

Transport Department

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Members in examining the Estimates of Expenditure 2014-15**

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CONTROLLING OFFICER'S REPLY

THB(T)141

(Question Serial No. 1275)

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 (Member Question No. 25):

Under this Programme, the Administration will continue to collaborate with the Highways Department (HyD) on the technical feasibility study on the proposed pedestrian scheme in Yuen Long Town, and provide traffic and transport input for the investigation study on the proposed pedestrian footbridge system in Mong Kok. Will the Administration inform this Committee of the current progress and the anticipated completion dates of the study?

Asked by: Hon. CHAN Chi-chuen

Reply:

The feasibility study on the proposed pedestrian schemes in Yuen Long Town has been substantially completed. The HyD is planning to engage a consultant to carry out the investigation and detailed design of a footbridge along the Yuen Long Town Nullah. The Transport Department will continue to collaborate with the HyD on related work.

For the Mong Kok Pedestrian Footbridge System, the HyD engaged a consultant to carry out the investigation and preliminary design in October 2013, which is expected to take two years. The Transport Department will continue to provide traffic and transport input to the HyD for investigating into the engineering feasibility and the traffic impact that might be caused by the construction of the proposed pedestrian footbridge system. A preliminary implementation programme will be formulated in the above consultancy.

CONTROLLING OFFICER'S REPLY

THB(T)142

(Question Serial No. 1282)

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 (Member Question No. 18):

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 West Island Line (WIL), will the TD re-organise the public transport services along the new railway line? What are the routes, public transport companies, manpower and expenditure involved?
- (2) Upon the commissioning of the WIL and the South Island Line, pressure will be exerted on Admiralty station for interchange with the cross-harbour section of the Tsuen Wan Line. To reduce the pressure on the already saturated cross-harbour section of the Tsuen Wan Line during peak hours, does the TD have any plans to divert cross-harbour passengers to other public transport modes? What are the routes, public transport companies, manpower and expenditure involved?

Asked by: Hon. CHAN Chi-chuen

Reply:

- (1) The prevailing passenger travelling pattern will change upon opening of new railways, thus affecting the utilisation of different transport modes. The TD has assessed the impact of the WIL on other public transport modes, and devised a public transport re-organisation plan (PT Plan) so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The TD has commenced consultation with relevant District Councils on the PT Plan in relation to the WIL since July 2013. Improvements have been made to the PT Plan taking into account the views collected during public consultation.

The latest proposed PT Plan involves rationalisation of some 40 franchised bus routes operated by three franchised bus companies, including the Kowloon Motor Bus Company (1933) Limited, the Citybus Limited and the New World First Bus Services Limited, and 23 green minibus routes operated by nine green minibus operators.

Two time-limited posts have been created in the TD to assist in handling the related tasks 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	845,880
Transport Officer I	1	621,900

- (2) The MTR Corporation Limited (MTRCL) has begun upgrading the signalling system for the Tsuen Wan Line, the Island Line, the Kwun Tong Line and the Tseung Kwan O Line with a view to enhancing their carrying capacity. At the same time, the MTRCL is studying the feasibility of other measures to relieve the high loading situation during peak hours, which include an early-bird scheme to divert passengers to use MTR outside peak hours.

Notwithstanding the expansion of the railway network, franchised buses will continue to play an important role in our public transport system. Apart from serving areas without railways, franchised buses provide feeder services to railway stations as well as complementary services in areas already served by railway, including during peak hours. Further, there are inter-district bus services to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside the most crowded cross-harbour sections of the railway system. This helps facilitate passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. The TD, together with franchised bus operators and the MTRCL, will study how buses can play a greater role in passenger diversion.

Regarding the PT Plans to tie in with the opening of the WIL and the South Island Line (East) (SIL(E)), the TD has, in the course of devising the PT Plans, ensured that passengers would have reasonable alternative road-based public transport services, so that there will be adequate and balanced choices of public transport services to meet passengers' needs and maintain healthy competition among public transport modes. Under the current PT Plans, no existing cross-harbour services would be cancelled. There are only proposals for adjustments in the routeings and frequencies to help improve the overall operation efficiency of the cross-harbour bus network.

Apart from the two time-limited posts that have been created in the TD to assist in handling related tasks about the PT Plans for the opening of the WIL and the SIL(E) as mentioned in (1) above, the tasks related to 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.

CONTROLLING OFFICER'S REPLY

THB(T)143

(Question Serial No. 0432)

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 (Member Question No. 28):

- (1) Are the special helping measures (SHM) recommended by the mid-term review on the six major outlying island ferry services for the three-year licence period of these services starting from mid-2014 the same as those provided before? Are there any new items? Please provide details if the answer is affirmative.
- (2) The Administration has approved recently for the fare increase of the six major outlying island ferry services. This will result in additional revenue of the concerned ferry operators. Is it necessary for the Administration to reduce or cancel some of the SHM provided to these ferry operators?
- (3) Will the Administration consider increasing resources to study the provision of other helping measures in addition to the above SHM with a view to alleviating the operational pressure on ferry operators, e.g. fuel stabilisation fund, purchasing vessels for ferry operators or provision of loan to ferry operators for purchasing vessels?

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The design and main features of the SHM recommended by the mid-term review on the six major outlying island ferry services¹ for the next three-year licence period starting from 2014² are the same as those provided before. There is no new item.

¹ The six major outlying island ferry services 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 The next licence period for "Central – Mui Wo" route will commence on 1 April 2014 and that for the remaining five routes will commence on 1 July 2014.

- (2) It is the Government's established policy that public transport services should be run by the private sector in accordance with prudent commercial principles to achieve operating efficiency. The six major outlying island ferry services are not financially viable, but are unique in that they are the only means of transport for outlying islands³. Hence, our principles and rationale in designing helping measures for these ferry services are: (a) public transport services should be operated by the private sector on commercial principles; (b) the need to maintain long-term financial viability and fare stability of the public transport services; (c) the need for the Government to use public money prudently and considerations that individuals should bear appropriate fare responsibility; and (d) harbourfront planning considerations.

Ferry operators indicated in the recent licence renewal exercise that there was pressure for fare increase owing to escalating operating costs due to rise of fuel price and staff costs. These costs are not covered by the SHM. The operators applied for a fare increase of about 10%.

The Transport Department (TD) understands the public's concern about fare increases. It has carefully examined the financial information and data submitted by the ferry operators. Following careful consideration, the TD approved an average fare increase of 5% to 6% for these ferry services. If there were no SHM, the extent of the fare increase would have been higher.

- (3) The Government completed a review on ferry services for outlying islands in 2010. During the review, the Government looked into the option of buying ferries for operation by contractors. The conclusion at the time was that if the Government were to purchase vessels for the six major outlying island ferry services, it would have incurred a capital cost of almost \$1.7 billion in 2010. Having regard to the established policy that public transport services should be operated by the private sector on commercial principles, and considering the need for prudent use of public resources, the Government considered this option not feasible.

The Government had also examined various fuel-related mechanisms including fuel surcharge or fuel subsidy in the aforementioned review, with a view to identifying means to stabilise ferry fares. The conclusion was that a fuel surcharge would mean shifting the burden of fuel cost to passengers. This could be unfair to passengers, and would reduce the incentive for ferry operators to economise and to increase efficiency. And, a fuel subsidy would go against the principle that the public transport system should be run on the basis of prudent commercial principles, and would have wide read-across implications. The Government considered the package of the SHM the best option to stabilise ferry fares. The findings of the review, vis-à-vis the merits of the options of fuel surcharge and fuel subsidy, remain valid to date.

³ Only Lantau Island is also linked by a road network, but its cross-district land-based public transport services are limited.

CONTROLLING OFFICER'S REPLY

THB(T)144

(Question Serial No. 0433)

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 (Member Question No. 30):

- (1) What resources will be used for the planning and introduction of new green minibus (GMB) services by the Administration in 2014-15? Please provide details.
- (2) In recent years, Tung Chung residents have repeatedly requested for the introduction of internal and external GMB routes, especially for night or overnight services. This is to alleviate the problem of inadequate public transport services in the district and during night time. Has the Administration allocated any resources to handle and follow up on the request? If yes, please provide details. If no, please explain why.

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The work involved in the planning and introduction of new GMB services in 2014-15 will be absorbed by existing resources of the Transport Department (TD).
- (2) GMB plays an active role in our public transport system by, amongst others, providing services to areas where operation of high-capacity transport modes is not feasible. Tung Chung is currently well served by railway and franchised bus services. There are 46 franchised bus routes serving the district, with 27 external and 19 internal routes. Of the 46 routes, 14 provide overnight services. Such provision of public transport services basically meets passenger demand. Whilst there is no plan to introduce GMB services for the district for the time being, the TD will continue to closely monitor the situation, and stands ready to make all necessary feasible adjustments to such services (including introducing GMB services) as and when necessary. The work involved in handling the requests for introducing new GMB services in Tung Chung is an ongoing task, and will be absorbed by existing resources of the TD.

CONTROLLING OFFICER'S REPLY

THB(T)145

(Question Serial No. 0434)

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 (Member Question No. 39):

- (1) How much resources will the Administration allocate for continuing to collaborate with the Highways Department (HyD) on the technical feasibility study on the proposed pedestrian scheme in Yuen Long Town? Please provide the details.
- (2) Regarding the improvement to the pedestrian congestion problem in Yuen Long Town, I have proposed moving the Light Rail Transit (LRT) to underground in order to release road space for pedestrian use. Will the Administration allocate resources to carry out a technical feasibility study on this proposal? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The feasibility study on the proposed pedestrian schemes in Yuen Long Town has been substantially completed. The HyD is planning to engage a consultant to carry out investigation and detailed design of a footbridge along the Yuen Long Town Nullah. The Transport Department will continue to deploy in-house resources to collaborate with the HyD on related work. There is no separate breakdown of manpower and expenditure for this particular task.
- (2) Upon the completion of the new railway development strategy beyond 2020 later this year, and having regard to the planning and progress of implementation of the major transport infrastructure, the Transport and Housing Bureau will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update the Government's strategy for public transport services to meet the travelling needs of the society. The review will cover the LRT system including the technical assessment of different improvement proposals to help address the pedestrian congestion problem. The resource requirement will be considered in the course of the preparation.

CONTROLLING OFFICER'S REPLY

THB(T)146

(Question Serial No. 0646)

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 (Member Question No. 47):

With regard to the management of the Tsing Ma Control Area (TMCA), quite a number of residents have relayed to me in recent years that the tolls of the TMCA are comparatively higher than those for using other government tunnels. Would the Administration consider reviewing the current toll arrangement of the TMCA by either lowering or cancelling the tolls?

Asked by: Hon. CHAN Han-pan

Reply:

The tolls for using government toll-tunnels and roads are determined on the basis of the "user-pays" principle, which aims at recovering the full cost of providing, operating and maintaining the tunnels and roads. In determining and reviewing the toll levels for government toll-tunnels and roads, the Government will consider a host of factors including operating costs (such as depreciation cost and recurrent expenditure), impact of the tolls on the traffic flow and the prevailing economic situation as well as public affordability and acceptability. Since different government toll-tunnels and roads are of different scales and constructed at different timeframes, their capital investment, recurrent operation and maintenance costs are different. Their traffic flows are also different. Hence, the tolls for using different government toll-tunnels and roads vary and cannot be compared directly.

Tolls payable by vehicles using the Lantau Link have not been adjusted since the commissioning of the Lantau Link in 1997. We will continue to review the tolls for using the Lantau Link in accordance with the above principles.

CONTROLLING OFFICER'S REPLY

THB(T)147

(Question Serial No. 0978)

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 (Member Question No. 25):

Regarding the frequent railway incidents in recent years, which have resulted in different degrees of inconvenience to the public, please advise this Committee of the following:

- (1) What were the measures, manpower and expenditure deployed by the Administration in monitoring railways in Hong Kong over the past three years?
- (2) Will the Administration deploy more manpower and increase the expenditure in monitoring railway service in view of the more frequent railway incidents recently?

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The Transport Department (TD) and the Electrical and Mechanical Services Department (EMSD) are responsible for monitoring the service and safety performance aspects of the railways operated by the MTR Corporation Limited (MTRCL) respectively.

The MTRCL is required to comply with the service standards stipulated by the Government. The TD monitors the service performance of the railway network through various means including examination of the operating returns and incident reports prepared by the MTRCL, and investigation of complaints received from the public. Besides, the MTRCL should 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 railway incidents, the TD will request for an incident report from the MTRCL. It will also follow up with the MTRCL and monitor progress made by the MTRCL in implementing improvement measures.

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 for the five staff in the Team, in terms of notional annual mid-point salary were \$3.559 million, \$3.752 million and \$3.861 million in 2011-12, 2012-13 and 2013-14 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 information dissemination 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.

The EMSD monitors safety of the existing railway systems and ensures that the MTRCL complies with all safety requirements in the operation and maintenance of railway systems. The EMSD also investigates railway incidents concerning safety, examines incident investigation reports submitted by the MTRCL, follows up with the MTRCL to identify cause of the incidents, and monitors the MTRCL in implementing appropriate improvement measures to prevent recurrence.

The Railways Branch of the EMSD is headed by one Assistant Director, assisted by four Senior Engineers, five Engineers/Assistant Engineers and one Inspector, in regulating safety of existing railway lines. The staff costs, in terms of notional annual mid-point salary, were \$8.238 million, \$9.842 million and \$10.115 million in 2011-12, 2012-13 and 2013-14 respectively.

- (2) The TD and the EMSD will regularly review the manpower requirements to ensure that they would remain able to discharge their duty efficiently on railway safety and services.

CONTROLLING OFFICER'S REPLY**THB(T)148****(Question Serial No. 0110)**

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 (Member Question No. 1):

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

Reply:

The latest situation on fare adjustment applications from various public transport modes in 2013-14 is as follows:

(A) Franchised Bus

Bus Company	Application Date	Fare Adjustment Applied For	Result
The Kowloon Motor Bus Company (1933) Limited	November 2013	To increase by a weighted average of 4.3%	Being processed

(B) GMB

GMB Route		Application Date	Fare Adjustment Applied For	Result
1.	HKI 36	April 2013	To increase by 12.5%	Increased by 6.3%
2.	HKI 36X	April 2013	To increase by 5.9%	Increased by 5.9%
3.	HKI 36S	April 2013	To increase by 30.7%	Increased by 13.6%
4.	HKI 36A	April 2013	To increase by 23.7%	Increased by 7.5%
5.	HKI 37	April 2013	To increase by 9.4%	Increased by 9.4%
6.	HKI 37A	April 2013	To increase by 9.4%	Increased by 9.4%
7.	HKI 38	April 2013	To increase by 38.3%	Increased by 17%
8.	HKI 30	April 2013	To increase by 15%	Increased by 7.5%
9.	Kln 75	April 2013	To increase by 16.3%	Increased by 7%
10.	Kln 75A	April 2013	To increase by 23.3%	Increased by 6.7%
11.	Kln 2	April 2013	To increase by 18.1%	Increased by 5.6%
12.	Kln 2A	April 2013	To increase by 18.1%	Increased by 5.6%
13.	Kln 6	April 2013	To increase by 15.4%	Increased by 9.6%
14.	Kln 6A	April 2013	To increase by 15.4%	Increased by 9.6%
15.	Kln 6X	April 2013	To increase by 15.4%	Increased by 9.6%
16.	Kln 30A	April 2013	To increase by 15.8%	Increased by 8.8%
17.	Kln 30B	April 2013	To increase by 10.8%	Increased by 8.1%
18.	Kln 32M	April 2013	To increase by 9.5%	Increased by 9.5%
19.	NT 1	April 2013	To increase by 6.3%	Increased by 5%
20.	NT 1A	April 2013	To increase by 6.3%	Increased by 5%
21.	NT 1S	April 2013	To increase by 8.9%	Increased by 7.8%
22.	NT 2	April 2013	To increase by 9.8%	Increased by 7.4%
23.	NT 7	April 2013	To increase by 7.5%	Increased by 6.5%
24.	NT 9	April 2013	To increase by 8.3%	Increased by 6.7%
25.	NT 109M	April 2013	To increase by 10%	Increased by 10%
26.	NT 94	April 2013	To increase by 25%	Increased by 7.5%
27.	NT 94A	April 2013	To increase by 25%	Increased by 7.5%
28.	NT 94S	April 2013	To increase by 23.8%	Increased by 9.5%
29.	NT 103	April 2013	To increase by 15.9%	Increased by 9.1%
30.	NT 103M	April 2013	To increase by 12.8%	Increased by 9%
31.	NT 104	April 2013	To increase by 16.7%	Increased by 15.2%
32.	HKI 32	May 2013	To increase by 12.5%	Increased by 12.5%
33.	HKI 32A	May 2013	To increase by 15.4%	Increased by 15.4%
34.	HKI 33	May 2013	To increase by 12.5%	Increased by 12.5%
35.	HKI 33M	May 2013	To increase by 15.4%	Increased by 15.4%
36.	Kln 33A	May 2013	To increase by 10.5%	Increased by 5.3%
37.	Kln 33M	May 2013	To increase by 10.5%	Increased by 5.3%
38.	NT 3	May 2013	To increase by 20.7%	Increased by 6.9%
39.	NT 3A	May 2013	To increase by 22%	Increased by 7.3%
40.	NT 4	May 2013	To increase by 21.4%	Increased by 7.1%
41.	NT 4A	May 2013	To increase by 22.6%	Increased by 6.5%
42.	NT 90A	May 2013	To increase by 57.1%	Increased by 5.7%
43.	NT 90P	May 2013	To increase by 57.1%	Increased by 5.7%
44.	NT 91	May 2013	To increase by 43.5%	Increased by 4.3%

GMB Route		Application Date	Fare Adjustment Applied For	Result
45.	NT 91A	May 2013	To increase by 50%	Increased by 5%
46.	NT 44	May 2013	To increase by 10.3%	Increased by 4.8%
47.	NT 44A	May 2013	To increase by 10.3%	Increased by 4.8%
48.	NT 44B	May 2013	To increase by 10.4%	Increased by 5.9%
49.	NT 44B1	May 2013	To increase by 10.4%	Increased by 4%
50.	NT 45	May 2013	To increase by 10%	Increased by 6.7%
51.	NT 49S	May 2013	To increase by 10.9%	Increased by 4.3%
52.	NT 25K	May 2013	To increase by 7.3%	Increased by 7.3%
53.	NT 25A	May 2013	To increase by 7.3%	Increased by 7.3%
54.	NT 25B	May 2013	To increase by 6.6%	Increased by 6.6%
55.	NT 80	May 2013	To increase by 18.2%	Increased by 7.3%
56.	NT 95	May 2013	To increase by 16.1%	Increased by 9.7%
57.	NT 95A	May 2013	To increase by 18.5%	Increased by 7.4%
58.	NT 95K	May 2013	To increase by 16.1%	Increased by 9.7%
59.	NT 95M	May 2013	To increase by 18.5%	Increased by 7.4%
60.	NT 96	May 2013	To increase by 27.3%	Increased by 7.3%
61.	NT 96A	May 2013	To increase by 26.3%	Increased by 7.9%
62.	NT 96B	May 2013	To increase by 16.1%	Increased by 9.7%
63.	NT 96P	May 2013	To increase by 16.1%	Increased by 9.7%
64.	NT 96C	May 2013	To increase by 27.3%	Increased by 7.3%
65.	NT 96M	May 2013	To increase by 27.3%	Increased by 7.3%
66.	HKI 54	June 2013	To increase by 10.8%	Being processed
67.	HKI 54S	June 2013	To increase by 10%	Being processed
68.	HKI 55	June 2013	To increase by 10.8%	Being processed
69.	NT 60K	June 2013	To increase by 10.9%	Increased by 4.3%
70.	NT 60P	June 2013	To increase by 10.9%	Increased by 4.3%
71.	NT 60R	June 2013	To increase by 10.9%	Increased by 4.3%
72.	NT 62K	June 2013	To increase by 10.9%	Increased by 4.3%
73.	NT 61S	June 2013	To increase by 8.7%	Increased by 6.1%
74.	NT 61M	June 2013	To increase by 10%	Increased by 6.3%
75.	NT 54A	June 2013	To increase by 20.7%	Increased by 10.3%
76.	NT 54K	June 2013	To increase by 19%	Increased by 11.9%
77.	NT 403	June 2013	To increase by 9.9%	Increased by 5.5%
78.	NT 403A	June 2013	To increase by 9.9%	Increased by 5.5%
79.	NT 403X	June 2013	To increase by 9.9%	Increased by 5.5%
80.	NT 88	June 2013	To increase by 15.4%	Increased by 7.7%
81.	NT 88B	June 2013	To increase by 15.4%	Increased by 7.7%
82.	NT 481	June 2013	To increase by 9.9%	Increased by 5.5%
83.	NT 481A	June 2013	To increase by 9.9%	Increased by 5.5%
84.	NT 481B	June 2013	To increase by 9.9%	Increased by 5.5%
85.	NT 482	June 2013	To increase by 11.1%	Increased by 5.2%
86.	NT 73	June 2013	To increase by 13.6%	Increased by 9.1%
87.	NT 74	June 2013	To increase by 13.6%	Increased by 9.1%
88.	NT 74A	June 2013	To increase by 12.5%	Increased by 7.5%
89.	NT 47S	June 2013	To increase by 12.8%	Increased by 8.7%
90.	NT 48S	June 2013	To increase by 12.8%	Increased by 8.7%

