franchised bus operators | 139,216 | 340,725 | 391,021 |
| Ferry operators | 673 | 16,918 | 20,722 |
| Green minibus (GMB) operators ^(Note 4) | - | - | 844 |

(Note 4) The Scheme was extended to GMBs in phases starting from 29 March 2015.

- (3)&(4) The Government has all along been encouraging public transport operators to provide fare concessions, taking into account various factors, including the overall economic environment, market conditions, their respective operating conditions and passengers' demand, so as to alleviate the burden of travelling expenses on the public. In fact, prior to and after the implementation of the Scheme, while the MTRCL, all franchised bus operators and ferry operators have been voluntarily offering fare concessions to the elderly and children, some also have been providing fare concessions to eligible persons with disabilities. For example, the MTRCL offers a concessionary fare of \$2 (excluding Airport Express, first-class service of the East Rail Line, journeys to and from Lo Wu Station and Lok Ma Chau Station, Light Rail Transit and MTR buses) for the elderly on Wednesdays, Saturdays and public holidays (excluding Sundays). The MTRCL also provides about half-fare concessions to eligible persons with disabilities and children aged between 3 and 11 (including eligible children with disabilities), and children aged below 3 (including eligible children with disabilities) are given free rides. Meanwhile, all franchised bus operators provide half-fare concessions to the elderly and children aged between 4 and 11 (including eligible children with disabilities), and children aged below 4 (including eligible children with disabilities) are given free rides. As for ferries, different operators provide fare concessions to the elderly, persons with disabilities and children on different routes.

Under the Scheme, public transport operators concerned are required to absorb the cost of existing concessions that they are voluntarily offering to the elderly and persons with disabilities. The Government will provide additional resources on an accountable and reimbursement basis, to cover the fare differential between the concessionary fare they are voluntarily offering and \$2.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1191

(Question Serial No. 3648)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

How many additional rehabuses and replacement rehabuses will be procured in 2015-16? What is the waiting time of persons with disabilities and the elderly for rebus services respectively? How will the additional rehabuses improve their waiting time? What were the passenger number and utilisation rate of services in 2014-15?

Asked by: Hon LEUNG Kwok-hung (Member Question No. 122)

Reply:

Rehabuses are operated by the Hong Kong Society for Rehabilitation (HKSAR). There are at present 141 rehabuses providing point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rebus offers scheduled route (SR) services to carry persons with disabilities to office, schools and places of rehabilitation, and dial-a-ride (DAR) services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The Government plans to allocate provision to the HKSAR to procure 12 additional rehabuses in 2015-16, with six for the provision of additional services and the remaining six for the replacement of rehabuses with higher vehicle age. Three of these additional rehabuses will be deployed on SR services and the remaining three on DAR services and hospital shuttle bus services targeted to meet the transport demand for attending medical appointments. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods.

The average waiting time for SR services was about two months in 2014-15 (up to January 2015). In 2015-16, if the demand for SR services remains at the present level, the three additional rehabuses should be able to cater for all of the applicants currently on the waiting list for SR services.

DAR services are operated on a first-come-first-served basis and may be booked in advance without time restriction. Demand for DAR services varies considerably on a daily basis. It is therefore difficult to give a precise estimate on the time required in advance to secure the provision of DAR services. Assuming that the demand for DAR services remains at the present level, it is anticipated that the number of DAR booking orders that cannot be entertained can be reduced by about 34%.

The total passenger trips for SR and DAR services in 2014-15 (up to January 2015) were 301 586 and 395 091 respectively.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1192

(Question Serial No. 5160)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

How many booking orders for the rebus dial-a-ride (DAR) services were not entertained in 2013-14 and 2014-15 respectively? Are there any improvement measures? What is their expected effectiveness?

Asked by: Hon LEUNG Kwok-hung (Member Question No. 231)

Reply:

Rebus provides point-to-point transport services for persons with disabilities who have difficulties using normal modes of transport. Rebus offers scheduled route (SR) services to carry persons with disabilities to office, schools and places of rehabilitation, and DAR services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The numbers of booking orders for the Rebus DAR services that were not entertained in 2013-14 and 2014-15 (up to January 2015) were 13 470 and 9 146 respectively.

The Government plans to allocate provision to the Hong Kong Society for Rehabilitation to procure 12 additional rebuses in 2015-16, with six for the provision of additional services and the remaining six for the replacement of rebuses with higher vehicle age. Three of these additional rebuses will be deployed on SR services and the remaining three on DAR services and hospital shuttle bus services targeted to meet the transport demand for attending medical appointments. Rebuses used for SR services will be flexibly deployed for DAR services during the off-peak periods. Assuming that the demand for DAR services remains at the present level, the three additional rebuses should be able to cater for all of the applicants currently on the waiting list for SR services and the number of booking orders that cannot be entertained will be reduced by about 34%.