GMB Route		Application Date	Fare Adjustment Applied For	Result
91.	HKI 1	July 2013	To increase by 19.6%	Being processed
92.	HKI 1A	July 2013	To increase by 15.2%	Being processed
93.	HKI 2	July 2013	To increase by 15%	Being processed
94.	HKI 3	July 2013	To increase by 15%	Being processed
95.	HKI 3A	July 2013	To increase by 15%	Being processed
96.	HKI 28	July 2013	To increase by 11.1%	Being processed
97.	HKI 28S	July 2013	To increase by 11.1%	Being processed
98.	Kln 26	July 2013	To increase by 21.6%	Being processed
99.	Kln 26A	July 2013	To increase by 20.5%	Being processed
100.	Kln 26X	July 2013	To increase by 20.6%	Being processed
101.	Kln 72	July 2013	To increase by 12.7%	Being processed
102.	Kln 56	July 2013	To increase by 12.8%	Increased by 8.5%
103.	Kln 47	July 2013	To increase by 10.4%	Increased by 8.3%
104.	NT 10M	July 2013	To increase by 27.1%	To be increased by 8.5%
105.	NT 13	July 2013	To increase by 29.6%	To be increased by 7.4%
106.	NT 110	July 2013	To increase by 22.2%	To be increased by 8.9%
107.	NT 52A	July 2013	To increase by 20.7%	Increased by 10.3%
108.	NT 52K	July 2013	To increase by 25%	Increased by 9.6%
109.	NT 52B	July 2013	To increase by 25%	Increased by 9.6%
110.	NT 412	July 2013	To increase by 22.2%	Increased by 8.9%
111.	NT 55K	July 2013	To increase by 10.5%	Increased by 4.7%
112.	NT 56A	July 2013	To increase by 10.3%	Increased by 10.3%
113.	NT 56B	July 2013	To increase by 9.6%	Increased by 4.1%
114.	NT 56C	July 2013	To increase by 10.2%	Increased by 6.1%
115.	NT 56K	July 2013	To increase by 10.3%	Increased by 3.8%
116.	NT 19S	July 2013	To increase by 10.5%	Being processed
117.	NT 108A	July 2013	To increase by 13.6%	Being processed
118.	NT 88A	July 2013	To increase by 25%	Increased by 6.3%
119.	NT 88C	July 2013	To increase by 25%	Increased by 5.6%
120.	NT 88E	July 2013	To increase by 25%	Increased by 6.3%
121.	NT 88F	July 2013	To increase by 25%	Increased by 6.3%
122.	NT 88G	July 2013	To increase by 25%	Increased by 5.6%
123.	NT 88M	July 2013	To increase by 13.6%	Increased by 6.1%
124.	Kln 73	August 2013	To increase by 10%	Being processed
125.	Kln 79K	August 2013	To increase by 15%	To be increased by 15%
126.	Kln 79M	August 2013	To increase by 9.1%	To be increased by 9.1%
127.	Kln 79S	August 2013	To increase by 9.1%	To be increased by 9.1%
128.	NT 81	August 2013	To increase by 11.1%	Increased by 8.9%
129.	NT 81M	August 2013	To increase by 17.9%	Increased by 10.7%
130.	NT 82	August 2013	To increase by 11.1%	Increased by 8.9%
131.	NT 82M	August 2013	To increase by 14.7%	Increased by 8.8%
132.	NT 601	September 2013	To increase by 13.8%	To be increased by 10.3%
133.	NT 602	September 2013	To increase by 13.8%	To be increased by 10.3%
134.	NT 603	September 2013	To increase by 13.8%	To be increased by 10.3%
135.	NT 604	September 2013	To increase by 23.8%	To be increased by 9.5%
136.	NT 605	September 2013	To increase by 13.8%	To be increased by 10.3%

GMB Route		Application Date	Fare Adjustment Applied For	Result
137.	NT 606S	September 2013	To increase by 2.3%	To be increased by 4.5%
138.	NT 65K	September 2013	To increase by 9.1%	Being processed
139.	NT 65A	September 2013	To increase by 9.3%	Being processed
140.	NT 66K	September 2013	To increase by 9.1%	Being processed
141.	NT 67K	September 2013	To increase by 12.8%	Being processed
142.	NT 67A	September 2013	To increase by 20%	Being processed
143.	NT 65S	September 2013	To increase by 14%	Being processed
144.	NT 810	September 2013	To increase by 10.9%	Being processed
145.	Kln 13	October 2013	To increase by 10.1%	Being processed
146.	Kln 13A	October 2013	To increase by 9.7%	Being processed
147.	Kln 15	October 2013	To increase by 21.1%	Being processed
148.	Kln 27M	October 2013	To increase by 17.2%	Being processed
149.	Kln 28M	October 2013	To increase by 15.4%	Being processed
150.	Kln 29A	October 2013	To increase by 14.3%	Being processed
151.	Kln 29B	October 2013	To increase by 14.3%	Being processed
152.	HKI 61	November 2013	To increase by 11.1%	Being processed
153.	HKI 62	November 2013	To increase by 26.7%	Being processed
154.	HKI 62A	November 2013	To increase by 26.7%	Being processed
155.	HKI 9	November 2013	To increase by 9.7%	Being processed
156.	HKI 12	November 2013	To increase by 14.6%	Being processed
157.	HKI 13	November 2013	To increase by 8.6%	Being processed
158.	Kln 18M	November 2013	To increase by 24.1%	Being processed
159.	Kln 19	November 2013	To increase by 28.2%	Being processed
160.	Kln 19A	November 2013	To increase by 16.7%	Being processed
161.	Kln 19M	November 2013	To increase by 25%	Being processed
162.	Kln 12	November 2013	To increase by 19%	Being processed
163.	NT 811	November 2013	To increase by 11.5%	Being processed
164.	NT 811A	November 2013	To increase by 11.9%	Being processed
165.	NT 811P	November 2013	To increase by 15%	Being processed
166.	NT 811S	November 2013	To increase by 9.8%	Being processed
167.	NT 101M	November 2013	To increase by 13.6%	Being processed
168.	NT 102	November 2013	To increase by 13.6%	Being processed
169.	NT 102B	November 2013	To increase by 13.9%	Being processed
170.	NT 102S	November 2013	To increase by 11.8%	Being processed
171.	NT 111	November 2013	To increase by 13.6%	Being processed
172.	NT 406	November 2013	To increase by 10.5%	Being processed
173.	NT 407	November 2013	To increase by 10.7%	Being processed
174.	NT 407A	November 2013	To increase by 11.4%	Being processed
175.	NT 407B	November 2013	To increase by 10.7%	Being processed
176.	NT 308M	November 2013	To increase by 25%	Being processed
177.	NT 308A	November 2013	To increase by 25%	Being processed
178.	Kln 59	December 2013	To increase by 13.3%	Being processed
179.	Kln 59M	December 2013	To increase by 12.5%	Being processed
180.	Kln 65	January 2014	To increase by 18.8%	Being processed
181.	Kln 66S	January 2014	To increase by 9.5%	Being processed
182.	Kln 20	January 2014	To increase by 22.5%	Being processed

GMB Route		Application Date	Fare Adjustment Applied For	Result
183.	Kln 20M	January 2014	To increase by 12.1%	Being processed
184.	Kln 50	January 2014	To increase by 25%	Being processed
185.	Kln 22M	January 2014	To increase by 25%	Being processed
186.	NT 39	January 2014	To increase by 14%	Being processed
187.	NT 39A	January 2014	To increase by 14%	Being processed
188.	NT 803	January 2014	To increase by 10.4%	Being processed
189.	NT 803K	January 2014	To increase by 9.1%	Being processed
190.	NT 804	January 2014	To increase by 10.4%	Being processed
191.	NT 805S	January 2014	To increase by 11.1%	Being processed
192.	HKI 4A	February 2014	To increase by 6.7%	Being processed
193.	HKI 4B	February 2014	To increase by 6.7%	Being processed
194.	HKI 4C	February 2014	To increase by 6.7%	Being processed
195.	HKI 4S	February 2014	To increase by 100%	Being processed
196.	HKI 5	February 2014	To increase by 9%	Being processed
197.	HKI 6	February 2014	To increase by 16.2%	Being processed
198.	HKI 8	February 2014	To increase by 12%	Being processed
199.	HKI 8X	February 2014	To increase by 12%	Being processed
200.	HKI 35M	February 2014	To increase by 6.7%	Being processed
201.	HKI 58	February 2014	To increase by 15.3%	Being processed
202.	HKI 58A	February 2014	To increase by 15.3%	Being processed
203.	HKI 59	February 2014	To increase by 14.7%	Being processed
204.	HKI 59A	February 2014	To increase by 11.6%	Being processed
205.	HKI 59B	February 2014	To increase by 11.4%	Being processed
206.	HKI 10	February 2014	To increase by 4.8%	Being processed
207.	HKI 10P	February 2014	To increase by 4.8%	Being processed
208.	HKI 31	February 2014	To increase by 7.8%	Being processed
209.	HKI 31X	February 2014	To increase by 7.8%	Being processed
210.	HKI 63	February 2014	To increase by 15.3%	Being processed
211.	HKI 63A	February 2014	To increase by 5.6%	Being processed
212.	HKI 69	February 2014	To increase by 9.7%	Being processed
213.	HKI 69A	February 2014	To increase by 9.7%	Being processed
214.	HKI 69X	February 2014	To increase by 11.4%	Being processed
215.	HKI 26	February 2014	To increase by 8.8%	Being processed
216.	HKI 49M	February 2014	To increase by 14.6%	Being processed
217.	HKI 50	February 2014	To increase by 15.2%	Being processed
218.	HKI 65	February 2014	To increase by 25%	Being processed
219.	HKI 65A	February 2014	To increase by 25%	Being processed
220.	Kln 5M	February 2014	To increase by 25%	Being processed
221.	Kln 37A	February 2014	To increase by 11.4%	Being processed
222.	Kln 37M	February 2014	To increase by 11.4%	Being processed
223.	Kln 38M	February 2014	To increase by 12.1%	Being processed
224.	Kln 39M	February 2014	To increase by 12.1%	Being processed
225.	Kln 57M	February 2014	To increase by 11.4%	Being processed
226.	Kln 71A	February 2014	To increase by 13.5%	Being processed
227.	Kln 71B	February 2014	To increase by 13.5%	Being processed
228.	Kln 80M	February 2014	To increase by 10.3%	Being processed

GMB Route		Application Date	Fare Adjustment Applied For	Result
229.	KIn 81K	February 2014	To increase by 28.9%	Being processed
230.	NT 140M	February 2014	To increase by 8.3%	Being processed
231.	NT 42	February 2014	To increase by 13%	Being processed
232.	NT 608	February 2014	To increase by 9.7%	Being processed
233.	NT 609	February 2014	To increase by 11.6%	Being processed
234.	NT 610S	February 2014	To increase by 4.7%	Being processed
235.	NT 43	February 2014	To increase by 10.8%	Being processed
236.	NT 43S	February 2014	To increase by 10.8%	Being processed
237.	NT 43A	February 2014	To increase by 10.6%	Being processed
238.	NT 43B	February 2014	To increase by 9.7%	Being processed
239.	NT 43C	February 2014	To increase by 11.4%	Being processed
240.	NT 63A	February 2014	To increase by 37.9%	Being processed
241.	NT 63B	February 2014	To increase by 37.9%	Being processed
242.	NT 63K	February 2014	To increase by 37.9%	Being processed
243.	NT 63S	February 2014	To increase by 22.8%	Being processed
244.	NT 64K	February 2014	To increase by 37.5%	Being processed

In addition, another 13 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

(C) Taxi

Taxi	Application Date	Fare Adjustment Applied for	Result
Urban Taxi	January 2013	To increase by a weighted average of 7.1%	Increased by a weighted average of 7.1%
New Territories Taxi	January 2013	To increase by a weighted average of 10.7%	Increased by a weighted average of 9%
Lantau Taxi	January 2013	To increase by a weighted average of 10.6%	Increased by a weighted average of 8.8%

(D) Licensed Ferry Service

Licensed Ferry Service		Application Date	Fare Adjustment Applied For	Result
1.	Ma Wan – Central	July 2013	To increase by 17% for registered users, and 27.3% for non-registered users	Being processed
2.	Ma Wan – Tsuen Wan	July 2013	To increase by 20% for non-registered users	Being processed
3.	North Point – Hung Hom	October 2013	To increase by 18.2%	Being processed

Licensed Ferry Service		Application Date	Fare Adjustment Applied For	Result
4.	North Point – Kowloon City	October 2013	To increase by 18.2%	Being processed
5.	Central – Cheung Chau	October 2013	To increase by a weighted average of 9%	To be increased by a weighted average of 5%
6.	Central – Mui Wo	October 2013	To increase by a weighted average of 12%	To be increased by a weighted average of 5.2%
7.	Inter-islands (Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau)	October 2013	To increase by a weighted average of 7.5%	To be increased by a weighted average of 4.9%
8.	North Point – Kwun Tong	October 2013	To increase by 20%	Being processed
9.	Central – Peng Chau	December 2013	To increase by a weighted average of 10.5%	To be increased by a weighted average of 6.2%
10.	Central – Yung Shue Wan	December 2013	To increase by a weighted average of 9.6%	To be increased by a weighted average of 6.2%
11.	Central – Sok Kwu Wan	December 2013	To increase by a weighted average of 9.9%	To be increased by a weighted average of 6.2%
12.	Central – Discovery Bay	January 2014	To increase by 8.1% (Octopus or cash) and 4.1% (T-card) for day service; 8.2% (Octopus), 7.5% (cash) and 4.1% (T-card) for overnight service	Being processed
13.	Aberdeen – Sok Kwu Wan via Mo Tat	January 2014	To increase by 45.5% for weekday service and 21.2% for holiday service	Being processed
14.	Aberdeen – Pak Kok Tsuen – Yung Shue Wan	January 2014	To increase by 5.7% for weekday service and 14.3% for holiday service	Being processed

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, Nominal Wage Index (Transportation Section) and a productivity factor.

CONTROLLING OFFICER'S REPLY**THB(T)149****(Question Serial No. 0111)**

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 (Member Question No. 2):

What are the respective numbers of environment-friendly buses owned by each franchised bus company, and the increase in such numbers in the coming three years? Please reply in the following table:

Franchised bus company	Current number of environment-friendly buses		Percentage of increase in the coming three years (%)
			Percentage of environment-friendly buses in the fleet (%)

Asked by: Hon. CHAN Kam-lam

Reply:

As at end 2013, there were a total of 5 791 franchised buses operating in Hong Kong. All these buses are environment-friendly buses; they all met the latest European emission standards prevailing when they were purchased. Of the 5 791 franchised buses, 1 457 meet Euro IV or Euro V emission standards. Euro V is the prevailing statutory emission standard for newly introduced diesel buses.

The existing and projected numbers of buses of Euro IV, Euro V or above emission standards of each franchised bus company are summarised in the following table:

Franchised bus company	Number of more environment-friendly buses (Euro IV, Euro V or above emission standards) (% in the fleet)	
	End 2013	2016 ^{Note}
The Kowloon Motor Bus Company (1933) Limited	785 (20%)	2 039 (53%)

Franchised bus company	Number of more environment-friendly buses (Euro IV, Euro V or above emission standards) (% in the fleet)	
	End 2013	2016 ^{Note}
New World First Bus Services Limited	126 (18%)	330 (46%)
Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)	383 (49%)	753 (97%)
Citybus Limited (Franchise for Airport and Lantau Network)	42 (24%)	135 (77%)
Long Win Bus Company Limited	75 (44%)	153 (89%)
New Lantao Bus Company (1973) Limited	46 (43%)	55 (51%)
Total	1 457 (25%)	3 465 (60%)

Note: The figures in 2016 are projected based on the assumptions that there is no change in the bus fleet size and the buses, upon reaching the age of 18 years, will be replaced by new buses of Euro V or above emission standards.

Further, by end 2016, some 1 400 Euro II and III franchised buses would have been retrofitted with selective catalytic reduction devices (SCR) with Government subsidy to reduce nitrogen oxides emission. The emission performance of the retrofitted buses would be comparable with that of Euro IV buses.

As compared with 2013, the number of buses meeting Euro IV or above standard (including those retrofitted with SCR devices) in Hong Kong will have been increased by around 2.3 times in 2016.

CONTROLLING OFFICER'S REPLY**THB(T)150****(Question Serial No. 0112)**

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 (Member Question No. 4):

The Administration has indicated that 150 bus route rationalisation proposals will be processed in 2014. Please provide the details and the implementation timetable of these proposals.

Asked by: Hon. CHAN Kam-lam

Reply:

As an annual exercise, the Transport Department (TD) assesses bus route rationalisation proposals in the context of the proposed route development programmes (RDPs) submitted by franchised bus companies. The District Councils will then be consulted on the bus rationalisation proposals.

There are 150 service rationalisation proposals which are planned for implementation in 2014 under RDPs. The consultation for the 2014-15 RDPs is underway and the target is to complete the consultation around mid-2014. The actual implementation dates of the proposals will be subject to the outcome of the consultation. A breakdown of the proposals is set out below:

Nature	Number of Rationalisation Proposals in 2014
Route cancellation	32
Frequency reduction	70
Replacement of double-deck buses with single-deck buses	6
Route truncation	23
Adjustment of routeing	19
Total:	150

Besides, there are also service improvement proposals in the 2014 RDPs, such as introduction of new routes, frequency improvement and extension of operating hours.

CONTROLLING OFFICER'S REPLY**THB(T)151****(Question Serial No. 0114)**

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 (Member Question No. 6):

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

Government multi-storey car parks	Peak hour usage (%)	Non-peak hour usage (%)	Operating revenue in 2013	Operating revenue in 2012	Operating revenue in 2011

Asked by: Hon. CHAN Kam-lam

Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2013 and their actual operating revenue from 2010-11 to 2012-13 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)		
			2012-13	2011-12	2010-11
Aberdeen Car Park	83	72	5.5	4.9	3.7
City Hall Car Park	33	15	4.0	3.2	2.8
Kennedy Town Car Park	91	88	6.1	6.3	6.3
Kwai Fong Car Park	38	35	4.5	3.3	2.5

Government multi-storey car parks	Average peak hour usage ^{Note 1} (%)	Average non-peak hour usage ^{Note 1} (%)	Actual operating revenue ^{Note 2} (\$ million)		
			2012-13	2011-12	2010-11
Middle Road Car Park	62	32	30.4	26.7	23.8
Murray Road Car Park	55	35	17.5	16.6	15.4
Rumsey Street Car Park	73	50	40.1	33.7	29.7
Shau Kei Wan Car Park	81	74	8.4	6.9	5.9
Sheung Fung Street Car Park	85	71	5.5	4.2	3.2
Star Ferry Car Park	79	37	21.0	19.1	17.4
Tin Hau Car Park	72	61	13.2	10.6	8.6
Tsuen Wan Car Park	61	54	10.3	8.1	6.8
Tsuen Wan Transport Complex Car Park ^{Note 3}	22	20	4.3	4.4	3.1
Yau Ma Tei Car Park	56	38	18.3	16.1	14.3

Notes:

- 1 Average peak hour usage: the average usage of the hour with the highest usage within a day in 2013
Average non-peak hour usage: the average usage of the hours other than the peak hour within a day in 2013
- 2 Actual operating revenue represents the revenue collected before deduction of relevant management fees to contractors.
- 3 The Tsuen Wan Transport Complex Car Park was closed with effect from 1 February 2013.

CONTROLLING OFFICER'S REPLY**THB(T)152****(Question Serial No. 0117)**

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 (Member Question No. 9):

Please provide the following information concerning the operation of cross-boundary vehicles in the tables below:

- (a) Number of Closed Road Permit applications received from cross-boundary vehicles and permits issued (including renewal) in the past five years:

Shenzhen Bay Port

		2013	2012	2011	2010	2009
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

Lok Ma Chau Control Point

		2013	2012	2011	2010	2009
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

Sha Tau Kok Control Point

		2013	2012	2011	2010	2009
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

- (b) Number of applications received from non-franchised buses for providing cross-boundary school bus service and number of approvals granted in the past five years:

Name of Control Point		2013	2012	2011	2010	2009
	No. of applications					
	No. of approvals					

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) As an application may apply for one Closed Road Permit to cross a specific crossing or multiple crossings, or for more than one Closed Road Permit if the vehicle concerned has to cross more than one control point, there is no breakdown of the number of applications received by individual control points.

The total numbers of applications (including renewals) received in the past five years are as follows:

	2013	2012	2011	2010	2009
No. of applications received	50 641	48 873	48 024	46 840	44 709

The numbers of permits issued (including renewal) in the past five years are as follows:

Closed Road Permits issued for multiple crossings

	2013	2012	2011	2010	2009
Goods Vehicles	13 472	13 849	14 423	14 612	14 351

Closed Road Permits issued for single crossing

Shenzhen Bay Port

	2013	2012	2011	2010	2009
Private Cars ^{Note 1}	16 182	14 847	13 406	11 787	10 061
Goods Vehicles	20	33	30	14	20
Buses ^{Note 2}	867	777	716	695	493

Lok Ma Chau Control Point

	2013	2012	2011	2010	2009
Private Cars ^{Note 1}	14 218	14 317	14 691	14 932	14 803
Goods Vehicles	1 124	1 258	1 334	1 475	1 544
Buses ^{Note 2}	678	638	664	640	647

Sha Tau Kok Control Point

	2013	2012	2011	2010	2009
Private Cars ^{Note 1}	3 387	3 207	3 050	2 855	2 617
Goods Vehicles	133	156	174	192	208
Buses ^{Note 2}	244	203	245	262	219

Note 1: Including private cars issued with hire car permits

Note 2: Including both franchised and non-franchised buses

- (b) The numbers of applications received from non-franchised buses for providing cross-boundary school bus service and the numbers of approvals granted in the past five school years are:

		2013/14	2012/13	2011/12	2010/11	2009/10
Shenzhen Bay Port	No. of applications	179	132	58	49	29
	No. of approvals	177*	132	58	49	29
Lok Ma Chau Control Point	No. of applications	62	54	9	29	28
	No. of approvals	62	43*	9	29	28
Man Kam To Control Point	No. of applications	54	25	23	11	22
	No. of approvals	43*	25	19*	11	22
Sha Tau Kok Control Point	No. of applications	13	14	16	14	14
	No. of approvals	13	12*	16	14	14

- * The number of approvals is less than the number of applications mainly because some applications were withdrawn and some were rejected since the relevant boundary control point had reached its maximum handling capacity.

CONTROLLING OFFICER'S REPLY**THB(T)153****(Question Serial No. 0118)**

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 (Member Question No. 11):

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

	Name of Contractor	2013	2012	2011	2010
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

Reply:

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 2010-11 to 2013-14 are as follows:

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)			
		2013-14	2012-13	2011-12	2010-11
Cross-Harbour Tunnel	Serco Group (H.K.) Limited	63	63	63	61

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)			
		2013-14	2012-13	2011-12	2010-11
Lion Rock Tunnel	Greater Lucky (H.K.) Company Limited / Serco Group (H.K.) Limited ^{Note 1}	33	36	40	40
Shing Mun Tunnels	Greater Lucky (H.K.) Company Limited	32	32	30	30
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Company Limited	32	32	30	30
Aberdeen Tunnel	Serco Group (H.K.) Limited	37	37	37	37
Route 8K ^{Note 2}	Serco Lam JV / Transport Infrastructure Management Limited ^{Note 3}	116	134	134	134
Route 8T ^{Note 2}		61	65	65	65
Lantau Link ^{Note 4}	TIML MOM Limited / Transport Infrastructure Management Limited ^{Note 5}	98	95	95	91
Non-Lantau Link ^{Note 4}		101	98	97	94
		<p>Note 1 – Greater Lucky (H.K.) Company Limited has taken up the MOM contract from Serco Group (H.K.) Limited since 1 August 2012 upon expiry of the previous MOM contract.</p> <p>Note 2 – 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). Eagle’s Nest Tunnel forms part of Route 8K.</p> <p>Note 3 – Serco Lam JV has taken up the MOM contract from Transport Infrastructure Management Limited since 19 September 2013 upon expiry of the previous MOM contract.</p> <p>Note 4 – The MOM contract for Tsing Ma Control Area covers both Lantau Link and non-Lantau Link portion.</p> <p>Note 5 – The contractor changed its company name from Transport Infrastructure Management Limited to TIML MOM Limited upon contract renewal on 19 November 2013.</p>			

CONTROLLING OFFICER'S REPLY**THB(T)154****(Question Serial No. 0392)**

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 (Member Question No. 35):

In the past three years, how many public buses could provide student transport service? Please provide the information in the following table:

	Non-franchised public buses with student service endorsement	Private school buses operated directly by schools or school sponsoring bodies	School private light buses
2013-14			
2012-13			
2011-12			

Asked by: Hon. CHAN Kam-lam

Reply:

School buses play an important role in carrying students to and from schools. The Transport Department has been closely monitoring the supply situation of school buses and making arrangements to cater for free market operation. There are three types of student service vehicles (SSVs): (i) non-franchised public buses with student service endorsement; (ii) private school buses operated directly by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as "nanny vans"). At present, about 5 300 SSVs can provide student transport service.

The numbers of SSVs in the past three years are set out as follows:

	Non-franchised public buses with student service endorsement	Private school buses operated directly by schools or school sponsoring bodies	School private light buses	Total
2013-14 (up to January 2014)	3 475	70	1 780	5 325
2012-13	3 459	64	1 528	5 051
2011-12	3 543	60	1 281	4 884

CONTROLLING OFFICER'S REPLY**THB(T)155****(Question Serial No. 0394)**

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 (Member Question No. 37):

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

2013-14

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

Asked by: Hon. CHAN Kam-lam

Reply:

There are interchange fare concession arrangements between different public transport operators. The details in the past three years from 2011 to 2013 are set out below:

2011 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefitted
Railway and franchised bus (5 routes)	\$1.0	9 100
Railway and GMB (55 routes)	\$0.2 - \$3.0	55 400
Railway and ferry (5 routes) (<i>time-limited from 16 July 2011 to 15 January 2012</i>) (Note 2)	\$1.5	3 400
Bus-bus interchanges between different franchised bus companies (171 routes)	\$1.0 - \$24.0	12 600
GMB-GMB interchanges between different GMB operators (28 routes)	\$0.1 - \$8.5	- (Note 3)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefitted
Ferry-ferry interchanges between different ferry operators (2 routes) (<i>from 1 July 2011 to 31 December 2011</i>)	Mondays to Saturdays: \$3.3 Sundays and Public Holidays: \$4.5	23

2012 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefitted
Railway and franchised bus (5 routes)	\$1.0	9 000
Railway and GMB (49 routes)	\$0.3 - \$3.0	54 100
Railway and ferry (5 routes) (<i>time-limited from 1 July 2012 to 1 January 2013</i>) (Note 2)	\$1.5	3 600
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 (2 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 benefitted
Railway and franchised bus (5 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 (2 routes)	Mondays to Saturdays: \$3.3 Sundays and Public Holidays: \$4.5	35

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 like their respective operating and financial conditions, market condition and passenger needs, when considering offering fare concessions for passengers. Details of such concessions are commercial decisions of individual operators.
3. The Transport Department does not have the passenger trip figures of the GMB-GMB interchange schemes.

CONTROLLING OFFICER'S REPLY**THB(T)156****(Question Serial No. 0402)**

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 (Member Question No. 33):

Regarding the commissioning of the Tuen Mun Road Bus-Bus Interchange (TM Road BBI) in 2012, please advise:

- (1) What are the utilisation rates of the TM Road BBI for both northbound and southbound during peak and off peak periods respectively?
- (2) How many bus routes are there observing the southbound and northbound of the TM Road BBI?
- (3) Does the Administration have any plan to arrange more bus routes observing the TM Road BBI? If yes, what are the routes and when will the plan be implemented?
- (4) Is there any plan to provide similar bus interchanges in other areas? If yes, what are the plans and the implementation timetable?

Asked by: Hon. CHAN Kam-lam

Reply:

As at February 2014, there were a total of 24 regular bus routes stopping en-route at both bounds of the TM Road BBI. The numbers of daily passenger trips using the TM Road BBI are set out below:

Direction	Total Daily Passenger Trips*	Daily Passenger Trips	
		Peak hour period	Off peak period
Kowloon bound	8 000	2 800 (6 a.m. – 9 a.m.)	5 200
Tuen Mun bound	12 000	4 400 (5 p.m. – 8 p.m.)	7 600

* The number of daily passenger trips using the Kowloon bound TM Road 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 TM Road BBI.

The Transport Department (TD) and bus companies will continue to closely monitor the operation of the TM Road BBI and the passenger demand of the bus services in Tuen Mun and Yuen Long. Adjustments to the bus services serving the TM Road BBI would be made as and when necessary.

The TD proposes to set up similar bus interchanges at the Tsing Sha Toll Plaza and the Tate's Cairn Tunnel Toll Plaza. The proposal as well as the implementation timetable are subject to the outcome of the public consultation of bus rationalisation proposals using an Area Approach for Shatin in the context of the 2014-15 Route Development Programme. At the same time, the TD will continue to explore with bus companies on the provision of enhanced interchange facilities at other suitable locations.

CONTROLLING OFFICER'S REPLY**THB(T)157****(Question Serial No. 0407)**

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 (Member Question No. 34):

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 and utilisation rate of private car parking spaces	Number and utilisation rate of private car parking spaces	Number and utilisation rate of commercial vehicle parking spaces	Number and utilisation rate of commercial vehicle parking spaces
Wong Tai Sin	number (%)	number (%)	number (%)	number (%)

Asked by: Hon. CHAN Kam-lam

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 2014 are shown in the following table:

District	Public car parks*	On-street metered parking spaces	Public car parks*	On-street metered parking spaces
	Number of private car parking spaces	Number of private car parking spaces	Number of commercial vehicle ⁺ parking spaces	Number of commercial vehicle ⁺ parking spaces
Central and Western	10 380	470	760	110
Eastern	13 250	520	750	80
Southern	7 320	560	420	90
Wan Chai	9 020	770	70	20
Kowloon City	8 090	2 400	1 830	290
Kwun Tong	15 010	380	1 580	130
Sham Shui Po	9 290	1 000	2 620	170
Wong Tai Sin	6 910	250	460	120
Yau Tsim Mong	15 200	1 500	1 950	390
North	5 430	920	610	240
Sai Kung	9 530	970	540	160
Sha Tin	16 770	1 310	1 340	230
Tai Po	5 750	1 350	590	180
Islands	6 910	140	390	30
Kwai Tsing	10 740	360	6 950	120
Tsuen Wan	9 900	450	1 370	60
Tuen Mun	8 400	980	1 270	190
Yuen Long	8 160	840	450	270
Total	176 060	15 170	23 950	2 880
	191 230		26 830	

* 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.

CONTROLLING OFFICER'S REPLY

THB(T)158

(Question Serial No. 2645)

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 (Member Question No. 24):

Will the Administration intend to improve the cramped and congested condition of the Yat Tung Estate Bus Terminus, which has caused the problem of inadequate spaces for buses to stack and pick up or set down passengers during peak periods? If yes, what are the details and relevant expenses? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Yat Tung Estate Bus Terminus adopts a peripheral saw-tooth design for the boarding platforms. A total of six bus bays are provided at the peripheral of the bus terminus whilst the bus bays in the middle can accommodate 21 buses. Currently, the bus terminus is used by a total of 18 bus routes, including six regular routes, eight special routes offering special or peak-hour departures and four overnight routes. The bus bays are properly designed, sufficiently provided for safe bus operation and can meet service demand. There is no need to carry out works to expand the bus terminus. However, if future service demand goes up significantly and the demand cannot be met, the Government will consider the provision of suitable transport facilities.

CONTROLLING OFFICER'S REPLY

THB(T)159

(Question Serial No. 2646)

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 (Member Question No. 25):

Does the Administration have any plans to improve the service quality and fare structure of the New Lantau Bus Company (1973) Limited (NLB), which include improving bus frequency; cancelling holiday surcharge on South Lantau residents; improving the current bus type and design in the light of increasing population and number of visitors, and the boarding and alighting problem of one-door design of existing buses, so as to relieve the problem of over-crowded buses and enhance the travelling environment; and addressing the problem of lack of facilities for people with disabilities on buses serving South Lantau? If yes, please provide the details of the plans and the expenditure involved. If no, please provide the reasons.

Asked by: Hon. HO Chun-yan, Albert

Reply:

At present, the NLB operates 22 routes in Lantau. To enhance its services to cope with the increased passenger demand to/from tourist spots and in connection with new developments in Lantau, the NLB has implemented 15 service improvement items, including frequency improvements on seven routes, conversion of a peak-only route into whole-day service, and introduction of a supplementary service in the past three years.

According to the approved scale of fares for the NLB, the fares of South Lantau and North-South Lantau routes on weekdays (i.e. Mondays to Saturdays (except Public Holidays)) are lower than those on holidays (i.e. Sundays and Public Holidays), when a majority of the passengers are infrequent visitors. This helps alleviate the travelling expenses of the residents and daily commuters in South Lantau. If the arrangement of charging higher fares during weekends and holidays is abolished, fares of South Lantau and North-South Lantau routes on weekdays would have to be increased for the NLB to maintain a financially sustainable operation.

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. Currently, buses of the NLB on routes serving areas other than South Lantau are mostly of two-door, low-floor and wheelchair-accessible design. Nevertheless, it is not feasible for the NLB to deploy low-floor and wheelchair-accessible buses in South Lantau since many sections of the roads in South Lantau have steep gradient and sharp bends. The TD will continue to encourage the NLB to keep in view the development of bus technology and source suitable bus model for deployment in South Lantau.

The tasks involved in monitoring and planning of services by the NLB is undertaken by the staff in the New Territories Regional Office and the Bus and Railway Branch of the TD as part of their normal duties.

CONTROLLING OFFICER'S REPLY

THB(T)160

(Question Serial No. 2647)

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 (Member Question No. 26)

With respect to the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), does the Administration have any plans to conduct an assessment on the possible increase in traffic accidents due to the increase in the number of right-hand drive and left-hand drive vehicles and the different driving behaviour of drivers of these vehicles? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The governments of Guangdong Province, the Hong Kong Special Administrative Region (SAR) and the Macao SAR are discussing the cross-boundary transport arrangements for the Hong Kong-Zhuhai-Macao Bridge (HZMB), including the types of vehicles permitted to use the bridge, and the relevant regulatory regime, etc. Discussion among the three governments is ongoing.

There is no evidence that cross-boundary vehicular traffic has caused a noticeable increase in traffic accidents in Hong Kong. For example, between 2009 and 2013, there were only 29 Mainland cross-boundary non-commercial vehicles involved in traffic accidents in Hong Kong, with an average accident involvement rate of 3.2 per 1 000 of such vehicles whereas the number of Hong Kong private cars involved in traffic accidents in Hong Kong was 32 883, with an average accident involvement rate of 15.5 per 1 000 of such vehicles.

We will closely monitor the situation and continue to implement traffic management schemes as appropriate.

CONTROLLING OFFICER'S REPLY

THB(T)161

(Question Serial No. 1147)

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 (Member Question No. 8):

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

- (1) the record of railway incidents causing delay in service in the past three years; and
- (2) whether the TD will review with the MTR Corporation Limited (MTRCL) to develop other public transport service network as alternative for the public, apart from the free shuttle buses provided by the MTRCL, 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-ye, Regina

Reply:

- (1) The numbers of railway incidents causing delay in service for eight minutes or more in 2011, 2012 and 2013 are 300, 254 and 254 respectively.
- (2) In the event of service disruptions, the MTRCL will endeavour to make the best use of the railway sections not being affected and 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 has formulated free MTR shuttle bus deployment plans for railway incidents as a supplementary measure to take affected passengers to the nearest MTR station still under normal operation to continue their journeys.

Apart from the MTRCL's free shuttle buses, affected passengers may also choose to use the existing alternative road-based public transport services in the vicinity of the MTR stations. Depending on the nature and duration of the incidents, TD's Emergency Transport Co-ordination Centre will co-ordinate with other public transport operators to strengthen alternative public transport services as appropriate, 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.

CONTROLLING OFFICER'S REPLY

THB(T)162

(Question Serial No. 1148)

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 (Member Question No. 9):

In 2014-15, the Transport Department (TD) will continue to rationalise and improve bus services. Please advise this Committee of the following:

- (1) have the bus rationalisation proposals under the "Area Approach" for the North District, being the pilot scheme, been accomplished? What benefits have these proposals brought about?
- (2) what is the progress of bus rationalisation proposals at present, and what are the financial commitments so far?
- (3) what is the consultation procedure in respect of route adjustment or cancellation proposals?

Asked by: Hon. IP LAU Suk-ye, Regina

Reply:

- (1) The bus service improvement and rationalisation proposals for the North District under the "Area Approach" were implemented by phases starting from August 2013, and all proposals have been implemented in late January 2014. Under the "Area Approach", the entire district, instead of individual routes, is used as the basis for reviewing and re-organising bus services holistically. Bus routes which are seriously under-utilised will be cancelled and new routes will be introduced to meet new demand. Meanwhile, internal feeder and external routes serving a district as well as interchange arrangements will be strengthened, and interchange concessions will be offered as far as possible. These arrangements can enable bus services to better meet the needs of local residents in overall terms, while alleviating traffic congestion and reducing roadside air pollution.

Specifically, under the Area Approach, the following proposals are implemented for the North District:

- (i) service enhancement of five feeder bus routes connecting different areas in the district with one or both of the two major bus-bus interchanging points at Sheung Shui (Landmark North) and Fanling (Wah Ming) bus termini respectively;
- (ii) service strengthening and expressification of eight external bus routes;
- (iii) introduction of two new bus routes from the North District to new destinations in Sham Shui Po and Hong Kong Island East respectively; and
- (iv) cancellation / amalgamation / reduction of frequency of eight low-demand bus routes.

As mentioned above, the North District now enjoys a wider network of external routes to urban Kowloon and Hong Kong Island. After implementation of the “Area Approach” proposals, the patronage of the external bus routes in the North District has experienced increases ranging from 11% to 68%, and those of the feeder bus routes from 3% to 28%.

- (2) As an ongoing task, the TD considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies on an annual basis. Under the 2014-15 RDP, service improvements and rationalisation proposals have been drawn up under the “Area Approach” for consultation for Yuen Long, Sha Tin, Tsing Yi and Tai Po districts. The consultation for the RDPs is underway and the target is to complete the consultation around mid-2014. Implementation details will be subject to the outcome of the consultation.

The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The additional workload arising from preparation and consultation on the “Area Approach” packages has been absorbed by the existing resources of the TD.

- (3) As an annual exercise, the TD would consult each of the 18 District Councils (DCs) on the relevant bus route cancellation and adjustment proposals in the context of the RDPs. Apart from that, the DCs would also be consulted on other bus service adjustments from time to time. Having regard to views collected during consultation, the TD and bus companies would make adjustments to the proposals as necessary and appropriate before implementation.

CONTROLLING OFFICER'S REPLY

THB(T)163

(Question Serial No. 0969)

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 (Member Question No. 75):

Regarding the connectivity of the cycle tracks on Hong Kong Island with areas within and surrounding the districts, will the Administration advise this Committee on the following:

- (1) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration conduct any studies on the development of cycle tracks on Hong Kong Island? If yes, what is the progress? If no, what are the reasons? Is there any plan to conduct relevant studies in 2014-15, and what will be the manpower establishment involved?
- (2) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration receive any suggestions / complaints from the District Councils (DCs), community organisations of local residents and the estates in the districts concerning the provision / enhancement of cycle tracks and the provision of additional bicycle parking spaces? What are the positions of the follow-up actions?
- (3) In the past three years (2011-12, 2012-13 and 2013-14), what were the casualties involving cyclists and other road users on Hong Kong Island and what were the accident blackspots as recorded by the Administration and the relevant departments? Has the Administration carried out improvement measures in respect of the bicycle accident blackspots? If yes, what are the details and the expenditure and manpower involved? If no, what are the reasons?

Asked by: Hon. KWOK Wai-keung

Reply:

- (1) The Transport Department (TD) did not conduct any study on the development of cycle tracks on Hong Kong Island in the past three years, and has no plan to commission any study in 2014-15. As the standard width of a cycle track should at least be 3.5 metres, which is about the width of a traffic lane, it is difficult to find suitable space for building cycle tracks in the urban areas, such as Hong Kong Island,

without affecting traffic. There are also busy traffic and frequent loading and unloading activities in urban areas. Nevertheless, the Government will continue to foster a bicycle-friendly environment in new towns and new development areas where the traffic density is relatively low.

- (2) In the past three years, the TD received some requests from the DCs and members of the public on the provision of cycle tracks, mainly along the waterfront on Hong Kong Island.

When planning the development of harbourfront areas, the Government will carefully examine the feasibility of constructing cycle track. Factors to be taken into consideration include compatibility with overall development of the districts and adjacent land uses, ancillary facilities, geographical environment, road safety, traffic management arrangements and public views.

In the past three years, the TD did not receive any requests from the DCs nor members of the public on the provision of additional bicycle parking spaces on Hong Kong Island.

- (3) Statistics on accidents involving bicycles on Hong Kong Island in the past three years are tabulated below:

Period	Degree of injury#	Cyclist	Other road users
April 2011 – March 2012	Killed	1	0
	Seriously injured	16	2
	Slightly injured	38	13
	Total	55	15
April 2012 – March 2013	Killed	1	0
	Seriously injured	17	1
	Slightly injured	55	18
	Total	73	19
April 2013 – February 2014*	Killed	0	1
	Seriously injured	13	2
	Slightly injured	60	11
	Total	73	14

Notes:

* Figures are provisional and cover 11 months only.

Degree of injury:

Killed - sustained injury causing death within 30 days of an accident

Seriously injured - an injury for which a person is detained in hospital for more than 12 hours

Slightly injured - an injury for which a person is either not detained in hospital or detained for not more than 12 hours

There is no such classification as bicycle accident blackspots. The TD will continue to monitor relevant accident statistics and implement improvement measures where necessary.

CONTROLLING OFFICER'S REPLY**THB(T)164****(Question Serial No. 1133)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 55):

Regarding the work of the Transport Department (TD) on “handling the registration of vehicles, issue and renewal of vehicle and driving licences” and “road safety enhancement measures”, please provide the following information on the number of driving licence holders of commercial vehicles and the measures for promoting driving safety of professional drivers:

- (a) the numbers of driving licence holders of different commercial vehicles in the past three years according to the licensing record (breakdown by different age groups and types of vehicles as shown in the table below);

Age of driving licence holders of different commercial vehicles in xxxx	21-30	31-40	41-50	51-60	61-70
Taxi					
Public light bus					
Private light bus					
Public bus					
Private bus					
Light goods vehicle					
Medium goods vehicle					
Heavy goods vehicle					

- (b) the numbers of road traffic casualties by types of commercial vehicles in the past five years;

Number of road traffic casualties of driving licence holders of different types of commercial vehicles in xxxx	Seriously injured	Killed
Taxi		
Public light bus		
Private light bus		

Number of road traffic casualties of driving licence holders of different types of commercial vehicles in xxxx	Seriously injured	Killed
Public bus		
Private bus		
Light goods vehicle		
Medium goods vehicle		
Heavy goods vehicle		

- (c) details of the measures adopted to promote driving safety of professional drivers in the past five years, the expenditure involved and their effectiveness.

Asked by: Hon. KWOK Wai-keung

Reply:

- (a) Statistics on the number of driving licence holders of commercial vehicles by different age groups and classes of vehicles in the past three years are given in Annex 1.
- (b) Statistics on the number of killed and seriously injured driver casualties of commercial vehicles in the past five years are given in Annex 2.
- (c) The TD has been collaborating with the Road Safety Council and the Hong Kong Police Force to undertake various road safety publicity and educational activities to promote safe driving and health awareness of various road user groups including commercial vehicle drivers.

The TD has undertaken a variety of measures in the past five years, including safety seminars and workshops, transport trade newsletters, transport trade conferences and publicity campaigns targetting at commercial vehicle drivers. The expenditures were \$350,000, \$417,000, \$311,000, \$392,000 and \$511,000 from 2009 to 2013 respectively.

In addition, the TD has been conducting annual Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers since 2009-10. A wide range of activities are held, including dissemination of safe driving and health messages through radios and other publicity channels, provision of free health checks to commercial vehicle drivers with the co-operation of non-profit-making medical organisations, etc. About 2 000 commercial vehicle drivers each year attended the free health checks in the past three years. The expenditure of the Campaign is about \$3 million each year.