Other management measures, such as the employment of part-time drivers, arranging full-time drivers to work overtime as and when appropriate and encouraging service users to jointly use the Rehabus services where applicable, will continue to be adopted in order to fully utilise the Rehabus fleet and provide services to more persons with disabilities in need.

The Government will continue to review from time to time the fleet size, routeings and mode of operation of Rehabus and maintain close collaboration with the public transport operators to improve the public transport services for the convenience of persons with disabilities.

- End -

CONTROLLING OFFICER'S REPLY

LWB(WW)1193

(Question Serial No. 4161)

Head: (186) Transport Department

Subhead (No. & title): ()

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

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Labour and Welfare

Question:

It is mentioned in Matters Requiring Special Attention that the Government will “oversee the implementation of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme)”. In this connection, please provide the following information:

- (1) The number of elderly people and persons with disabilities taking ferry services under the Scheme since its implementation, and the average daily passenger trips;
- (2) A breakdown by ferry routes of the number of elderly people and persons with disabilities benefited from the Scheme since its implementation;
- (3) The amount of reimbursement the Government has made to each ferry operator since implementation of the Scheme;
- (4) Has the Government considered extending the Scheme to cover Kaito ferry services approved by the Transport Department as well as the expenditure required? If not, what other means of transport will be covered under the Scheme in the future?

Asked by: Hon TANG Ka-piu (Member Question No. 66)

Reply:

The information sought is provided as follows:

- (1)&(2) To date, the total number of eligible beneficiaries under the Scheme is around 1.2 million, with about 1.07 million elderly people aged 65 or above and about 140 000 eligible persons with disabilities^(Note). On 3 March 2013, the Scheme was extended to cover ferries. As at end-January 2015, the average daily number

of passenger trips taken by the elderly people on the ferry services under the Scheme was 5 400, whereas that for eligible persons with disabilities was 600.

- (3) Since the implementation of the Scheme on ferry services on 3 March 2013, the Government's reimbursement of revenue forgone to ferry operators amounted to about \$37.92 million up until 10 March 2015.
- (4) Further to the implementation of the Scheme on the general Mass Transit Railway lines, franchised bus and ferry services, the Government extended the Scheme to cover green minibuses in phases from 29 March this year.

Most Kaito ferry services are operated in a highly flexible manner to meet ad hoc or recreational demand and their service frequency, fare and timetable are not regulated by the Government. The operators are free to adjust their service frequency, fare and timetable according to operational considerations. As the Government reimburses revenue forgone to relevant public transport operators on an accountable basis, taking into account other relevant factors, there is no plan to extend the Scheme to cover Kaito ferry services.

(Note) Recipients under the Comprehensive Social Security Assistance Scheme aged below 65 with 100% disabilities and recipients of Disability Allowance in the same age group.

- End -

CONTROLLING OFFICER'S REPLY**FSTB(Tsy)047****(Question Serial No. 1621)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Financial Services and the TreasuryQuestion:

1. Since the implementation of the Personalized Vehicle Registration Marks (PVRM) Scheme, as at to-date, how many PVRMs were successfully auctioned on average each year? What is the average auction price? What is the highest auction price in each year? Please list out separately.
2. Since the implementation of the scheme, how many PVRMs were successfully auctioned at reserve price each year? Please list out by year.
3. Since the implementation of the scheme, what is the amount of proceeds brought to the Treasury? Please list out by year.
4. Does the Government have any plan to review the PVRM Scheme? If yes, when will it be conducted?

Asked by: Hon. CHAN Kam-lam (Member Question No. 17)Reply:

In the past five years* (i.e. 2010-2014), the number of PVRM allocated through auction, number of PVRM so allocated at reserve price, average auction price, highest auction price and the proceeds of PVRM auction each year are tabulated below –

| Year | No. of PVRM allocated through auction | No. of PVRM allocated at reserve price | Average auction price (\$) | Highest auction price (\$ '000) | Proceeds of PVRM auction (\$ '000) |
|------|---------------------------------------|--|----------------------------|---------------------------------|------------------------------------|
| 2010 | 2 827 | 1 864 | 12,255 | 520 | 34,644 |
| 2011 | 2 665 | 1 871 | 11,111 | 800 | 29,610 |
| 2012 | 2 877 | 2 065 | 10,857 | 1,250 | 31,236 |
| 2013 | 2 086 | 1 567 | 10,591 | 440 | 22,092 |

| Year | No. of PVRM allocated through auction | No. of PVRM allocated at reserve price | Average auction price (\$) | Highest auction price (\$ '000) | Proceeds of PVRM auction (\$ '000) |
|------|---------------------------------------|--|----------------------------|---------------------------------|------------------------------------|
| 2014 | 2 728 | 2 061 | 10,747 | 1,520 | 29,318 |

*To ensure timely and quality response to questions, we would only provide information for up to five years.