Numbers of driving licence holders of commercial vehicles as at end 2011

Class of vehicle	Age				
	21-30	31-40	41-50	51-60	61-70
Taxi	1 942	12 112	54 942	94 771	41 623
Public light bus	5 235	23 015	47 892	63 875	31 082
Private light bus	5 235	23 066	49 053	66 123	32 467
Public bus	5 157	21 929	37 515	43 314	17 328
Private bus	5 157	21 937	37 607	43 462	17 203
Light goods vehicle	165 305	288 537	342 994	342 174	125 662
Medium goods vehicle	7 131	27 341	53 021	63 928	28 594
Heavy goods vehicle	2 183	9 802	21 734	38 197	24 711

Numbers of driving licence holders of commercial vehicles as at end 2012

Class of vehicle	Age				
	21-30	31-40	41-50	51-60	61-70
Taxi	1 830	11 631	48 982	97 182	49 373
Public light bus	4 589	22 635	45 490	65 944	35 308
Private light bus	4 589	22 664	46 495	68 183	36 882
Public bus	4 530	21 696	36 730	45 140	20 209
Private bus	4 530	21 702	36 802	45 303	20 155
Light goods vehicle	155 712	299 790	337 013	366 674	148 243
Medium goods vehicle	6 461	26 609	50 703	65 911	32 930
Heavy goods vehicle	2 040	9 631	20 600	37 035	27 939

Numbers of driving licence holders of commercial vehicles as at end 2013

Class of vehicle	Age				
	21-30	31-40	41-50	51-60	61-70
Taxi	1 720	11 114	43 048	98 237	56 778
Public light bus	4 022	22 077	43 337	67 295	39 399
Private light bus	4 022	22 086	44 161	69 494	41 169
Public bus	3 971	21 337	36 003	46 610	23 155
Private bus	3 971	21 341	36 064	46 770	23 168
Light goods vehicle	145 937	308 086	329 586	388 402	171 539
Medium goods vehicle	5 749	26 062	48 345	67 280	37 195
Heavy goods vehicle	1 930	9 710	19 510	35 756	30 863

Numbers of driver casualties (killed and seriously injured)
by class of commercial vehicles in the past five years

Class of vehicles	Seriously injured					Killed				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Taxi	111	121	127	141	156	6	3	4	5	6
Public light bus	15	9	12	21	12	2	0	1	1	1
Private light bus	1	1	1	1	2	0	0	0	0	0
Public bus	12	13	22	27	26	0	1	4	0	2
Private bus	0	1	0	1	0	0	0	0	0	0
Light goods vehicle	58	63	59	63	61	3	5	0	4	3
Medium goods vehicle	30	26	32	34	27	0	0	5	0	2
Heavy goods vehicle	0	4	1	1	8	0	0	0	0	1

CONTROLLING OFFICER'S REPLY

THB(T)165

(Question Serial No. 2327)

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 (Member Question No. 7):

Would the Administration advise the following:

(1) current information on 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													

(2) 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

Reply:

- (1) Information on the number of registered vehicles is provided at Annex.
- (2) 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	\$621,900
Executive Officer II	1	15-27	\$411,780
Senior Clerical Officer	1	22-27	\$472,140
Clerical Officer	2	16-21	\$713,280
Assistant Clerical Officer	11	3-15	\$2,446,620
Clerical Assistant	1	1-10	\$173,520
Total:			\$4,839,240

Year of First Registration	Number of Registered Vehicles												
	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	699	0	454	0	450	0	46	0	4	0	9	0	430
1991	1 113	0	642	0	862	0	48	0	24	0	33	0	607
1992	1 503	0	1 882	0	1 556	0	120	0	46	0	49	0	702
1993	2 420	0	2 514	2	1 439	0	112	0	42	0	72	0	883
1994	4 231	0	2 638	0	1 356	0	150	0	39	0	122	0	1 185
1995	4 365	1	2 389	0	1 103	0	121	0	49	0	144	0	1 326
1996	6 350	1	2 783	0	1 175	0	180	0	348	0	133	0	1 570
1997	17 511	1	4 018	0	1 375	0	265	0	793	0	225	0	1 994
1998	17 186	0	3 264	0	860	0	157	0	1 047	0	226	0	1 821
1999	18 383	29	2 893	0	1 154	0	99	0	640	0	278	0	2 110
2000	24 151	1 782	3 649	0	1 894	0	152	0	511	0	267	1	2 183
2001	27 195	7 903	2 913	322	1 051	298	160	30	486	179	262	21	2 834
2002	25 935	2 485	0	3 046	0	1 690	0	197	0	965	26	374	3 279
2003	20 655	1 396	0	2 589	0	1 578	0	98	0	772	19	495	3 565
2004	25 885	562	0	3 438	0	2 316	0	95	0	645	0	916	3 933
2005	25 978	413	0	4 158	0	2 135	0	39	0	583	0	1 220	3 750
2006	26 782	364	0	4 405	0	2 068	0	63	0	627	0	159	3 636
2007	32 248	324	0	4 494	0	2 007	0	79	0	602	0	235	3 784
2008	33 805	545	0	5 140	0	2 423	0	117	0	740	0	456	3 676
2009	27 540	341	0	2 304	0	883	0	134	0	532	0	212	2 599
2010	39 151	395	0	3 697	0	2 408	0	378	0	793	0	304	2 762
2011	41 309	274	0	4 364	0	2 451	0	531	0	868	0	239	3 283
2012	42 886	293	0	4 519	0	2 136	0	704	0	1 007	0	281	3 704
2013	44 137	757	0	5 787	0	2 777	0	678	0	1 011	0	340	4 519
2014	7 821	272	0	1 095	0	593	0	166	0	119	0	56	868

* Not including trailers, which are not motor vehicles

CONTROLLING OFFICER'S REPLY**THB(T)166****(Question Serial No. 2328)**

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 (Member Question No. 9):

Under “conducting road test” of Programme (2) of the Controlling Officer’s Report, the two targets of “conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence” and “conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence” did not meet the target compliance rates in the past two years. Please provide information on the following:

(a) Driving test waiting time from 2010 to 2013:

2010

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								

2011

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								

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								

- (b) The existing establishment for conducting / processing road tests. Does the Government consider that the existing establishment for conducting / processing road tests is sufficient for processing driving test applications?

Rank of Post	Number of Post	Manpower increase in 2013-14	Pay-point
Senior Driving Examiner (SDE)			
Driving Examiner I (DE I)			
Driving Examiner II (DE II)			

- (c) As explained in the report, the percentage of cases where road tests were conducted within 82 days further decreased to 29% when compared to last year due to a continuous increase in the number of applicants, whilst the department still could not clear the backlog cases despite the fact that additional manpower was recruited. Apart from adjusting the 82-day target, will the Government take more appropriate measures, such as setting up more driving test centres and increasing the number of DEs, to enable the public to take road tests as soon as possible?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) Please refer to the following tables:

2010

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
within 82 days	15 499	3 319	9 661	8 004	28 278	4 091	18 657	10 887
over 82 days	1 703	0	0	255	2 571	7	337	100

2011

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
within 82 days	6 801	2 303	6 625	7 042	11 501	2 565	12 262	11 088
over 82 days	14 126	756	3 234	1 511	23 480	992	7 662	299

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
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
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

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 DEs of the Transport Department (TD). The pay scale and the strength (as at December 2013) of the DE grade are as follows:

Rank of Post	Number of Post	Manpower increase in 2013-14	Pay-point (Master Pay Scale)
SDE	1	0	28-32
DE I	11	1	23-27
DE II	55	10	13-22

To further increase the manpower for conducting driving tests, the TD has commenced another DE recruitment exercise in end 2013, which is expected to be completed in the third quarter of 2014.

- (c) There has been an 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
2009	82 779	-
2010	92 382	+11.6%
2011	100 860	+9.2%
2012	107 304	+6.4%
2013	124 565	+16.1%

Although the TD has been strengthening the manpower for conducting road tests, there has been no improvement to the compliance rate for conducting road tests within 82 days upon application because of the continuous increase in demand for road tests which has reached the record high of 16.1% annual growth rate in 2013. As mentioned in part (b) of the reply, the TD carried out another round of recruitment

exercise of DEs at the end of 2013 to cope with the increasing demand. If the demand for road tests continues to grow in 2014, it is likely that there would be no significant improvement to the compliance rate in 2014 even with additional manpower resources deployed to conducting road tests, as some of the additional manpower would have to be deployed for clearing backlog cases. The TD will review the targets for the waiting time for motorcycle, private car and light goods vehicle road tests if the compliance rate continues to be low and demand continues to increase next year. Recruitment of DEs with the right calibre is also a challenge. DEs not only have to possess outstanding driving skills for a range of vehicle classes, but also need to be observant, calm and be able to react quickly, withstand pressure and articulate their decisions to learner drivers taking the tests. In previous recruitment exercises, it took a long time for the TD to interview and test a large number of candidates before the target number of DEs could be recruited.

To better utilise the test slots released from postponement of tests and absence of candidates, repeaters have been allowed to apply for a repeater early test appointment online (i.e. the Repeater Early Test Appointment Booking Service) since November 2013, and the TD will continue to allow for overbooking of test appointments. The TD will continue to monitor the situation closely, and consider further measures to improve the service.

CONTROLLING OFFICER'S REPLY**THB(T)167****(Question Serial No. 3128)**

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 (Member Question No. 34):

Does the Government have any plans to relieve the traffic congestion in Tai Wai Town Centre and to address the problem of severely insufficient car parking spaces in the area? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

In general, the capacities of roads in Tai Wai Town Centre are adequate to accommodate the prevailing traffic flows. Based on site observations, there are incidents of traffic congestion at isolated locations of Tai Wai Town Centre. These are mainly due to illegal parking and busy kerbside loading / unloading activities. To improve traffic conditions, the Transport Department (TD) has requested the Hong Kong Police Force to step up enforcement actions against illegal parking and illegal kerbside activities. On streets where kerbside activities affect the normal traffic flow, the TD would impose "No Stopping Zones (NSRs)". Examples include Tai Wai Road near Lung King Building and Yan On Building, junction of Chik Fu Street and Chik Fuk Street, and Shing Ho Road. The cost of implementing NSRs forms part of the cost for traffic management measures; there is no separate breakdown for such work.

To address the parking demand in Tai Wai Town Centre, the TD will include suitable lease conditions for the provision of appropriate numbers of parking spaces in new developments to meet future demand according to the prevailing Hong Kong Planning Standards and Guidelines. Besides, The TD will continue to seek assistance from the Lands Department to identify, as far as possible, suitable vacant lands for providing short term tenancy car parks. The TD will also provide on-street metered parking spaces in suitable locations as long as road safety and other road users are not affected. In the past three years, the TD added 12 on-street metered car parking spaces and 13 motor cycle parking spaces in the area. The cost of providing these parking spaces forms part of the cost of traffic management measures; there is no separate breakdown for the cost of such work.

CONTROLLING OFFICER'S REPLY

THB(T)168

(Question Serial No. 1298)

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 (Member Question No. 11):

In respect of the Matters Requiring Special Attention in 2014-15, the Transport Department (TD) mentioned to “implement the special helping measures (SHM) recommended by the mid-term review on the six major outlying island ferry routes for the three-year licence period of these ferry services starting from mid-2014”. In this regard, will the Administration advise the Committee on the following:

- (a) the details of the “SHM recommended”, the period of their implementation and the expenditure involved;
- (b) the effectiveness of the SHM in reducing fare increase rates or ferry fares; and
- (c) at present, no fare concession is provided by outlying island ferry services to students, resulting in high travelling expenses borne by students travelling to and from outlying islands. Has the Administration estimated the expenditure involved if a fare concession is provided by operators to students? Will the Administration consider including the provision of student fare concession as a condition for extension of the concerned licences?

Asked by: Hon. LEUNG Che-cheung

Reply:

- (a) The Finance Committee of the Legislative Council approved in July 2013 the continued provision of the SHM to the six major outlying island ferry services¹ in the next three-year licence period, i.e. from 1 April 2014 to 31 March 2017 for “Central – Mui Wo” route and from 1 July 2014 to 30 June 2017 for the remaining five routes. Amounting to \$190.359 million, the SHM include:

¹ They 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”.

- (i) reimbursing the operators of the concerned ferry services for the vessel survey fee and private mooring charge;
 - (ii) reimbursing the pier electricity, water and cleansing charges;
 - (iii) reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement;
 - (iv) reimbursing the vessel maintenance cost;
 - (v) reimbursing the revenue foregone due to provision of child fare concessions;
 - (vi) reimbursing the vessel insurance cost; and
 - (vii) launching “Visiting Scheme to Outlying Islands”.
- (b) It is the Government’s established policy that public transport services should be run by private sector in accordance with prudent commercial principles to achieve operating efficiency. The six major outlying island ferry services are not financially viable, but are unique in that they are the only means of transport for outlying islands². Hence, our principles and rationale in designing helping measures for these ferry services are: (a) public transport services should be operated by the private sector on commercial principles; (b) the need to maintain long-term financial viability and fare stability of the public transport services; (c) the need for the Government to use public money prudently and considerations that individuals should bear appropriate fare responsibility; and (d) harbourfront planning considerations.

Ferry operators indicated in the recent licence renewal exercise that there was pressure for fare increase owing to escalating operating costs due to rise of fuel price and staff costs. These costs are not covered by the SHM. The operators applied for a fare increase of about 10%.

The TD understands the public’s concern about fare increases. It has carefully examined the financial information submitted by the ferry operators. Following careful consideration, the TD approved an average fare increase of 5% to 6% for these ferry services. If there were no SHM, the extent of the fare increase would have been higher.

- (c) At present, students aged three or above but under 12 enjoy child fare concessions of the six major outlying island ferry services. In addition, students may apply for Student Travel Subsidy, subject to a means test.

As students aged 12 or above are eligible for the Student Travel Subsidy, and as the ferry services concerned are facing a difficult operating environment, the Administration has no plan to require the ferry operators to extend fare concessions to cover all students as a condition for licence extension. Nevertheless, we will continue to encourage the ferry operators to provide concessions to passengers including students

² Only Lantau Island is also linked by a road network, but its cross-district land-based public transport services are limited.

as far as possible, taking into account their respective operating and financial conditions, overall economic environment and passenger needs.

CONTROLLING OFFICER'S REPLY

THB(T)169

(Question Serial No. 1154)

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 (Member Question No. 2.02):

Please provide the specifications on image resolution of the existing closed circuit television (CCTV) cameras employed by the Transport Department (TD) for traffic monitoring, and state whether the resolution of the collected video images can recognise vehicle registration marks.

Does the TD have any plan to improve the resolution and efficacy of the CCTV cameras so as to enhance their function on identification of vehicles? If affirmative, please provide the details and cost estimates.

How long will the collected CCTV camera images be kept by the TD? Did the TD establish a policy to protect the privacy on the personal data collected from the CCTV camera images?

Will the TD allow the Hong Kong Police Force (HKPF) to access the real-time or archived video images? If affirmative, please provide the details. What is the ranking of officers responsible for approving the HKPF to access video images and the approval criteria? Please provide the number of cases in 2013-14 where the HKPF was provided with the real-time or archived video images.

Asked by: Hon. LEUNG, Kenneth

Reply:

The TD employs CCTV cameras with a standard resolution of 752 x 582 pixels (or less) for traffic monitoring. Since the major objective of employing CCTV cameras is for general area-wide traffic monitoring, the resolution of traffic images collected is not high enough for the recognition of vehicle number plates.

The TD has no plan to enhance the CCTV cameras for vehicle identification, as this is not the objective of capturing traffic images through CCTV cameras.

The TD has internal guidelines which stipulate that CCTV systems can only be operated by authorised persons, and the zooming power / viewing angles of CCTV cameras can only be adjusted to suit the needs for traffic monitoring and / or incident management. Only CCTV cameras installed at government tunnels, as well as the Tsing Ma and Tsing Sha Control Areas are equipped with recording functions as there is a genuine need for auditing toll collection. CCTV images are properly stored from seven days to three months to suit operational needs. The TD will ensure that relevant recording strictly complies with the Personal Data (Privacy) Ordinance. All other CCTV cameras have no recording functions.

The TD shares real-time signals of traffic images captured by its CCTV cameras with relevant offices of the HKPF, for viewing by police officers who are responsible for monitoring traffic conditions and incident management. The terminals provided to the HKPF for viewing real-time signals have no recording functions.

CONTROLLING OFFICER'S REPLY

THB(T)170

(Question Serial No. 2389)

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 (Member Question No. 32):

Ferry is an important waterborne transport mode in Hong Kong, which is welcomed by local residents and tourists. To provide incentives to encourage operators to run ferry services, the Administration has been subsidising the operation of some ferry routes. In addition, the Administration has implemented several measures to reduce the operating costs of ferry services, including taking over the pier maintenance responsibilities, waiving fuel duty and exempting vessel licence fees. Will the Administration advise the Committee of the following:

- (1) What are the expenditures for the provision of subsidy to the concerned ferry routes, and the expenditures in relation to the measures for reduction of ferry operating costs in the past three years? Will the expenditure of the measures be listed out in accordance with the classification of ferry services?
- (2) The ferry service from Hung Hom to Wan Chai has ceased operation since 2011, resulting in inconvenience to residents. Will the Administration consider re-introduction of the service in order to address the need of residents for waterborne transport service and relieve the congestion of other cross-harbour transport modes? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

- (1) The Finance Committee of the Legislative Council approved on 5 November 2010 funding of \$114.963 million straddling over four financial years from 2011-12 for providing special helping measures (SHM)¹ to the six major outlying island ferry services² with a view to maintaining the financial viability of these services while relieving some of the fare increase pressure. As at 28 February 2014, the expenditure involved for reimbursement under the SHM in the past three financial years amounts to \$83.359 million.

The Government has also provided other helping measures to all ferry routes to enhance their financial viability, which include taking over the pier maintenance responsibilities, waiving fuel duty and exempting vessel licence fees. There is no expenditure involved in waiving fuel duty while those for taking over the pier maintenance responsibilities and exempting vessel licence fees in the past three financial years are given in the following tables:

For All Ferry Routes			
Financial year	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (As at 28 February 2014) (\$ million)
Pier maintenance expenditure borne by the Government	21.540	16.980	16.890

Financial year	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (As at 28 February 2014) (\$ million)
Inner Harbour Ferry Routes			
Exempting vessel licence fees	0.040	0.035	0.032
Outlying Island Ferry Routes			
Exempting vessel licence fees	0.179	0.174	0.174

- (2) The Transport Department (TD) conducted two tender exercises between September and December 2010 with a view to selecting suitable ferry operators to operate the “Hung Hom – Central” and “Hung Hom – Wan Chai” ferry services. No tender submissions were received even after TD relaxed the requirements in the second tender in December 2010.

¹ The package of SHM includes: (a) reimbursing the operators of the concerned ferry services for the vessel survey fee and private mooring charge; (b) reimbursing the pier electricity, water and cleansing charges; (c) reimbursing the balance of revenue foregone due to 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 the vessel maintenance cost; (e) reimbursing the revenue foregone due to provision of child fare concessions; (f) reimbursing the vessel insurance cost; and (g) launching “Visiting Scheme to Outlying Islands”.

² The six major outlying island ferry services 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”.

The Government considers that the results of the two tender exercises have reflected the market assessment that the operation of the two ferry services is not financially viable under the operating environment with persistently low level of patronage and highly volatile oil prices. Nevertheless, if there is any ferry operator expressing interest to operate ferry services to and from Hung Hom, the Government will examine the passenger need as well as financial and operational feasibility of such proposal.

CONTROLLING OFFICER'S REPLY**THB(T)171****(Question Serial No. 0311)**

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 (Member Question No. 4):

Please provide the following information in respect of railway safety:

- (1) The numbers of light rail accidents involving casualties of passengers, and the numbers of passengers involved in the last three years (with breakdowns on railway equipment and vehicle collision involved; and the seriousness and numbers of casualties).
- (2) When will the Administration start reviewing the role of light rail? Will the Administration commission a consultant to conduct the review, and if yes, what is the estimated expenditure involved? If no, how will the review be conducted?

Asked by: Hon. MAK Mei-kuen, Alice

Reply:

- (1) The requested information on Light Rail is provided as follows:

- (a) the numbers of accidents involving passenger casualties in association with railway equipment:

Railway equipment involved in the accident	2011			2012			2013		
	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
Train door	35	35	0	22	22	0	17	17	0
Platform gap	19	19	0	6	6	0	1	1	0
Miscellaneous (Note 1)	20	50	1	28	87	0	34	114	2
Total	74	104	1	56	115	0	52	132 (Note 2)	2

Note 1: The above figures exclude cases of suicide / attempted suicide, accidents due to passengers' own sickness and trespassing. "Miscellaneous" refers to those cases involving passengers or members of the public tripping or falling as a result of losing balance, and accidents involving pedestrians or vehicles on the road.

Note 2: The increase in the number of injuries from 115 in 2012 to 132 in 2013 was due to a Light Rail derailment accident occurred in Yuen Long on 17 May 2013 which caused 82 injuries.

(b) the numbers of accidents involving passenger casualties by collision type:

Collision type	2011			2012			2013		
	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
Collision with vehicle	2	23	0	3	62	0	3	3	0
Collision with object	0	0	0	1	1	0	1	82 (Note 1)	0
No collision (Note 2)	2	2	0	0	0	0	2	2	0
Total	4	25	0	4	63	0	6	87	0

Note 1: The 82 injuries were caused by the Light Rail derailment accident occurred in Yuen Long on 17 May 2013.

Note 2: The accidents involved passengers losing balance during stopping of Light Rail.

- (2) Upon the completion of the new railway development strategy beyond 2020 later this year, and having regard to the planning and progress of implementation of the major transport infrastructures, we will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update our strategy for public transport services to meet the travelling needs of the society. The review will cover the Light Rail Transit system. We will consider whether a consultancy will be commissioned in the course of the preparation.

CONTROLLING OFFICER'S REPLY**THB(T)172****(Question Serial No. 0533)**

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 (Member Question No. 17):

Regarding “conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence”, the target was 95% but the compliance rates in 2012 and 2013 were only 33% and 29% respectively and the planned compliance rate in 2014 can only be kept at 29%. Please explain and -

- (1) list out the average waiting time for conducting road test upon application for motorcycle, private car and light goods vehicle driving licence in the past five years (2009, 2010, 2011, 2012 and 2013).
- (2) The Administration indicated that even with additional resources deployed, the compliance rate for 2014 is not expected to be improved. What is the reason? Apart from increase in driving test demand, are there any factors limiting the processing time?

Asked by: Hon. POON Siu-ping

Reply:

- (1) The average waiting time for conducting road tests upon application for motorcycle, private car and light goods vehicle driving licence in the past five years is as follows:

Year	Average Waiting Time (calendar days)		
	Private Car	Light Goods Vehicle	Motorcycle
2009	56	58	62
2010	71	74	75
2011	88	90	84
2012	116	121	108
2013	120	128	113

- (2) There has been an 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
2009	82 779	-
2010	92 382	+11.6%
2011	100 860	+9.2%
2012	107 304	+6.4%
2013	124 565	+16.1%

Although the Transport Department (TD) has been strengthening the manpower for conducting road tests, there has been no improvement to the compliance rate for conducting road tests within 82 days upon application because of the continuous increase in demand for road tests which has reached the record high of 16.1% annual growth rate in 2013. To cope with the increasing demand, the TD has carried out another round of recruitment exercise of driving examiners (DEs) at the end of 2013, which is expected to be completed in the third quarter of 2014. If the demand for road tests continues to grow in 2014, it is likely that there would be no significant improvement to the compliance rate in 2014 even with additional manpower resources deployed to conducting road tests, as some of the additional manpower would have to be deployed for clearing backlog cases. The TD will review the targets for the waiting time for motorcycle, private car and light goods vehicle road tests if the compliance rate continues to be low and demand continues to increase next year. Recruitment of DEs with the right calibre is a challenge. DEs not only have to possess outstanding driving skills for a range of vehicle classes, but also need to be observant, calm and be able to react quickly, withstand pressure and articulate their decisions to learner drivers taking the tests. In previous recruitment exercises, it took a long time for the TD to interview and test a large number of candidates before the target number of DEs could be recruited.

To better utilise the test slots released from postponement of tests and absence of candidates, repeaters have been allowed to apply for a repeater early test appointment online (i.e. the Repeater Early Test Appointment Booking Service) since November 2013, and the TD will also continue to allow for overbooking of test appointments. The TD will continue to monitor the situation closely, and consider further measures to improve the service.

CONTROLLING OFFICER'S REPLY**THB(T)173****(Question Serial No. 0349)**

Head: (186) Transport Department

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 (Member Question No. 14):

The Transport Department (TD) stated that the number of non-directorate posts will be increased by 105 to 1 516 as at 31 March 2015. Please inform this Committee of the nature of work, ranks and salaries of these new posts.

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

There will be a net increase of 105 non-directorate posts in 2014-15 as a result of the creation of 115 posts, to be offset by the deletion of 10 time-limited posts. The duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Time-limited posts to take forward specific initiatives			
Driving Examiner II	19	6,455,820	To enhance the provision of driving test services for meeting the increase in demand.
Clerical Officer	7	2,496,480	
Senior Transport Officer	1	845,880	To support the extension of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disability to eligible persons with disabilities aged 12 and below and green minibuses.
Transport Officer II	2	786,240	
Senior Treasury Accountant	1	1,153,800	
Treasury Accountant	1	808,440	
Accounting Officer II	1	393,120	
Chief Transport Officer	1	1,153,800	To handle matters relating to bus franchises.

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Senior Transport Officer	2	1,691,760	To plan and implement infrastructure projects and / or community facilities for public housing developments, including support services from other departments.
Transport Officer I	4	2,487,600	
Engineer/Assistant Engineer	2	1,277,040	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	4	909,840	
Senior Transport Officer	1	845,880	To plan and prepare for the take-over of the Eastern Harbour Crossing upon expiry of the franchise.
Transport Officer II	1	393,120	
Senior Engineer	1	1,153,800	To implement a series of land supply initiatives under the multi-pronged approach as set out in the 2013 Policy Address.
Engineer/Assistant Engineer	4	2,554,080	
Senior Technical Officer (Traffic)	2	988,680	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	6	1,364,760	
Chief Transport Officer	1	1,153,800	
Senior Transport Officer	2	1,691,760	
Transport Officer I	4	2,487,600	
Motor Vehicle Examiner II	1	567,480	
Executive Officer I	1	621,900	
Vehicle Tester	1	236,100	
To replace non-civil service contract (NCSC) positions			
Transport Officer I	1	621,900	To provide support and assistance in the implementation of business process re-engineering initiatives; management of contracts relating to the e-licensing services under GovHK; and to coordinate and monitor system maintenance and support to the e-licensing services.
Transport Officer II	1	393,120	To assist in planning and implementing various quality public light bus (PLB) projects; implementing a package of measures after the enactment on PLB safety; and providing operational support to the PLB Section.

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Transport Officer II	1	393,120	To assist in implementing various quality taxi projects and providing administrative and secretarial support to the Quality Taxi Services Steering Committee.
Transport Officer II	1	393,120	To cope with increasing workload in relation to the processing of non-franchised bus applications.
Transport Officer II	1	393,120	To assist in the review and implementation of the special helping measures provided to the six major outlying island ferry services; assist in the implementation of the construction of additional floors at Central Piers Nos. 4, 5 and 6; and to monitor the implementation of new marine safety requirements proposed by the Marine Department and assess their impact on domestic ferry services.
Transport Officer II	1	393,120	To cope with increasing workload in the Transport Operations (New Territories) Division.
Engineer/Assistant Engineer	1	638,520	To cope with heavy workload in the Traffic Engineering (New Territories East) Division.
Engineer/Assistant Engineer	1	638,520	To strengthen staffing support for smooth delivery of infrastructure projects and to handle traffic and transport matters / complaints in the local district.
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	1	227,460	To provide staffing support in the Traffic Engineering (New Territories West) Division for smooth delivery of infrastructure projects and handle traffic and transport matters / complaints in the local district.
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	1	227,460	To cope with the upsurge of workload associated with the planning and regulatory work in the Bus and Railway Branch.
Technical Officer (Civil)/ Technical Officer Trainee (Civil)	1	227,460	To meet increasing workload in the Traffic Engineering (New Territories West) Division.

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Executive Officer I	1	621,900	To handle all matters relating to NCSC staff in the TD, and to provide support in staff management matters in civil service grades.
Executive Officer II	1	411,780	To manage the Repeater Early Test Appointment System and handle the subsequent maintenance and enhancement duties.
Executive Officer II	1	411,780	To carry out duties relating to driving tests, maintenance of Driving Test Centres and issue of Private Driving Instructors' licences.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Safety and Standards Division.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Inspection and Records Unit.
Executive Officer II	1	411,780	To provide administrative support to the E-Strategy Division.
Executive Officer II	1	411,780	To provide support and assistance in the ongoing maintenance and operation of the Vehicles and Drivers Licensing Integrated Data (VALID) IV System.
Executive Officer II	1	411,780	To provide logistics / administrative support in planning and overseeing the progress and implementation of different enhancements to the VALID IV System.
Senior Clerical Officer	1	472,140	To provide support in handling licensing-related matter in Licensing Office of the Licensing Unit.
Assistant Clerical Officer	1	222,420	To provide assistance in administering the enhancement of the VALID IV System.
Assistant Clerical Officer	1	222,420	To strengthen customer service to the general public for the Public Bus Team of the Public Vehicles Unit.
Assistant Clerical Officer	1	222,420	To provide clerical and logistics support to the Personnel Registry.
Assistant Clerical Officer	1	222,420	To provide administrative support to the E-Strategy Division.
Assistant Clerical Officer	1	222,420	To provide clerical support to the Mandatory Driving Improvement Scheme and other areas.

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Assistant Clerical Officer	10	2,224,200	To strengthen counter services for processing driving and vehicle licence applications in four Licensing Offices, and to assist in smooth implementation of various new activities and requirements arising from legislative amendments and new policy initiatives.
Clerical Assistant	3	520,560	To provide clerical and logistics support to the TD Headquarters.
Clerical Assistant	1	173,520	To process permit applications for the Lantau Island and provide clerical support to the Transport Operations (New Territories) Division.
Clerical Assistant	1	173,520	To provide clerical support to the Traffic Engineering (Hong Kong) and Transport Operations (Hong Kong) Divisions.
Clerical Assistant	1	173,520	To provide clerical and accounting services to the Traffic and Transport Survey Division and the Strategic Roads Division.
Clerical Assistant	1	173,520	To provide clerical and logistics support to the Personalised Vehicle Registration Marks Scheme.
Computer Operator I	1	339,780	To provide continual operational support to the VALID IV System.
Workman II	1	137,940	To man the reception counter and dispatch documents for the Kowloon Regional Offices.
Workman II	1	137,940	To man the reception counter and dispatch documents for the New Territories Regional Offices.
Total :	115	48,208,800	

CONTROLLING OFFICER'S REPLY

THB(T)174

(Question Serial No. 0426)

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 (Member Question No. 41):

As the passenger loading of the East Rail Line (EAL) and the Tseung Kwan O Line (TKL) during peak hours has exceeded the carrying capacity, and the situation is deteriorating, will the Transport Department (TD) inform us whether:

- (1) mitigation measures will be introduced in the short term? If yes, please provide the details. If no, please explain the reasons;
- (2) the TD will discuss with bus companies about provision of peak-only bus services for areas in need? If yes, please provide the details. If no, please explain the reasons; and
- (3) assessment has been made on the impact of significant increase in recent years in the population along the railway lines, larger percentage increase of visitors and future land development on railway capacity? If yes, please provide the details. If no, please explain the reasons.

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (1) To cope with passenger demand of the EAL and the TKL during peak hours, the MTR Corporation Limited (MTRCL) will continue to seek to enhance the frequency of train services where possible. The MTRCL will also arrange short-haul trips running between a few busy stations to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains.

For the TKL, the critical link during morning peak is the cross-harbour section from Yau Tong Station to Quarry Bay Station. To increase the carrying capacity at this critical link, the MTRCL plans to adjust the train service pattern of the TKL from the

existing “3+1”^{Note 1} to a “2+1”^{Note 2} service pattern, without changing the total hourly train frequency for trains running from Po Lam Station. Under the new “2+1” service pattern, the total number of train trips running from the Yau Tong Station to Quarry Bay Station in an hour during morning peak will increase from 24 to 27. The MTRCL is preparing for this new “2+1” service pattern, and it is expected to be implemented in around nine months.

For the EAL, the critical link during morning peak is from Tai Wai Station to Kowloon Tong Station. Short-haul trips are now operated from Tai Po Market and Fo Tan stations respectively to Hung Hom or Mong Kok East stations during morning peak in order to increase the overall carrying capacity and better meet passenger demand. Upon the completion of the Shatin to Central Link (SCL), the carrying capacity of the railway section from Shatin to Kowloon will be increased, thus alleviating the high loading situation at the critical link during peak hours.

Meanwhile, the MTRCL has begun upgrading the signalling system for the Tsuen Wan Line, the Island Line, the Kwun Tong Line and the TKL with a view to enhancing carrying capacity. The MTRCL is studying the feasibility of a fare concession scheme in encouraging some of the commuters to take their MTR rides outside peak hours. The MTRCL will make reference to similar practices adopted by overseas cities, so as to decide how best the scheme could be implemented in Hong Kong for achieving passenger diversion. The conclusion will be made known to the public once available.

- (2) Notwithstanding the expansion of the railway network, franchised buses will continue to play an important role in our public transport system. Apart from serving areas without railways, franchised buses provide feeder services to railway stations as well as complementary services in areas already served by railways, including during peak hours. Further, there are inter-district bus services depending on actual needs to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside the most crowded cross-harbour sections of the railway system. This helps facilitate passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during peak periods. The TD, together with franchised bus operators and the MTRCL, will study how buses can play a greater role in passenger diversion.
- (3) The Government conducts studies on railway development in order to meet the transport needs arising from future population growth, as well as economic and land use development. Some of the planned domestic railway lines mapped out in the Railway Development Strategy 2000 (RDS 2000) (including the West Island Line

Note 1 “3+1” service pattern means for every four trains from Tseung Kwan O to North Point Station, the first three will run from Po Lam Station while the fourth will run from LOHAS Park Station.

Note 2 “2+1” service pattern means for every three trains from Tseung Kwan O to North Point Station, the first two will run from Po Lam Station while the third will run from LOHAS Park Station.

and the SCL) as well as the other railway proposals that were put forward after 2000 in the light of transport demand (including the South Island Line (East) and the Kwun Tong Line Extension) are under construction and they will be opened in phases from 2014 to 2020.

The Government has commissioned a consultant to conduct a study for the Review and Update of the “RDS 2000”, with a view to updating the long-term railway development blueprint for Hong Kong to cater for the latest development needs of the society. In the course of the study, the consultant has taken into account various planning parameters, including population and employment data, land development proposals and cross-boundary transport demand. The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Government will announce the way forward for the new railway proposals as soon as possible.

CONTROLLING OFFICER'S REPLY

THB(T)175

(Question Serial No. 0427)

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 (Member Question No. 42):

Regarding the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme), will the Transport Department (TD) inform this Committee of the following:

- (1) How many applications have been received and approved since the implementation of the Scheme? What is the daily average number of quotas used?
- (2) Has there been any comprehensive assessment on the Scheme? If yes, what are the details? If no, what are the reasons?
- (3) Has there been any discussion with the Mainland authorities on the implementation of the second phase of the Scheme? If yes, what are the details? If no, what are the reasons?
- (4) Will the TD consider withdrawing the Scheme? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (1) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, the TD has received 3 172 applications, among which 2 888 applications were approved, with an average utilisation rate of around four quotas per day.
- (2) to (4) We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to enhancing work efficiency and service quality.

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.

CONTROLLING OFFICER'S REPLY**THB(T)176****(Question Serial No. 1162)**

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 (Member Question No. 77):

In respect of regulation and monitoring of the operation of public transport services by the Transport Department, please provide information including the respective designed capacity, average occupancy rate with its ratio to the designed capacity, weekly number of sailings, number of vessels deployed and fare adjustment (with the rate if there is fare increase) for each franchised, licensed and kaito ferry service in the past three years in the following table:

Inner Harbour Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Fare (fare increase rate)
North Point – Hung Hom					
North Point – Kowloon City					
North Point – Kwun Tong					
Central – Tsim Sha Tsui					
Wan Chai – Tsim Sha Tsui					
Sai Wan Ho – Sam Ka Tsuen					
Sai Wan Ho – Kwun Tong					

Outlying Island Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Fare (fare increase rate)
Central – Cheung Chau					
Central – Mui Wo					
Central – Peng Chau (including special departures between Peng Chau and Hei Ling Chau)					
Central – Yung Shue Wan					
Central – Sok Kwu Wan					
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O					
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau					
Aberdeen – Pak Kok Tsuen – Yung Shue Wan					
Aberdeen – Sok Kwu Wan (via Mo Tat)					
Central – Discovery Bay					
Discovery Bay – Mui Wo					
Ma Wan – Central					
Ma Wan – Tsuen Wan					
North Point – Joss House Bay					

Kaito Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Fare (fare increase rate)
Sam Ka Tsuen – Tung Lung Island					
Ma Liu Shui – Tung Ping Chau					
Tap Mun – Wong Shek Pier					
Ma Liu Shui – Tap Mun					
Sha Tau Kok – Kat O					
Wong Shek Pier – Wan Tsai (Nam Fung Wan)/Chek Keng					
Aberdeen – Mo Tat					
Mo Tat – Sok Kwu Wan					
Aberdeen/Stanley – Po Toi Island					
Peng Chau/Trappist Monastery – Discovery Bay					
Cheung Chau Public Pier – Sai Wan					
Aberdeen – Ap Lei Chau					

Asked by: Hon. TANG Ka-piu

Reply:

The information requested in respect of the past three years is provided as follows:

(A) Inner Harbour Ferry Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)	Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)
North Point – Hung Hom	125 164	28 743 (23%)	377	3	\$5.5 (1 April 2011) (+22.2%)	\$5.5 (1 April 2011) (+22.2%)
North Point – Kowloon City	125 164	21 682 (17%)	377	3	\$5.5 (1 April 2011) (+22.2%)	\$5.5 (1 April 2011) (+22.2%)
North Point – Kwun Tong	61 516	8 354 (14%)	364	1	\$5	\$5
Central – Tsim Sha Tsui	943 312	272 500 (29%)	1 712	4	<u>Upper Deck</u> \$2.5 <u>Lower Deck</u> \$2	<u>Upper Deck</u> \$3.4 ^{Note 1} (24 June 2012) (+13.3%) <u>Lower Deck</u> \$2.8 ^{Note 1} (24 June 2012) (+16.7%)
Wan Chai – Tsim Sha Tsui	585 713	143 623 (25%)	1 063	3	\$2.5	\$3.4 ^{Note 1} (24 June 2012) (+13.3%)
Sai Wan Ho – Sam Ka Tsuen	51 300	4 522 (9%)	513	1	\$6 (13 January 2013) (+9.1%)	\$6 (13 January 2013) (+9.1%)
Sai Wan Ho – Kwun Tong	59 220	5 793 (10%)	420	1	\$6 (13 January 2013) (+9.1%)	\$6 (13 January 2013) (+9.1%)

(B) Outlying Island Ferry Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)	Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)
Central – Cheung Chau	504 352	168 961 (34%)	580	8	<u>Ordinary Class, Ordinary Ferry</u> \$12.6 (1 July 2011) (+9.6%) <u>Deluxe Class, Ordinary Ferry</u> \$19.7 (1 July 2011) (+9.4%) <u>Fast Ferry</u> \$24.6 (1 July 2011) (+9.3%)	<u>Ordinary Class, Ordinary Ferry</u> \$18.4 (1 July 2011) (+9.5%) <u>Deluxe Class, Ordinary Ferry</u> \$28.7 (1 July 2011) (+9.5%) <u>Fast Ferry</u> \$35.3 (1 July 2011) (+9.6%)
Central – Mui Wo	186 832	39 221 (21%)	422	6	<u>Ordinary Class, Ordinary Ferry</u> \$14.5 (1 April 2011) (+11.5%) <u>Deluxe Class, Ordinary Ferry</u> \$24.1 (1 April 2011) (+11.1%) <u>Fast Ferry</u> \$28.4 (1 April 2011) (+11.4%)	<u>Ordinary Class, Ordinary Ferry</u> \$21.4 (1 April 2011) (+11.5%) <u>Deluxe Class, Ordinary Ferry</u> \$35.3 (1 April 2011) (+11.5%) <u>Fast Ferry</u> \$40.8 (1 April 2011) (+11.2%)
Central – Peng Chau (including special departures between Peng Chau and Hei Ling Chau)	147 786	40 228 (27%)	376	3	<u>Ordinary Ferry</u> \$14.4 (1 July 2011) (+12.5%) <u>Fast Ferry</u> \$26.8 (1 July 2011) (+9.4%) <u>Fast Ferry for Special Departures between Peng Chau and Hei Ling Chau</u> \$15	<u>Ordinary Ferry</u> \$20.7 (1 July 2011) (+11.9%) <u>Fast Ferry</u> \$39.4 (1 July 2011) (+9.4%) <u>Fast Ferry for Special Departures between Peng Chau and Hei Ling Chau</u> \$15

(B) Outlying Island Ferry Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)	Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)
Central – Yung Shue Wan	162 640	61 058 (38%)	428	3	\$16.1 (1 July 2011) (+11%)	\$22.3 (1 July 2011) (+11.5%)
Central – Sok Kwu Wan	28 044	7 480 (27%)	164	1	\$19.8 (1 July 2011) (+11.9%)	\$28 (1 July 2011) (+12%)
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	8 820	5 039 (57%)	98	1	\$25	\$30
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	54 740	6 623 (12%)	140	1	\$12.2 (1 July 2011) (+9.9%)	\$12.2 (1 July 2011) (+9.9%)
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	26 671	5 370 (20%)	149	1	\$17.5	\$17.5
Aberdeen – Sok Kwu Wan (via Mo Tat)	19 028	4 145 (22%)	134	1	\$11 (3 June 2012) (+19.6%)	\$16.5 (3 June 2012) (+19.6%)
Central – Discovery Bay	285 300	81 843 (29%)	634	8	\$34 (12 June 2011) (+9.7%) \$37 (12 May 2013) (+8.8%)	\$34 (12 June 2011) (+9.7%) \$37 (12 May 2013) (+8.8%)
Discovery Bay – Mui Wo	10 304	1 744 (17%)	64	1	\$12	\$15
Ma Wan – Central	171 837	23 245 (14%)	549	4	<u>Registered Users</u> \$18.8 (24 July 2011) (+6.8%) <u>Non-registered Users</u> \$22	<u>Registered Users</u> \$18.8 (24 July 2011) (+6.8%) <u>Non-registered Users</u> \$22
Ma Wan – Tsuen Wan	148 049	16 705 (11%)	473	4	<u>Registered Users</u> \$9.8 (24 July 2011) (+14%) <u>Non-registered Users</u> \$10	<u>Registered Users</u> \$9.8 (24 July 2011) (+14%) <u>Non-registered Users</u> \$10

(B) Outlying Island Ferry Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)	Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)
North Point – Joss House Bay ^{Note 2}	29 946	8 182 (27%)	54	3	<u>Ordinary Ferry</u> \$30 <u>Fast Ferry</u> \$35	<u>Ordinary Ferry</u> \$30 <u>Fast Ferry</u> \$35

(C) Kaito Services	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)	Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)
Sam Ka Tsuen – Tung Lung Island	2 641	230 (8.7%)	19	1	\$36 (26 November 2011) (+20%) \$39 (1 November 2013) (+8.3%)	\$36 (26 November 2011) (+20%) \$39 (1 November 2013) (+8.3%)
Ma Liu Shui – Tung Ping Chau	1 590	800 (50%)	5	1	\$90 (Return ticket)	\$90 (Return ticket)
Tap Mun – Wong Shek Pier	19 942	1 918 (10%)	70	1	\$9.5	\$14 ^{Note 1}
Ma Liu Shui – Tap Mun	3 666	999 (27%)	26	1	\$18	\$28 ^{Note 1}
Sha Tau Kok – Kat O	4 816	530 (11%)	56	1	\$15	\$15
Wong Shek Pier – Wan Tsai (Nam Fung Wan)/Chek Keng	1 980	409 (21%)	18	2	<u>Ordinary Ferry</u> \$15 <u>Fast Ferry</u> \$18	<u>Ordinary Ferry</u> \$15 <u>Fast Ferry</u> \$18
Aberdeen – Mo Tat and Mo Tat – Sok Kwu Wan ^{Note 3}	18 090	727 (4%)	134	1	<u>Aberdeen – Mo Tat</u> \$16.5 (6 March 2012) (+19.6%) <u>Mo Tat – Sok Kwu Wan</u> \$5.5 (6 March 2012) (+57.1%)	<u>Aberdeen – Mo Tat</u> \$16.5 (6 March 2012) (+19.6%) <u>Mo Tat – Sok Kwu Wan</u> \$5.5 (6 March 2012) (+57.1%)

(C) Kaito Services	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)	Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)
Aberdeen/Stanley – Po Toi Island	3 160	683 (22%)	20	2	<u>Po Toi Residents</u> \$17 <u>Other Passengers</u> \$20	<u>Po Toi Residents</u> \$18 <u>Other Passengers</u> \$20
Peng Chau/Trappist Monastery – Discovery Bay	41 168	11 382 (28%)	248	3	\$5.5	\$5.5
Cheung Chau Public Pier – Sai Wan	1 400	985 (70%)	70	1	<u>Local Residents</u> \$2 <u>Other Passengers</u> \$3	<u>Local Residents</u> \$2 <u>Other Passengers</u> \$3
Aberdeen – Ap Lei Chau	49 896	38 535 (77%)	2 772	6	\$2 (5 December 2012) (+11.1%)	\$2 (5 December 2012) (+11.1%)

Notes:

1. The fares are also applicable on Saturdays.
2. Operated for only two days during the Tin Hau Festival annually.
3. The two kaito services are operated by a single vessel of the same operator.

CONTROLLING OFFICER'S REPLY**THB(T)177****(Question Serial No. 1163)**

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 (Member Question No. 24):

Regarding the monitoring of the existing railway services and processing of fare adjustment, please provide the following information:

- (1) the respective number of incidents of railway service delays of more than eight minutes, 30 minutes and one hour on all MTR lines over the past three years (with breakdowns by the causes of the service delays) :

Cause of Delay	8 minutes	30 minutes	1 hour
Railway Equipment Failure (with the numbers of incidents caused by improper maintenance in bracket () and equipment quality problems in quotation marks “ ”)			
Rail track	X(X) “X”		
Electricity supply			
Signalling			
Screen door			
Train			
Human Factor			
Passenger's behaviour			
Captain's behaviour			
Others			
Weather condition			

- (2) What is the existing notification mechanism between the Transport Department (TD) and the MTR Corporation Limited (MTRCL) on service delays? Has the TD formulated any improvement mechanism to monitor the performance of the MTRCL in the past three years, and what is the mechanism? If not, in what way does the TD currently regulate the performance of the MTRCL?
- (3) Profitability of the MTRCL is considered under the MTR fare adjustment mechanism. Has the existing profitability of the MTRCL taken into account the expenses on the fine

for service delays for use in the 10% second trip discount scheme? If yes, will the TD exclude this item from the expenses to avoid service delays leading to MTR fare increase?