The operation of the PVRM Scheme has been smooth and effective in both providing additional choices for vehicle owners and generating revenue for the Government. At present, we have no plan to review the scheme.

- End -

CONTROLLING OFFICER'S REPLY**FSTB(Tsy)048****(Question Serial No. 2833)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Financial Services and the TreasuryQuestion:

Regarding the Personalized Vehicle Registration Marks (PVRM) Scheme, will the Administration advise this Committee on the following –

1. Since the implementation of the scheme, how many applications were received and how many marks were finally auctioned each year?
2. Since the introduction of the scheme, what are the amount of proceeds each year and the estimated amount of proceeds for the next financial year?
3. What are the manpower establishment and overall expenditure involved in the scheme?

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 39)Reply:

In the past five years* (i.e. 2010 to 2014), the number of PVRM applications, number of marks allocated through auction and the proceeds of these auctioned marks each year are tabulated below –

| Year | No. of applications for PVRM | No. of PVRM allocated through auction | Proceeds of PVRM auction (\$ '000) |
|------|------------------------------|---------------------------------------|------------------------------------|
| 2010 | 6 532 | 2 827 | 34,644 |
| 2011 | 7 636 | 2 665 | 29,610 |
| 2012 | 7 876 | 2 877 | 31,236 |
| 2013 | 8 836 | 2 086 | 22,092 |
| 2014 | 8 982 | 2 728 | 29,318 |

*To ensure timely and quality response to questions, we would only provide information for up to five years.

The estimated proceeds of the PVRM Scheme for the financial year 2015-16 are about \$23.874 million. Since the works of the PVRM Scheme and processing of applications and auctioning of traditional vehicle registration marks are handled by the same unit, we can only provide data in respect of the whole unit concerned. At present, the unit concerned has an establishment of ten officers, involving annual emolument of about \$4.07 million.

- End -

**CONTROLLING OFFICER'S REPLY TO
ORAL QUESTION**

(Question Serial No. SV014)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Pursuant to reply no. THB(T)201, the Government is requested to provide information on the measure the Government would take to reduce the complaint against designated car testing centres (DCTCs) before the completion of the computerisation of the procedures for making vehicle examination appointments.

Asked by: Hon POON Siu-ping

Reply:

The Transport Department (TD) is computerising the procedures for making vehicle examination appointments at all DCTCs and linking up the systems of the DCTCs to enable online checking of the appointment status so that users can have a clear picture of the waiting time and examination slots available at different DCTCs, which will enable them to arrange examination of their vehicles in a timely manner. The new computer system is expected to come into full operation in late May 2015. We believe that the waiting time for vehicle examination at the DCTCs will be shortened by then.

As an interim measure, the TD is arranging manual screening of the vehicle examination bookings at all the DCTCs to identify ineligible or double bookings. Such bookings will be cancelled and the examination slots will be released and re-assigned to those in genuine need of vehicle examination service. The TD will continue with the screening exercise until full implementation of the new computer system.

In addition, the TD has been working with the DCTCs to provide more examinations slots to cater for the increasing demand for vehicle examination. Starting from April 2015, six DCTCs have extended their operating hours on weekdays (i.e. Inchcape Motor Services Limited (Kwai Chung), Inchcape Motor Services Limited (Sha Tin), Sime Darby Motor Services Limited (To Kwa Wan), Universal Cars Limited (Chai Wan), Universal Cars Limited (Kwai Chung) and Wallace Harper and Company Limited (Yuen Long)), three DCTCs currently operating on weekdays and Saturdays have extended their operating hours

to Sundays (i.e. Dah Chong Hong (Motor Service Centre) Limited (Quarry Bay), Universal Cars Limited (Sha Tin) and Wallace Harper and Company Limited (Yuen Long)), and two DCTCs will also operate on Saturdays (i.e. Zung Fu Company Limited (Aberdeen) and B.M.W. Concessionaires (H.K.) Limited (To Kwa Wan)).

Meanwhile, the TD will continue to remind those who need vehicle examination service to book their appointments in advance through various publicity means, such as posting notices and posters and distributing leaflets.

- End -