Asked by: Hon. TANG Ka-piu

Reply:

- (1) The numbers of incidents of railway service delays of eight minutes or above over the past three years (from 2011 to 2013), with breakdowns by the main causes, are set out in Annex.
- (2) There is a well-established alerting and notification mechanism between the TD and the MTRCL in the event of railway service disruption incidents.

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. Train service disruption incidents refer to those incidents that lead to stoppage or delay of service at a railway station or a stop (in respect of Light Rail), or on a section of a railway line.

When a serious incident occurs and is expected to lead to a prolonged suspension of rail service for 20 minutes or more, the MTRCL will, in the first instance, issue a “Red Alert” message to inform government departments including the TD, other public transport operators and media organisations of the incident. Upon being alerted, other public transport operators will provide appropriate supportive services as best as they can under the co-ordination of the TD. Prior to the issuance of a Red Alert message, the MTRCL may issue an “Amber Alert”, which is an early warning in respect of an incident which may lead to a serious disruption of service. Other public transport operators, after receiving this Alert message, will alert their emergency unit to get prepared for possible emergency actions which may be demanded at short notice and keep close contact with the MTRCL.

Taking into consideration the seriousness and the extent of the railway incidents, the Emergency Transport Co-ordination Centre of the TD, which monitors and handles traffic and public transport incidents 24 hours a day, will liaise with other public transport service operators, the Hong Kong Police Force (HKPF), the Fire Services Department and other relevant government departments and institutions to co-ordinate and implement emergency plans as appropriate, and to disseminate information to the public in a timely manner.

Apart from the notification system, the MTRCL has drawn up contingency plans, which include MTR shuttle bus deployment plans, for all MTR lines and Light Rail that are specific to the needs of individual railway stations / stops together with the TD and the HKPF.

Over the years, the TD has required the MTRCL to regularly review operations of the notification system and the contingency plans in consultation with the TD and the HKPF. The TD also arranges review meetings with the MTRCL and other relevant

government departments after occurrence of major incidents so as to seek further improvements in the notification and emergency arrangements by drawing on the actual operational experiences gained.

Apart from handling railway disruption incidents, the MTRCL is required to comply with the service standards stipulated by the Government. The TD monitors the service performance of the railway network through various means, including examination of the operating returns and incident reports prepared by the MTRCL, and investigation of complaints received from the public.

- (3) The Government and the MTRCL jointly conducted the five-yearly review on the Fare Adjustment Mechanism (FAM), and the review outcome was announced in April 2013. The new FAM took effect from June 2013.

Under the new FAM, a “profit sharing” mechanism has been introduced to enable the MTRCL to share its yearly profit with passengers starting from 2013. For this purpose, the MTRCL’s profit from Hong Kong transport operations, station commercial business, property rental and management businesses, property developments, as well as profit from Mainland and overseas ventures is covered. A pre-determined tiered table is used to decide the amount to be shared with passengers under different profit levels. At the same time, a “service performance” arrangement has also been introduced under which a fine ranging from \$1 million to \$15 million is imposed on the MTRCL for service disruptions of 31 minutes or above (except those disruptions caused by factors outside the MTRCL’s control such as passengers’ behaviours and bad weather).

The sum collected from both “profit sharing” mechanism and “service performance” arrangement will benefit passengers through the “10% Same Day Second Trip Discount” scheme. This would have no effect on MTR’s fare increase rate as the latter governed by the direct-drive FAM formula which takes no account of the “10% Same Day Second Trip Discount” scheme.

**Numbers of incidents of railway service delays of eight minutes or above
(from 2011 to 2013)**

Year	Causes	8 to 30 minutes	31 to 60 minutes	Over 60 minutes
2011	Equipment failure ^{Note 1}	163	5	1
	Human factor	20	1	0
	Passenger's behaviour and external factors	102	5	2
	Others	1	0	0
	Total	286	11	3
2012	Equipment failure	122	4	3
	Human factor	16	0	1
	Passenger's behaviour and external factors	102	4	2
	Total	240	8	6
2013	Equipment failure	119	2	2
	Human factor	19	0	1 ^{Note 2}
	Passenger's behaviour and external factors	100	8	3
	Total	238	10	6

Notes:

- (1) A detailed breakdown on the causes of the delays by different equipment / parts of the railway system is not readily available.
- (2) A Light Rail derailment incident on 17 May 2013 which is pending court's decision.

CONTROLLING OFFICER'S REPLY

THB(T)178

(Question Serial No. 2554)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (1) Planning and Development
(3) District Traffic and Transport Services
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 58):

Regarding the work of the Transport Department (TD) in regulating and monitoring the operation of public transport services, please provide the following information concerning the changes in franchised bus routes:

- (1) the numbers of applications for journey time adjustment approved in the past three years, with a breakdown by routes with increased and reduced journey time;
- (2) the routes approved for frequency adjustment in the past three years, with a breakdown by routes with increased and reduced frequency;
- (3) the routes approved for addition and reduction of the number of bus stops in the past three years and their respective changes in bus stop provision;
- (4) the numbers of the above adjustment applications rejected in the past three years; and
- (5) details of the 36 bus-bus interchange (BBI) concession schemes to be introduced in the coming year.

Asked by: Hon. TANG Ka-piu

Reply:

- (1) In 2011, 2012 and 2013, the TD approved a total of 248 applications involving 199 franchised bus routes for journey time adjustment, taking into account factors such as changes in traffic situation and route modification. The breakdown of the numbers of applications by increased and reduced bus journey time in 2011, 2012 and 2013 is as follows:

Year	Number of Applications*	
	Increased Bus Journey Time	Reduced Bus Journey Time
2011	35	9
2012	108	9
2013	80	7
Total	223	25

* There were cases where more than one application on the same route were approved for journey time adjustment during the period.

- (2) In 2011, 2012 and 2013, the TD approved a total of 673 applications for frequency adjustment involving 388 franchised bus routes, taking into account factors such as changes in passenger demand, changes in journey time, and route modification. The breakdown of the numbers of applications by increased and reduced service frequency in 2011, 2012 and 2013 is as follows:

Year	Number of Applications*	
	Increased Frequency	Reduced Frequency
2011	61	128
2012	37	248
2013	45	154
Total	143	530

* There were cases where more than one application on the same route were approved for frequency adjustment during the period.

- (3) In 2011, 2012 and 2013, the TD approved a total of 153 applications for adjustment of bus stops involving 123 franchised bus routes, taking into account factors such as route modification and public request. The breakdown of the numbers of applications by addition and cancellation of bus stops in 2011, 2012 and 2013 is as follows:

Year	Number of Applications*			Number of Bus Stops	
	Addition of Bus Stops	Cancellation of Bus Stops	Involving both Addition and Cancellation of Bus Stops	Added	Cancelled
2011	16	1	11	34	18
2012	27	2	6	50	8
2013	68	4	18	217	146
Total	111	7	35	301	172

* There were cases where more than one application on the same route were approved for adjustment of bus stops during the period.

- (4) In 2011, 2012 and 2013, the TD rejected a total of 31 applications for adjustment under items (1) and (2) above involving 19 franchised bus routes due to significant impact on the service level. No application under item (3) above was rejected during the same period. The breakdown of the numbers of applications rejected for items (1) and (2) in 2011, 2012 and 2013 is as follows:

Year	Number of Applications Rejected*	
	Journey Time Adjustment	Frequency Adjustment
2011	0	0
2012	3	1
2013	12	15
Total	15	16

* There were cases where more than one application on the same route were rejected for the same adjustment item during the period.

- (5) A total of 36 BBI schemes are proposed for implementation in 2014. Most of them are devised in connection with route rationalisation proposals in the context of the bus route development programmes for 2014-15, which are under consultation with relevant District Councils. A breakdown by regions in respect of these BBI schemes is as follows:

	Number of BBI Schemes	Number of Bus Routes Involved	Amount of Fare Discount
Hong Kong Island	6	17	\$3.0 - \$4.3
Kowloon	11	35	\$3.5 - \$8.1
New Territories	19	50	\$1.5 - \$17.7

CONTROLLING OFFICER'S REPLY

THB(T)179

(Question Serial No. 2555)

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 (Member Question No. 59):

The Transport Department (TD) has been maintaining close liaison with public transport operators when handling emergency incidents. Please provide the following information:

Is there any notification mechanism between the TD and franchised bus companies on bus accidents (including accidents inside bus compartments or involving vehicle-vehicle collision)?

- (a) If yes, please provide the numbers of reported franchised bus accidents of the following nature in the past five years:
- (i) passenger slipping on bus;
 - (ii) passenger injured by collision;
 - (iii) passenger hit by heavy object;
 - (iv) passenger hit by the door;
 - (v) accident involving collision with pedestrian;
 - (vi) accident due to illness of bus captain; and
 - (vii) other reasons.

If there are no such figures, what are the criteria for reporting accidents?

- (b) If there is no such accident notification system, will the TD, making reference to the alert system agreed with the MTR Corporation Limited, set up a similar alert system requiring the report of incidents involving safety and service disruption over a certain period of time? If no, please provide the reasons.

Asked by: Hon. TANG Ka-piu

Reply:

The TD has put in place an alert system which is applicable to all public transport operators (including franchised bus companies), whereby the operators have to alert the TD's 24-hour manned Emergency Transport Co-ordination Centre on incidents or accidents which can lead to disruption of public transport services or serious traffic congestion. For serious incidents involving franchised buses, the TD would require the company concerned to submit an incident report.

Also, the Hong Kong Police Force (HKPF) maintains records on all traffic accidents reported, including those involving franchised buses. The accident records kept by the HKPF are shared with the TD for the purpose of analysis of accident trend, identification of accident black spots, review of legislation relating to road safety, and formulation of road safety strategy as well as publicity / education programmes. The TD monitors the accident trends of franchised bus companies and will follow up with them for any improvement measure or action as necessary.

Since franchised buses carry standing passengers and passengers can move around in the bus compartments, some accidents are of a non-collision type. They typically involve passengers losing balance inside the bus compartment due to various reasons, such as not holding the handrail tightly or falling when boarding or alighting. We do not have statistical records on traffic accidents with all the breakdown items as requested. Some relevant accident statistics involving franchised buses with casualties in the past five years are set out at Annex.

Regarding franchised bus accidents that were caused by sudden illness of bus captains, there were a total of five such accidents in the past five years.

Table 1: Numbers of traffic accidents involving franchised buses colliding with pedestrian resulting in pedestrian casualties:

Year	Number of traffic accidents involving franchised bus colliding with pedestrian resulting in pedestrian casualties
2009	123
2010	143
2011	146
2012	128
2013	136

Table 2: Numbers of traffic accidents involving franchised buses with bus passenger casualties:

Year	Number of traffic accidents involving franchised bus with bus passenger casualties		
	Total	Bus passenger losing balance	Bus passenger pinched by bus doors
2009	1 364	640	8
2010	1 457	642	4
2011	1 527	690	2
2012	1 590	708	5
2013	1 727	784	8

Note (1): There are many other factors leading to passengers sustaining injuries in accidents other than through losing balance and being pinched by bus doors, such as hit by objects carried on board by other passengers. There is no separate breakdown for these other factors. It should be noted that in one accident, there could be different causes for the injuries sustained by different passengers.

Note (2): Since there could be injury to pedestrians and bus passengers in one particular traffic accident, the same accident may have been counted in both Tables 1 and 2.

Table 3: Total numbers of traffic accidents involving franchised buses and casualties:

Year	Number of traffic accidents involving franchised bus with casualties
2009	1 857
2010	1 930
2011	2 088
2012	2 168
2013	2 292

CONTROLLING OFFICER'S REPLY

THB(T)180

(Question Serial No. 2551)

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

Question (Member Question No. 51):

The Transport Department (TD) will continue to rationalise and improve bus services to improve service quality and efficiency, and to help relieve bus congestion and reduce road-side emission in 2014-15. Would the Administration please advise this Committee on:

- (1) the progress made in 2013-14 and the expenditure involved in performing the task; and
- (2) the details of the plan for 2014-15 and the projected expenditure.

Asked by: Hon. TIEN Pei-chun, James

Reply:

As an ongoing task, the TD considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis. The District Councils (DCs) will be consulted of the proposals before implementation.

The TD handled 196 bus service adjustment proposals under the RDPs for 2013-14, of which 130 are improvement proposals and 66 are rationalisation proposals. After considering the views received during consultation with the DCs concerned, 119 improvement and 53 rationalisation proposals have been / will be implemented by mid-2014.

As for the RDPs for 2014-15, there are about 200 proposed bus service adjustment proposals, including 150 service rationalisation and 50 improvement proposals. The consultation for the RDPs is underway and our target is to complete the consultation around mid-2014. The actual implementation dates of the proposals will be subject to the outcome of the consultation.

The processing of the bus service adjustment proposals is mainly handled by the Bus and Railway Branch of the TD. The work involved is undertaken by existing staff of the TD as part of their normal duties.

CONTROLLING OFFICER'S REPLY

THB(T)181

(Question Serial No. 2552)

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 (Member Question No. 52):

During 2014-15, the Transport Department (TD) will continue to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points. In this connection, will the Administration inform this Committee of the following:

- (1) What were the progress and the result of work in 2013-14? What was the expenditure involved?
- (2) What will be the specific work plan and the estimated expenditure in 2014-15? In connection with the growth in the number of tourists from the Mainland, what measures will be taken?

Asked by: Hon. TIEN Pei-chun, James

Reply:

- (1) The TD has been closely monitoring the cross-boundary land traffic demand, and improving the related transport services and facilities at land boundary control points. In 2013-14, the TD:
 - (a) monitored and reviewed the service and operation of the Lok Ma Chau-Huanggang Cross-boundary Shuttle Buses (Yellow Buses), as well as other cross-boundary coaches and hire cars using various land boundary control points;
 - (b) monitored and reviewed the service and operation of public transport services to / from the Shenzhen Bay Port and the Lok Ma Chau Spur Line public transport interchanges;
 - (c) arranged additional cross-boundary coach services to cope with the increasing transport demand of cross-boundary students;

- (d) maintained close communication with the Mainland authorities on the quota arrangements for cross-boundary vehicles taking into account changes in travel demand and the capacities of the boundary control points; and reflected the views of the cross-boundary transport trade to them to ensure smooth operation of cross-boundary transport services;
- (e) planned for the transport facilities and services to tie in with the commissioning of new land boundary control points i.e. the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge and the Liantang / Heung Yuen Wai Boundary Control Point;
- (f) provided additional coach loading bays at the Man Kam To Control Point upon its re-commissioning in August 2013 to cope with the increase in transport demand; and
- (g) provided safe and convenient transport facilities for cross-boundary students, including additional coach loading bays for the provision of on-board clearance service at the Lok Ma Chau Control Point and the Man Kam To Control Point; and additional coach loading bays at the Lok Ma Chau Spur Line Control Point for local school coaches.

The total expenditure of the work mentioned in items (f) and (g) above in 2013-14 was about \$6.8 million. The other tasks were carried out using existing resources.

- (2) In 2014-15, the TD will continue the aforesaid tasks as appropriate to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points. In view of the transport demand arising from increasing cross-boundary passenger traffic (including Mainland travellers), we will closely monitor the situation and collaborate with the Mainland authorities for allocation of additional quotas for cross-boundary vehicles, and arrange for strengthening of cross-boundary coach services and relevant public transport services at land boundary control points as necessary. To improve the waiting environment, the TD will provide an additional pedestrian shelter at the Lok Ma Chau Spur Line Public Transport Interchange in 2014-15 with an estimated expenditure of \$4.5 million. The other tasks will be carried out using existing resources.

CONTROLLING OFFICER'S REPLY

THB(T)182

(Question Serial No. 2736)

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 (Member Question No. 32):

At present, there are a large number of visitors from the Mainland to Hong Kong under the Individual Visit Scheme every day. They usually choose MTR service as their mode of transport. However, the capacity of the railway services has already been saturated during peak hours, and the MTR Corporation Limited (MTRCL) has indicated that given the existing system constraint, it has difficulty to operate additional trips. Removal of seats on train compartments is also not a solution.

The Commerce and Economic Development Bureau projected that the annual number of visitors to Hong Kong would reach 70 million by 2017. How much resources has the Transport Department (TD) allocated this year for assessing the situation of the public transport network in the coming five years? What are the expenses and manpower resources involved?

Given that the MTRCL has already indicated its difficulty to enhance its carrying capacity, what measures will the TD adopt to deal with the transport problem?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The passenger loading of and waiting time for the public transport services in Hong Kong vary on different days (holidays versus working days), during different periods (peak versus non-peak hours) and in different districts (commercial versus residential areas). The capacity of Hong Kong's public transport network to receive a large number of visitors will thus vary accordingly. This shows that the receiving capacity of public transport modes has certain flexibility.

When planning and co-ordinating the development of public transport services, the Government will assess and respond to the overall passenger demand (including that of

local residents and of tourists). As regards the railway network, although the loading of certain railway lines is relatively high during peak hours, there is still room to accommodate more passengers on the whole (such as during non-peak hours). To alleviate crowdedness and shorten the waiting time during peak hours, the MTRCL has strengthened the train service by adding 1 300 train trips per week throughout the network in the past two years. The MTRCL has also announced plans to increase some 300 heavy train trips and some 140 Light Rail train trips per week in the coming few months. In addition, the MTRCL arranges short-haul trips running between a few busy stations, to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains. Platform assistants have also been deployed to encourage passengers to move inside trains and to maintain the order of boarding / alighting passengers. The MTRCL will continue to closely monitor the service level of every railway line and arrange for service adjustments as required to meet the overall passenger demand.

As for road-based public transport modes, franchised buses will continue to play an important role in our public transport system. The average passenger loading of franchised buses during peak hours in the morning and afternoon is 70% in general. Apart from serving areas without railways, franchised buses provide feeder services to railway stations as well as complementary services in areas already served by railways, including during peak hours. Further, there are inter-district bus services depending on actual needs to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside with the most crowded cross-harbour sections of our railway system. This facilitates passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. During non-peak hours, there is, in general, sufficient room to meet the transport demand of users.

In the planning of future public transport services, the TD will, having regard to the overall passenger demand, continue to work with the public transport operators to introduce new services or adjust existing road-based public transport services where necessary and feasible. As for railways, the MTRCL has begun upgrading the signalling system for existing railway lines in phases. With the completion of the upgrade, carrying capacity will be increased by around 10%. The MTRCL is studying the feasibility of a fare concession scheme in encouraging some of the commuters to take their MTR rides outside peak hours. The MTRCL will make reference to similar practices adopted by overseas cities, so as to decide how best the scheme could be implemented in Hong Kong for achieving passenger diversion. The conclusion will be made known to the public once available. The five railway projects under construction, namely the West Island Line, the South Island Line (East), the Kwun Tong Line Extension, the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link (SCL), will be commissioned in phases between end-2014 and 2020. Upon their commissioning, it will help increase the overall carrying capacity of the MTR system and the diversion of the existing patronage. In particular, upon the full commissioning of the SCL in 2020 that will extend to Admiralty and form the “North South Corridor” with the East Rail Line (ERL), it is estimated that about 20% of the passengers from the section between Tai Wai and Kowloon Tong will switch to the SCL for onward trips to Kowloon East and Hong Kong Island, thus alleviating the loading of the ERL. Moreover, the SCL will provide an additional rail line across the harbour, thereby alleviating the passenger flow served by the existing MTR cross-harbour routes during peak hours.

The Government has commissioned a consultant to conduct a study for the Review and Update of the “Railway Development Strategy 2000”, with a view to updating the long-term railway development blueprint for Hong Kong to cater for the latest development needs of the society. The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Transport and Housing Bureau will announce the way forward for the new railway proposals as soon as possible.

The TD will continue to closely monitor the service level and passenger demand on the existing public transport services in order to ensure that the public transport services are effective and adequate in coping with changing passenger demand. We will, in conjunction with public transport operators, take measures and make appropriate service adjustment and improvement as necessary. The tasks related to the monitoring and planning of public transport services are undertaken by the staff of the TD as part of their normal duties.

CONTROLLING OFFICER'S REPLY

THB(T)183

(Question Serial No. 3191)

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 (Member Question No. 29):

There has been a shortage of green minibus (GMB) drivers in recent years and many of the drivers have already reached their age of retirement. At present, the Transport Department (TD) has introduced a measure for mandatory completion of a pre-service course by applicants for public light bus (PLB) driving licence.

- (1) How many applicants have enrolled and completed the pre-service course last year?
- (2) What is the average age and driving experience of the applicants?
- (3) What are the contents of the pre-service course?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) and (2) The TD is undertaking the preparatory work to put into effect the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The Government aims at implementing this new measure in 2014.
- (3) The pre-service course covers six major areas, namely (a) PLB operations; (b) occupational health; (c) PLB's body structure; (d) safe driving; (e) handling traffic accidents and emergencies; and (f) customer services and handling passenger complaints.

CONTROLLING OFFICER'S REPLY

THB(T)184

(Question Serial No. 3192)

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 (Member Question No. 30):

What is the total number of user downloads of the Hong Kong eRouting mobile application since its launch by the Transport Department? What are the development and monthly maintenance costs?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Since the launch of the Hong Kong eRouting mobile application in January 2013, there have been about 63 000 user downloads of the application.

The development cost of the mobile application was \$1.93 million, and its monthly maintenance cost is about \$8,000.

CONTROLLING OFFICER'S REPLY

THB(T)185

(Question Serial No. 3193)

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 (Member Question No. 36):

The Transport Department (TD) will implement the New Parking Meter Trial Scheme (the Trial Scheme) in 2014-15. Will the Administration advise on the details, reasons for implementing the Trial Scheme and the expenditure involved?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The existing parking meters will soon approach the end of their planned serviceable life and will need to be replaced. The Government plans to introduce a new generation of parking meters with new features and functions. Before that, a Trial Scheme will be conducted to assess the technical feasibility and public acceptance of the new features to be incorporated in the new parking meters.

To prepare for the implementation of the Trial Scheme in 2014-15, the TD conducted an expression of interest exercise in late 2013 to invite potential suppliers to provide information on the system design, mode of operation, payment methods and estimated cost for production of the new prototype parking meters. Based on the information obtained, the TD will invite tender in mid-2014 to select suitable contractors for conducting the Trial Scheme in 2015.

The Trial Scheme will cover the production of prototype parking meters, interface arrangements with the Octopus card and other contactless smartcard readers, and a nine-month field trial to ascertain and evaluate the technical feasibility, functionality and reliability of the prototype parking meters under the local environment and weather, as well as public acceptance of the above-mentioned new features and functions. The Trial Scheme will be conducted at different locations in Hong Kong. We aim to complete the Trial Scheme in 2016. As tendering and selection procedures are yet to commence, the estimated cost of the Trial Scheme cannot be provided at this stage.

CONTROLLING OFFICER'S REPLY

THB(T)186

(Question Serial No. 3277)

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 (Member Question No. 34):

According to the information provided by the Transport Department, the original estimate of the expenditure under "Management of Transport Services" is \$343 million. However, the revised estimate becomes \$262 million, representing a sharp decrease of 23%. Please provide reasons for the decrease.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Under Programme (4) - Management of Transport Services, the decrease in provision (\$80.5 million or 23.5%) for 2013-14 revised estimate (\$262.6 million) over 2013-14 original estimate (\$343.1 million) is due to:

- (a) a decrease in provision for the management contract of government-owned covered public transport interchanges (\$33.0 million);
- (b) a decrease in provision required for the management, operation and maintenance of the Tsing Sha Control Area (\$30.0 million);
- (c) a decrease in capital expenditure on replacement of specialised vehicles providing towing services for the Tsing Ma Control Area, the North Lantau Highway and the Penny's Bay (\$14.4 million); and
- (d) a net decrease in miscellaneous items (\$3.1 million).

CONTROLLING OFFICER'S REPLY

THB(T)187

(Question Serial No. 2709)

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 (Member Question No. 40):

In order to further reduce roadside emissions, would the Transport Department (TD) promote the use of electric buses apart from rationalising and improving bus service? If yes, what are the target, implementation details and timetable? Are there any provision and manpower reserved for implementing related work in 2014-15? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

In order to improve roadside air quality, the Government has taken measures to reduce emissions from franchised buses. In this regard, the Environmental Protection Department (EPD) has implemented various environmental initiatives relating to franchised buses, including the trial of electric buses. The TD supports the EPD in carrying out the trial of electric buses undertaken by the franchised bus companies.

The Legislative Council has approved \$180 million for the EPD to fully subsidise franchised bus companies to purchase 36 single-deck electric buses (including 28 battery-electric buses and eight supercapacitor buses and related charging facilities) for trial runs on a number of routes to assess the performance of the buses under different conditions. The franchised bus companies are tendering the procurement of the electric buses. It is expected that the trial will commence by end 2014, and would last for two years, with a mid-term review to be conducted about one year after its commencement.

For the 2014-15 financial year, the related expenditure (which comes under the EPD) for the procurement of the electric buses and related charging facilities is \$130 million. The manpower involved will be absorbed by the existing resources of the EPD and the TD.

CONTROLLING OFFICER'S REPLY

THB(T)188

(Question Serial No. 2717)

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 (Member Question No. 49):

Regarding the implementation of the public transport re-organisation plan (PT Plan) to tie in with commissioning of the West Island Line (WIL) by the Transport Department (TD), please advise this Committee on:

- (1) What are the details of the PT Plan, including bus and green minibus (GMB) routes to be cancelled, and changes in routeings, reduction or improvements in frequencies?
- (2) Will the public and relevant bodies and organisations be consulted on the re-organisation plan? If yes, what are the details? If no, what are the reasons?
- (3) What channels and publicity strategies will the department adopt to disseminate the details of the re-organisation plan to the public? What are the expenditure and manpower arrangements involved for such work?
- (4) Was there any assessment on the overall impact to the public transport operations on the Hong Kong Island during the initial implementation of service re-organisation? Will contingency measures be formulated to address the possible chaotic traffic situation? If yes, what are the details, including the funding and manpower involved?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

- (1) Generally speaking, the prevailing passenger travelling pattern will change upon the opening of new railways, thus affecting the utilisation of different transport modes. The TD has assessed the impact of the WIL on other public transport modes, and proposed a PT Plan so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The TD commenced consultation with relevant District Councils (DCs) on the PT Plan in relation to the WIL in July 2013. Improvements have been made to the PT Plan taking into account

the views collected during public consultation. A summary of the bus and GMB re-organisation proposals in the latest proposed PT Plan to tie in with the opening of the WIL (as at March 2014) is set out below:

Proposals	Number of Franchised Bus Routes Involved	Number of GMB Routes Involved
New Routes	2	3
Route Amalgamation	25	0
Routeing Adjustment	3	0
Frequency Adjustment	10	18
New Section Fare	0	2
Total	40	23

- (2) The consultation exercise on the PT Plan for the WIL commenced in June 2013. After reporting to the Railway Sub-committee of the Panel on Transport of the Legislative Council on the main principles in formulating the PT Plan, the TD started consultation with the relevant DCs on the PT Plan in July 2013. Public consultation forums have also been organised in the Central and Western and Southern districts to solicit views from local residents. By now, the TD has completed several rounds of DC consultation, and has been adjusting and improving the PT Plan in conjunction with the franchised bus companies and GMB operators, taking into account views collected. The target is to complete the consultation and finalise the proposed PT Plan for the WIL by the second quarter of 2014, so as to allow time for arranging implementation and publicity of the PT Plan to tie in with the planned opening of the WIL in end-2014.
- (3) Once the proposed PT Plan for the WIL is settled, the TD will work closely with public transport operators in arranging extensive publicity to inform the affected passengers of the details of the new railway services, related traffic and transport facilities, as well as changes in bus and GMB services. The main publicity elements may include dissemination of information through the Announcement of Public Interests, leaflets, posters, enquiry hotlines, websites of the TD and public transport operators, etc. Nearer the time, the concerned public transport operators will publish details of the service changes by posting notices at major termini / stops and inside vehicles. On commencement of the service changes, the public transport operators will be advised to deploy staff at major bus and GMB termini / stops to provide information and guidance to passengers. The TD's expenditure on the publicity arrangements for implementation of the PT Plan for the WIL is estimated to be around \$1.0 million.
- (4) In order to ensure smooth implementation of the PT Plan, the TD is planning a phased implementation of the packages of bus and GMB re-organisation proposals after the opening of the WIL. Upon implementation of the proposals, the TD will closely monitor the passenger demand and operations of the bus and GMB services, and work with the public transport operators to ensure the adequacy and smooth operation of their services. Contingency plans will also be prepared to cater for any emergency situation to ensure prompt action and response.

Two time-limited posts (one Senior Transport Officer and one Transport Officer I) have been created in the TD to assist in handling the related tasks for consultation and implementation of PT Plans from 2013 to 2015. The total annual staff cost of the two posts, in terms of notional annual mid-point salary, is about \$1.468 million. The Regional Offices, the Priority Railway Division and the Transport Incident Management Section of the TD would also help oversee the implementation of related traffic arrangements and incident management during commissioning of new railway lines and the associated PT Plans as part of their normal duties.

CONTROLLING OFFICER'S REPLY

THB(T)189

(Question Serial No. 3271)

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 (Member Question No. 173):

- (1) What barrier-free facilities did the MTR Corporation Limited (MTRCL) install at stations in the two financial years of 2012-13 and 2013-14, and what was the amount of spending involved?
- (2) Please list out the MTR stations where people with disabilities can only access the ground level from the station concourse through the use of stair lifts. Will the MTRCL consider speeding up the installation of lifts in these stations for the convenience of the people with disabilities?
- (3) Will the Administration request the MTRCL to provide fare concessions to those who accompany the elderly and people with disabilities to use MTR services, such as the scheme funded by the Community Care Fund to provide allowance to carers of the elderly in low income families, so as to relieve the burden of the people concerned?

Asked by: Hon. WONG Kwok-hing

Reply:

- (1) All MTR stations are equipped with at least one designated barrier-free access. Launched by the MTRCL in March 2012, one of the objectives of the \$1 billion Listening • Responding Programme (the Programme) is to provide more barrier-free access at stations. Such initiatives under the Programme in 2012 and 2013 are set out below:
 - (a) installation of external lifts: In 2012, four new external lifts were open for use, one each at Cheung Sha Wan, Sham Shui Po, Jordan and Sheung Wan stations. In 2013, a new external lift was open for use at Shek Kip Mei Station;
 - (b) addition of wide gates: In 2013, 52 additional wide entry / exit gates were installed in 30 stations for easier access; and

- (c) provision of platform seats: In 2012, a total of 231 seats were added to the platforms and interchange passageways at 50 stations for the comfort and convenience of passengers.

The MTRCL is not able to provide a breakdown on how much was spent regarding the provision of barrier-free access in 2012-13 and 2013-14 under the Programme.

- (2) At present, 75 out of 83 MTR stations^{Note} are located at street level or already have external lifts connecting street level and station concourses. Of the eight remaining stations:
 - (a) six of them (Prince Edward, Admiralty, Shau Kei Wan, Sai Wan Ho, Yau Ma Tei and Fortress Hill stations) will have external lifts installed by 2016;
 - (b) an external lift will be installed at Diamond Hill Station by 2018 as part of the Shatin to Central Link project; and
 - (c) feasibility to provide an external lift at Tin Hau Station is being explored.

The MTRCL also has plans to install additional external lifts at Tsim Sha Tsui, Lai Chi Kok and Lai King stations by 2015.

- (3) The Government has all along been encouraging public transport operators, including the MTRCL, to provide fare concession schemes as far as possible, taking into account their respective operating and financial conditions, market condition and passenger needs, etc., so as to alleviate the burden of travelling expenses on the public. Details of such schemes are, however, commercial decisions of individual operators, having regard to the financial prudence required of commercial enterprises.

^{Note} The Racecourse Station of the East Rail Line is not included among the 83 stations, as it is not a daily commuter station and is in use only during special events.

CONTROLLING OFFICER'S REPLY**THB(T)190****(Question Serial No. 3272)**

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 (Member Question No. 174):

- (1) How many buses of franchised bus companies are without low-floor design, and what is the percentage of such buses in the franchised bus fleets? Do the relevant bus companies have any timetable and target for replacing their whole bus fleets with low-floor buses? In what ways could the Administration request the franchised bus companies to expedite the bus replacement programmes?
- (2) How many buses of franchised bus companies are not yet equipped with bus stop announcement system, and what is the percentage of such buses in the franchised bus fleets? Do the relevant bus companies have any timetable to install such system for their whole bus fleets? In what ways could the Administration request the franchised bus companies to install the system for the convenience of the disabled and the elderly?

Asked by: Hon. WONG Kwok-hing

Reply:

- (1) At present, about 5 830 licensed franchised buses are operating in Hong Kong. About 4 270 or 73% of them are wheelchair-accessible with low floor. 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. According to the current bus replacement programmes, it is expected that all franchised buses (except those operated by the New Lantao Bus Company (1973) Limited (NLB) in South Lantau^{Note}) will be wheelchair-accessible with low floor by 2017. The TD will closely monitor the progress of replacement to ensure adherence to the programme.
- (2) At present, all licensed franchised buses have been equipped with the bus stop announcement system. The TD has also required all franchised bus companies to equip all new buses with the system.

^{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)191

(Question Serial No. 1612)

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 (Member Question No. 25):

A bus company stated that the increasing number of large-scale infrastructures in recent years has reduced road space in Hong Kong, resulting in more congested traffic. Will the Administration advise this Committee of the following:

- (1) What were the areas of road space for vehicular traffic of the 18 districts by District Councils (DCs) in the past three years? What were the changes in areas of road space on Hong Kong Island, and in Kowloon and the New Territories?
- (2) How many bus routes were required to be re-routed due to large-scale infrastructures in the past three years? Please provide relevant information including affected routes, date of re-routing and impact on journey time.
- (3) Has the Transport Department (TD) conducted any relevant studies to assess the impact of each infrastructure on the overall bus service? If yes, what are the studies concerned?

Asked by: Hon. WU Chi-wai

Reply:

- (1) There has not been any significant change in the total road areas in Hong Kong over the past three years. Table 1 shows the road areas in the 18 districts from 2011 to 2013.
- (2) In the past three years, 52 bus routes were re-routed to facilitate construction of large-scale infrastructures. Details are set out in Table 2. Among the 52 bus routes that required re-routeing, 48 were related to the construction of new railways and four were related to the construction of the Central-Wanchai Bypass. The average journey time of majority of the bus routes was not materially affected after re-routeing, because changes to journey distance and speed were minimal.

- (3) The impact of strategic infrastructure projects such as major road or railway projects on traffic and various transport modes would be studied as part of the implementation of individual projects by the project proponents. More specifically, the TD would scrutinise the temporary traffic management measures proposed by the project proponents during construction of the projects, in order to ensure that any adverse impact on public transport services could be minimised.

Table 1

Summary of Road Areas from 2011 to 2013

Region	District	Road Areas Maintained by the Highways Department (square kilometre)		
		2011	2012	2013
Urban (Hong Kong)	Central and Western	1.3	1.3	1.3
	Wan Chai	0.6	0.6	0.6
	Eastern	1.1	1.1	1.1
	Southern	1.0	1.0	1.0
TOTAL		4.0	4.0	4.0
Urban (Kowloon)	Yau Tsim Mong	1.5	1.5	1.5
	Sham Shui Po	1.4	1.4	1.4
	Kowloon City	1.2	1.2	1.2
	Wong Tai Sin	0.7	0.7	0.7
	Kwun Tong	1.3	1.3	1.3
TOTAL		6.1	6.1	6.1
New Territories	Sai Kung	1.0	1.0	1.0
	Islands	0.9	0.9	0.9
	Kwai Tsing	2.2	2.2	2.2
	Tsuen Wan	1.6	1.6	1.6
	Tuen Mun	1.5	1.6	1.6
	Yuen Long	2.6	2.6	2.7
	Tai Po	1.3	1.3	1.3
	North	1.3	1.3	1.3
	Sha Tin	2.1	2.2	2.2
TOTAL		14.5	14.7	14.8

Bus Routes Affected by the Construction of Large-Scale Infrastructures from 2011 to 2013

No.	Bus Route ^{Note}	Date of Diversion	Reason for Diversion	Impact on Journey Time
2011 (Total Number of Routes Affected: 41)				
1	KMB route no. 8 (Star Ferry – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the Guangzhou – Shenzhen – Hong Kong Express Rail Link (Hong Kong section) (XRL)	No change in journey time
2	KMB route no. 11 (Diamond Hill MTR Station – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
3	XHT route no. 110 (Shau Kei Wan – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
4	KMB route no. 203E (Choi Hung Bus Terminus – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
5	KMB route no. 215X (Lam Tin (Kwong Tin Estate) – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
6	KMB route no. 259B (Tuen Mun Pier Head – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
7	KMB route no. 261B (Sam Shing – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
8	KMB route no. 260P (Shan King – Mong Kok)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
9	KMB route no. 260X (Po Tin – Hung Hom Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
10	KMB route no. 268B (Long Ping Station – Hung Hom Ferry)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time

No.	Bus Route ^{Note}	Date of Diversion	Reason for Diversion	Impact on Journey Time
11	KMB route no. 269B (Tin Shui Wai Town Centre – Hung Hom Ferry)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
12	KMB route no. 270A (Sheung Shui – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
13	KMB route no. 281A (Kwong Yuen – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
14	KMB route no. 296D (Sheung Tak – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
15	XHT route no. 914 (Hoi Lai Estate – Causeway Bay (Tin Hau))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
16	XHT route no. 914X (Hoi Lai Estate – Causeway Bay (Tin Hau))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
17	CTB route no. 973 (Tsim Sha Tsui East (Mody Road) – Stanley)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
18	CTB route no. 973P (Shum Wan) – Stanley)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
19	CTB Route no. A22 (Lam Tin Station – Airport (Ground Transportation Centre))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
20	CTB route no. E21X (Tung Chung (Yat Tung Estate) – Hung Hom Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
21	CTB route no. E23 (Airport (Ground Transportation Centre) – Choi Hung Bus Terminus)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
22	CTB route no. N11 (Central (Macau Ferry) – Airport (Ground Transportation Centre))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
23	CTB route no. N23 (Tsz Wan Shan (North) – Tung Chung Station Bus Terminus)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
24	CTB route no. R22 (Disneyland Resort PTI – Yau Tong)	2 January 2011	To facilitate the construction of the XRL	No change in journey time

No.	Bus Route ^{Note}	Date of Diversion	Reason for Diversion	Impact on Journey Time
25	CTB route no.X22 (Asiaworld-expo Bus Terminus – Lam Tin Station Bus Terminus)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
26	KMB route no. 2E (Kowloon City Ferry Pier – Pak Tin)	13 January 2011	To facilitate the construction of the XRL	Journey time increased by around two minutes
27	CTB route no. 48 (Ocean Park/Shum Wan to Wah Fu (Circular))	10 June 2011	To facilitate the construction of the MTR South Island Line (East) (SIL(E))	No change in journey time
28	CTB route no. 629C (Ocean Park (In-Park, Tai Shue Wan) to Ocean Park (Main Entrance))	10 June 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
29	KMB route no. 32 (Shek Wai Kok – Olympic Station)	17 July 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
30	CTB route no. 5X (Kennedy Town – Causeway Bay (Whitfield Road))	22 October 2011	To facilitate the construction of Central- Wan Chai Bypass (CWB)	No change in journey time
31	XHT route no. 621 (Laguna City – Central (Hong Kong Station Public Transport Interchange))	22 October 2011	To facilitate the construction of the CWB	No change in journey time
32	XHT route no. 681 (Ma On Shan Town Centre – Central (Hong Kong Station Public Transport Interchange))	22 October 2011	To facilitate the construction of the CWB	No change in journey time
33	CTB route no. 71 (Wong Chuk Hang Temporary Bus Terminus – Central (Wing Wo Street) (Circular))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
34	CTB route no. 72A (Shum Wan Road Public Transport Interchange) – Causeway Bay (Moreton Terrace))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
35	CTB route no. 75 (Central (Exchange Square) – Shum Wan Road Public Transport Interchange))	23 October 2011	To facilitate the construction of MTR SIL(E)	No change on journey time

No.	Bus Route ^{Note}	Date of Diversion	Reason for Diversion	Impact on Journey Time
36	CTB route no. 97A (Li Tung Estate / Ap Lei Chau – Wong Chuk Hang (Circular))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change on journey time
37	XHT route no. 107 (Kowloon Bay – Wah Kwai)	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change on journey time
38	CTB route no. N72 (Wah Kwai –Quarry Bay (Hoi Chak Street))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change on journey time
39	CTB route no. 95C (Ap Lei Chau Estate to Chi Fu Fa Yuen (Circular))	16 November 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
40	XHT route no. 671 (Diamond Hill Station to Ap Lei Chau (Lee Lok Street))	16 November 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
41	CTB route no. A10 (Ap Lei Chau Estate to Airport (Ground Transportation Centre))	16 November 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
2012 (Total Number of Routes Affected: 3)				
42	CTB route no. 99 (South Horizons to Shau Kei Wan)	9 January 2012	To facilitate the construction of the MTR SIL(E)	No change in journey time
43	XHT route no. 171 (South Horizons to Lai Chi Kok)	9 January 2012	To facilitate the construction of the MTR SIL(E)	No change in journey time
44	CTB route no. N90 (South Horizons to Central (Macau Ferry))	10 January 2012	To facilitate the construction of the MTR SIL(E)	No change in journey time
2013 (Total Number of Routes Affected: 8)				
45	CTB route no. 90B (South Horizons to Admiralty Station (East))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
46	NWFB route no. 590 (South Horizons to Central (Exchange Square))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
47	NWFB route no. 590A (South Horizons to Admiralty Station (East) (Circular))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
48	CTB route no. 592 (South Horizons to Causeway Bay (Moreton Terrace))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time

No.	Bus Route ^{Note}	Date of Diversion	Reason for Diversion	Impact on Journey Time
49	NWFB route no. 595 (South Horizons to Aberdeen (Circular))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
50	XHT route no. 914 (Hoi Lai Estate – Causeway Bay (Tin Hau))	21 September 2013	To facilitate the construction of the XRL	No change in journey time
51	XHT route no. 914X (Hoi Lai Estate – Causeway Bay (Tin Hau))	21 September 2013	To facilitate the construction of the XRL	No change in journey time
52	XHT route no. 104 (Kennedy Town – Pak Tin)	2 November 2013	To facilitate the construction of the MTR CWB	No change in journey time

Note:

KMB - The Kowloon Motor Bus Company (1933) Limited

XRT - Cross-Harbour Tunnel

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

CONTROLLING OFFICER'S REPLY**THB(T)192****(Question Serial No. 1613)**

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 (Member Question No. 26):

- (1) In response to the various large scale infrastructure developments in the West Kowloon Reclamation Area, the Transport Department (TD) conducted the "West Kowloon Reclamation Development Traffic Study" in 2009 to improve the design of roads in the district. Over the past three years, has the TD conducted any other similar district traffic studies? If yes, please provide the titles, the commencement / completion dates and the expenditures involved of the studies, and the progress of implementation of recommendations.
- (2) Regarding the various large scale infrastructure developments in East Kowloon, the Lantau Island and other districts in Hong Kong, has the TD planned any similar traffic studies? If yes, please provide the details.

Asked by: Hon. WU Chi-wai

Reply:

- (1) The TD has conducted the following district traffic studies in the past three years:

Title	Start date	End date	Consultancy fees (\$ million)	Progress of the proposed works recommended in the traffic study
Traffic Study for Admiralty	May 2010	June 2012	2.71	(a) The traffic improvement works associated with the opening of the Central Government Offices and the Legislative Council Complex, together with the taxi stand and loading / unloading bays outside the Admiralty Centre, have been completed.

Title	Start date	End date	Consultancy fees (\$ million)	Progress of the proposed works recommended in the traffic study
				<p>(b) The proposed works at the public transport interchange in Admiralty are in progress and are scheduled for completion by 2015 to tie in with the opening of the South Island Line (East).</p> <p>(c) The addition of a pair of escalators and a lift outside Exit C1 of the Admiralty Mass Transit Railway station will be considered in association with the Queensway Plaza Redevelopment.</p>
Traffic and Transport Study in Sai Kung Town	March 2011	June 2012	0.57	The implementation of the proposed works including the relocation of public transport interchange in Sai Kung Town and other local traffic improvements are being followed up by the Civil Engineering and Development Department (CEDD).
Traffic Study for Causeway Bay West	December 2012	April 2014 (tentative)	0.8	The traffic study is in progress.

(2) For large scale infrastructure developments such as those in East Kowloon and the Lantau Island, related traffic studies are included as part of the land use planning and/or engineering feasibility studies conducted by relevant departments, such as the Planning Department or the CEDD. The TD will provide the necessary traffic and transport inputs and support to these departments in the course of their studies.

CONTROLLING OFFICER'S REPLY**THB(T)193****(Question Serial No. 1614)**

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 (Member Question No. 27):

Regarding bus route rationalisation proposals, please advise this Committee:

- (1) In the past three years, how many bus routes of the franchised bus companies were cancelled, truncated and amalgamated? How many passengers were affected? What were the details of the routes?
- (2) In the past three years, how many bus-bus-interchange (BBI) schemes were implemented by bus companies, and what were the respective average daily numbers of passengers using the BBI schemes?
- (3) Bus companies have planned to pursue bus route rationalisation proposals under the "Area Approach". In 2014 and 2015, which District Councils (DCs) will have route rationalisation proposals introduced under the "Area Approach"? When will the DCs concerned be consulted of such rationalisation proposals this year?

Asked by: Hon. WU Chi-wai

Reply:

- (1) From 2011 to 2013, the numbers of bus routes cancelled, cancelled upon amalgamation and truncated, and the respective numbers of average daily passengers affected are set out below:

Year	Number of bus routes			Number of average daily passengers affected
	Cancelled	Cancelled upon amalgamation	Truncated	
2011	CTB(F1):1	CTB(F2): 1 KMB: 2	-	26 000
2012	CTB(F1):1	-	KMB: 2 NWFB: 1	12 000

Year	Number of bus routes			Number of average daily passengers affected
	Cancelled	Cancelled upon amalgamation	Truncated	
2013	KMB: 4 NWFB/KMB:1	CTB(F1): 2 KMB: 6 NWFB: 2	KMB: 4	106 000

KMB: The Kowloon Motor Bus Company (1933) Limited
CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Routes)
CTB(F2): Citybus Limited (Franchise for Airport and North Lantau Routes)
NWFB: New World First Bus Services Limited

On the other hand, 12 new routes were introduced from 2011 to 2013.

- (2) From 2011 to 2013, the numbers of BBI schemes implemented and the numbers of average daily passengers using these BBI schemes are set out below:

Year (as at 31 December)	Number of BBI schemes	Number of average daily passengers making use of the BBI schemes
2011	245	117 000
2012	250	118 000
2013	305	129 000

- (3) As an ongoing task, the Transport Department (TD) considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies on an annual basis. Under the 2014-15 RDP, service improvements and rationalisation proposals have been drawn up under the “Area Approach” for consultation for Yuen Long, Sha Tin, Tsing Yi and Tai Po districts. The consultation started in January 2014 and our target is to complete the implementation around mid-2014. Implementation details will be subject to the outcome of the consultation.

CONTROLLING OFFICER'S REPLY

THB(T)194

(Question Serial No. 1615)

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 (Member Question No. 28):

Regarding the fares of franchised bus services, at present the scale of fares determines the maximum fare of each bus route on the basis of journey distance. In respect of the existing bus routes operated by different franchised bus companies, how many bus routes are charging fares at the maximum levels of the scale of fares? How many are charging fares at 90% or above, 80 to 90%, 70 to 80% and below 70% of the maximum levels respectively?

Asked by: Hon. WU Chi-wai

Reply:

According to section 13 of the Public Bus Services Ordinance (Cap. 230), the maximum fare that can be charged on each franchised bus route is determined by the scale of fares approved by the Chief Executive in Council. The actual fare of individual bus routes, while within the scale of fares applicable, will be determined by the franchised bus company taking into account the respective operating environment of each route and other related factors.

At present, some franchised bus routes are charging maximum fares in accordance with the scales of fares. Others are charging fares that are below the scales of fares out of the initiative of the bus companies. The numbers of franchised bus routes with their actual full adult fares as compared with the maximum fares chargeable in percentage terms, and with breakdowns by franchised bus company, are set out in the table below:

Actual fares as compared with the maximum fares chargeable according to their respective scales of fares (in percentage terms)	Number of Franchised Bus Routes by Franchised Bus Company ^{Note 1}						
	KMB	CTB(F1)	CTB(F2)	NWFB	LW	NLB ^{Note 2}	
						Mondays to Saturdays (except Public Holidays)	Sundays and Public Holidays
100%	19	26	1	16	3	8	8
90% - 99%	43	12	2	10	7	2	8
80% - 89%	42	13	5	13	4	6	3
70% - 79%	70	18	4	13	1	5	3
Below 70%	195	21	7	38	4	1	1
Total ^{Note 3}	369	90	19	90	19	22	23

Notes:

- 1 KMB: The Kowloon Motor Bus Company (1933) Limited
CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)
CTB(F2): Citybus Limited (Franchise for Airport and North Lantau Network)
NWFB: New World First Bus Services Limited
LW: Long Win Bus Company Limited
NLB: New Lantao Bus Company (1973) Limited
- 2 Fares of NLB bus routes serving south Lantau are charged in accordance with two different fare scales: one is applicable from Mondays to Saturdays (except Public Holidays), whilst the other is applicable on Sundays and Public Holidays.
- 3 The same bus route jointly operated by two franchised bus companies is counted under each of the respective franchised bus companies.

CONTROLLING OFFICER'S REPLY

THB(T)195

(Question Serial No. 1616)

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 (Member Question No. 29):

In view of the recent investigation by The Ombudsman which recommended the Transport Department (TD) to strengthen its regulation and monitoring of franchised bus services, please inform this Committee of the following:

- (1) In the past three years, how many monitoring surveys were conducted by the TD each year? What were the routes monitored, the manpower and the average and total expenditure involved? How many monitoring surveys were conducted due to self-initiated investigations and investigations upon receipt of complaints respectively?
- (2) For the upcoming year, how many monitoring surveys does the TD expect to conduct, and what are the manpower and expenditure involved?
- (3) In response to the various recommendations of The Ombudsman, what will be the follow-up actions of the TD?

Asked by: Hon. WU Chi-wai

Reply:

- (1) The franchised bus companies are required to provide a proper and efficient public bus service. To monitor the level of bus service provided by each franchised bus company, the TD has been engaging contractors to conduct regular surveys (for example, surveys on bus availability and passenger occupancy) to monitor the performance of the bus companies. Ad hoc surveys (for example, termini surveys, en-route bus stop surveys, journey time surveys and on-board surveys) and site inspections are also carried out in response to complaints and suggestions or problems identified from the regular returns of bus companies. The TD conducted 1 337, 1 732 and 2 375 surveys and site inspections to monitor franchised bus services involving about 550 franchised bus routes in 2011, 2012 and 2013 respectively. Details are as follows:

Survey types	Monitoring surveys			Site inspections		
	2011	2012	2013	2011	2012	2013
Number of surveys conducted* (a)	1 121	1 465	2 207	216	267	168
Total expenditure (b)	\$1.31 million	\$3.14 million	\$3.07 million	Absorbed by existing resources of the TD.		
Average expenditure per survey [#] (c)=(b)/(a)	\$1,169	\$2,143	\$1,391			

* While some surveys were initiated by the TD on its own and some were specifically conducted in response to complaints and suggestions, there were surveys conducted on an area or district basis with multi-purposes. As such, there is no separate breakdown on self-initiated surveys and those conducted in response to complaints.

[#] This is an average sum. The cost of each survey depends on its complexity.

- (2) The TD plans to conduct 2 730 surveys and site inspections to monitor franchised bus services. Details are as follows:

	Monitoring surveys	Site inspections
Estimated number of surveys to be conducted	2 530	200
Estimated total expenditure	\$4.0 million	To be absorbed by existing resources of the TD.

- (3) Franchised bus services are closely related to the daily life of members of the public. The Government has all along placed emphasis on the reliability of franchised bus services. The TD has been closely monitoring the level of franchised bus services through proactively verifying the operational records of franchised bus companies and regularly conducting investigations, as well as through follow-up actions on complaints or suggestions from passengers. The TD is now formulating practicable enhancement measures in the light of the recommendations made by The Ombudsman.

CONTROLLING OFFICER'S REPLY

THB(T)196

(Question Serial No. 2171)

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 (Member Question No. 12):

Regarding the introduction of pre-service training course for applicants for public light bus (PLB) driving licence, and the installation of electronic data recording device (EDRD) on newly registered PLBs, what is the progress and work plan in 2014-15? Will the trade be consulted again before finalising the details?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012 (the Amendment Ordinance), which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of the EDRD for installation on new PLBs. The Government aims at completing the required legislative procedures to commence these two requirements in 2014.

The Government had consulted the green minibus operators, and the trade associations of red minibus on these two requirements before the enactment of the Amendment Ordinance. Their views have been duly considered. The TD will continue to keep the relevant trades informed of the progress of the two requirements.

CONTROLLING OFFICER'S REPLY

THB(T)197

(Question Serial No. 2172)

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 (Member Question No. 13):

During the financial year 2014-15, the Transport Department (TD) will conduct process re-engineering of licensing services to improve efficiency and customer service. Please advise this Committee of details of the work and the estimated expenditure involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The TD reviews its workflow and work priorities from time to time in order to attain higher work efficiency and improve customer service. In 2011 and 2012, the TD introduced, in the e-service platform, a new service to remind MyGov users to renew their vehicle licences four months prior to the vehicle licence expiry date, and by means of enhancements of interfaces, facilitated the issue of Closed Road Permits to trade licence holders and applicants under the Ad Hoc Quota Trial Scheme. In 2013, the TD upgraded the operating system of the workstations of the Licensing Offices (LOs) to enable the provision of more efficient and better licensing services. The TD has also recently obtained funding to enhance the existing Vehicles and Drivers Licensing Integrated Data System IV in order to meet the operational needs and enhance the performance of the system. At present, we are exploring the feasibility of delinking the requirement of learner's driving licence for application for driving test, such that an applicant can apply for a driving test even if he does not hold a valid learner's driving licence of that particular driving entitlement, so that applicants could decide when to apply for learner's driving licence based on the driving test time slot allocated to him.

The TD will also continue to promote submission of licensing applications through various non-counter means, including drop box, postal delivery and electronic submission on the Internet, so as to reduce the demand for counter services at the LOs. For renewal of full driving licence and vehicle licence over service counters, we will continue to encourage applicants to make advanced booking through our on-line appointment booking service (via internet or 24-hour phone booking), so as to reduce the waiting time at the LOs.

The TD will continue to explore and implement appropriate measures and re-engineering process for the issue and renewal of licences and permits.

The work involved is undertaken by the staff of the TD as an integral part of their normal duties, while funding of \$71.284 million was recently approved by the Finance Committee of the Legislative Council for implementing the Vehicle and Drivers Licensing Integrated Data System Infrastructure Enhancement Project from 2014-15 to 2017-18.

CONTROLLING OFFICER'S REPLY**THB(T)198****(Question Serial No. 2173)**

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 (Member Question No. 14):

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

- (1) How many cancellation applications for GMB routes were received by the Transport Department (TD) in 2013? Please provide the route details and the reasons on which the cancellation applications were made.
- (2) Four GMB routes were originally planned to be introduced in 2013, but only one GMB route was finally introduced. Please provide the route details (including serving district, fare and date of introduction) and the reasons for not introducing the rest.
- (3) Please provide details of the six GMB routes planned for introduction in 2014.
- (4) What factors and data will the TD take into account when considering the introduction of new public light bus service within the airport island on Lantau Island / in Tung Chung in order to offer more transport choices to Tung Chung residents?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

- (1) In 2013, the TD received applications for cancellation of 11 GMB routes due to poor financial performance arising from low and declining passenger demand. The TD has reviewed the operating conditions of these routes together with the operators and implemented measures including adjustment of fares, routeing, frequency and vehicle deployment, introduction of special or supplementary services as appropriate to improve the efficiency and viability of these routes. Of the 11 routes, approval was finally given to cancel three routes. Details are as follows:

GMB Route	Origin – Destination
HKI 10X	Scenic Villas – Central (Chater Road) (Circular)
HKI 11	Tin Wan Estate – Causeway Bay (Jaffe Road)
KIn 63M	Lam Tin (Kwong Tin Estate) – Yau Tong (Circular)

- (2) Details of the GMB route introduced in 2013 are as follows:

GMB Route	Origin – Destination	Full Fare	Date of Introduction
Kln 86	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	\$5.0	21 September 2013

Three other GMB routes were not introduced in 2013 as planned because no suitable operator could be selected from the GMB Operators Selection Exercise (GMBOSE) conducted in 2013. After further assessment of passenger demand and financial viability of these three routes, the TD will include two of them in the 2014 GMBOSE and re-invite interested parties to apply to operate them.

- (3) The TD plans to introduce a total of eight GMB routes in 2014. They include the two routes to be included in the 2014 GMBOSE as mentioned in (2) above. Details are as follows:

	Origin – Destination	Maximum Full Fare (\$)
1*	Hilltop Garden / King Lai Court – Diamond Hill Station	4.9
2*	Hilltop Garden – Wong Tai Sin Station	7.1
3	Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)	10.4
4	Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)	7.1
5	Shui Chuen O, Sha Tin – Shek Mun Station	7.1
6	Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)	7.1
7	Allway Gardens, Tsuen Wan – Tsuen Wan (Chung On Street)	4.9
8	The Beaumont, Tseung Kwan O – Hang Hau (Circular)	7.1

* Routes originally planned for introduction in 2013.

- (4) The TD takes into account the following factors in planning and introducing new GMB services:
- (a) the existing and forecast transport demand and travel pattern;
 - (b) the availability of existing and planned public transport services;
 - (c) the provision of new transport infrastructure / facilities in the areas concerned;
 - (d) the financial viability of the proposed GMB route; and
 - (e) requests and suggestions from the public.

Tung Chung is currently well served by railway and franchised bus services. There are 46 franchised bus routes serving the district, with 27 external and 19 internal. Of the 46 routes, 14 provide overnight services. Such provision of public transport services basically meets passenger demand. While there is no plan to introduce GMB services for the district for the time being, the TD will continue to closely monitor the situation and stands ready to make all necessary feasible adjustments to such services (including introducing GMB services) as and when necessary.

CONTROLLING OFFICER'S REPLY**THB(T)199****(Question Serial No. 2174)**

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 (Member Question No. 15):

Regarding the public transport re-organisation plans (PT Plans) to tie in with the opening of the West Island Line (WIL) and the South Island Line (East) (SIL(E)), please advise this Committee of the latest progress, expected implementation timetable and resources involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The prevailing passenger travelling pattern will change upon opening of new railway lines, thus affecting the utilisation of different transport modes. According to established practice, the Transport Department (TD) has assessed the impact of the WIL and the SIL(E) on other public transport modes, and proposed PT Plans so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The TD has commenced consultation with relevant District Councils (DCs) on the PT plans in relation to the WIL and the SIL(E) since July 2013. Public consultation forums have also been organised in the Central and Western and Southern districts to solicit views from local residents. So far, the TD has completed several rounds of DC consultation, and has been adjusting and improving the PT Plans taking into account their views. We target to complete the consultation and finalise the proposed PT Plans for the WIL and the SIL(E) by the second quarter of 2014 and end-2014 respectively, so as to allow time for arranging implementation and publicity of the PT Plans to tie in with the opening of the WIL and the SIL(E) planned in end-2014 and 2015 respectively.

Two time-limited posts have been created in the TD to assist in handling the related tasks 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	\$845,880
Transport Officer I	1	\$621,900

CONTROLLING OFFICER'S REPLY

THB(T)200

(Question Serial No. 2177)

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 (Member Question No. 18):

Regarding the progress of the implementation of bus service rationalisation proposals for 2013-14, how many proposals raised by the bus companies have not been implemented? In respect of the bus service rationalisation proposals for 2014-15, what are the details and target implementation timetable?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

As an ongoing task, the Transport Department (TD) considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis. The District Councils (DCs) will be consulted of the proposals before implementation.

The TD handled 196 bus service adjustment proposals under the RDPs for 2013-14, of which 130 are improvement proposals and 66 are rationalisation proposals. After considering the views received during consultation with the DCs concerned, 119 improvement and 53 rationalisation proposals have been / will be implemented by mid-2014.

As for the RDPs for 2014-15, there are about 200 proposed bus service adjustment proposals, including 150 service rationalisation and 50 improvement proposals. The consultation for the RDPs is underway and our target is to complete the consultation in around mid-2014. The actual implementation dates of the proposals will be subject to the outcome of the consultation.

CONTROLLING OFFICER'S REPLY**THB(T)201****(Question Serial No. 2182)**

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 (Member Question No. 23):

The financial provision for 2014-15 is \$327 million, which is \$37.1 million (12.8%) higher than the estimate for 2013-14 due to the creation of 55 posts in 2014-15. Please provide the details of these new posts, including their ranks, duties and salaries.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Time-limited posts to take forward specific initiatives			
Driving Examiner II	19	6,455,820	To enhance the provision of driving test services for meeting the increase in demand.
Clerical Officer	7	2,496,480	
Motor Vehicle Examiner II	1	567,480	To implement the Mandatory Retirement Scheme for pre-Euro IV diesel commercial vehicles.
Executive Officer I	1	621,900	
Vehicle Tester	1	236,100	
To replace non-civil service contract positions			
Transport Officer I	1	621,900	To provide support and assistance in the implementation of business process re-engineering initiatives; management of contracts related to the e-licensing services under GovHK; and to coordinate and monitor system maintenance and support to the e-licensing services.

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Transport Officer II	1	393,120	To cope with increasing workload in relation to the processing of non-franchised bus applications.
Executive Officer II	1	411,780	To manage the Repeater Early Test Appointment System and handle the subsequent maintenance and enhancement duties.
Executive Officer II	1	411,780	To carry out duties relating to driving tests, maintenance of Driving Test Centres and issue of Private Driving Instructors' licences.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Safety and Standards Division.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Inspection and Records Unit.
Executive Officer II	1	411,780	To provide administrative support to the E-Strategy Division.
Executive Officer II	1	411,780	To provide support and assistance in the ongoing maintenance and operation of the Vehicles and Drivers Licensing Integrated Data (VALID) IV System.
Executive Officer II	1	411,780	To provide logistics / administrative support in planning and overseeing the progress and implementation of different enhancements to the VALID IV System.
Senior Clerical Officer	1	472,140	To provide support in handling licensing-related matter in Licensing Office of the Licensing Unit.
Assistant Clerical Officer	1	222,420	To provide assistance in administering the enhancement of the VALID IV System.
Assistant Clerical Officer	1	222,420	To strengthen customer service to the general public for the Public Bus Team of the Public Vehicles Unit.
Assistant Clerical Officer	1	222,420	To provide clerical support to the E-Strategy Division.
Assistant Clerical Officer	1	222,420	To provide clerical support to the Mandatory Driving Improvement Scheme and other areas.

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Assistant Clerical Officer	10	2,224,200	To strengthen counter services for processing driving and vehicle licence applications in four Licensing Offices and to assist in smooth implementation of various new activities and requirements arising from legislative amendments and new policy initiatives.
Clerical Assistant	1	173,520	To provide clerical and logistics support to the Personalised Vehicle Registration Marks Scheme.
Computer Operator I	1	339,780	To provide continual operational support for the VALID IV System.
Total :	55	18,374,580	

CONTROLLING OFFICER'S REPLY**THB(T)202****(Question Serial No. 2183)**

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 (Member Question No. 24):

Please provide the numbers of Long Load, Excess Weight and Wide Load Permits issued by the Transport Department (TD) in the past three financial years (2011-12, 2012-13 and 2013-14); the performance pledge on the issue of permits; the number of applications which had failed to meet the performance pledge and the reasons; whether the TD will consider allocating additional resources to speed up the processing of the permits concerned. If yes, what are the details? If not, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The numbers of Long Load Permits, Wide Load Permits and Excess Weight Permits issued in the past three financial years are appended below:

Financial Year	Number of Long Load Permits Issued	Number of Wide Load Permits Issued	Number of Excess Weight Permits Issued
2011-12	1 057	1 215	1 013
2012-13	1 115	1 247	949
2013-14 (up to 28 February 2014)	1 067	1 252	1 278
Total	3 239	3 714	3 240

There is no performance pledge for the issuance 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 department(s) 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.

CONTROLLING OFFICER'S REPLY**THB(T)203****(Question Serial No. 2201)**

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 (Member Question No. 1):

What is the estimated expenditure of the Transport Department (TD) for conducting car journey time surveys in 2014-15? Please also advise on the car journey speeds on the following roads in the past four financial years (2010-11, 2011-12, 2012-13 and 2013-14) and state which of them have been implemented with mitigation measures due to the increasing congestion:

1. Connaught Road Central on Hong Kong Island (section between Des Voeux Road West and Murray Road)
2. Connaught Road Central on Hong Kong Island (section between Murray Road and Des Voeux Road West)
3. Gloucester Road on Hong Kong Island (section between Arsenal Street and Cross-Harbour Tunnel Approach Road)
4. Gloucester Road on Hong Kong Island (section between Canal Road and Arsenal Street)
5. Harcourt Road on Hong Kong Island (section between Arsenal Street and Murray Road)
6. Hennessy Road on Hong Kong Island (section between Yee Wo Street and Johnston Road)
7. Salisbury Road in Kowloon (section between the Cheong Wan Road Flyover and the Star Ferry Pier)
8. Tai Po Road (Kowloon Section) in Kowloon (section between Caldecott Road and Shek Kip Mei Street)
9. Waterloo Road in Kowloon (section between Lung Cheung Road and Ferry Street)
10. Lung Cheung Road in Kowloon (section between Po Kong Village Road and Nam Cheong Street)
11. Tai Po Road (New Territories Section) in the New Territories (section between Caldecott Road and Nan Wan Road)
12. Castle Peak Road in the New Territories (section between Tuen Mun Road and Sam Shing Street)
13. Tate's Cairn Highway in the New Territories (section between Chak Cheung Street and the Toll Plaza)
14. Tolo Highway in the New Territories (section between Island House Interchange and Chak Cheung Street)

15. New Territories Ring Road in the New Territories (section between Fanling Roundabout and Au Tau)
16. Sai Sha Road in the New Territories (section between Ma On Shan Road and Tai Mong Tsai Road)
17. Ma On Shan Bypass in the New Territories (section between Sai Sha Road Slip Road and Ma On Shan Road)
18. Sha Tin Wai Road in the New Territories (section between Sha Tin Road and Tai Chung Kiu Road)
19. New Clear Water Bay Road in the New Territories (section between Clear Water Bay Road (East) and Clear Water Bay Road (West))
20. Clear Water Bay Road in the New Territories (section between the Hiram's Highway and New Clear Water Bay Road)

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The estimated expenditure for conducting car journey time surveys in 2014-15 is about \$403,000.

The average speeds for the road sections under the question are tabulated below:

Road Sections	Average Speed at the morning peak hours (kilometres/hour)			
	2010-11	2011-12	2012-13	2013-14
Hong Kong Island				
Connaught Road Central* (from Des Voeux Road West to Murray Road)	11.9	10.6	10.8	14.5
Connaught Road Central (from Murray Road to Des Voeux Road West)	14.3	14.4	14.3	15.0
Gloucester Road (from Arsenal Street to Cross-Harbour Tunnel Approach Road)	18.5	21.6	16.7	28.3
Gloucester Road (from Canal Road to Arsenal Street)	29.6	43.6	36.5	31.9
Harcourt Road (from Arsenal Street to Murray Road)	40.2	44.9	39.5	45.7
Hennessy Road (from Yee Wo Street to Johnston Road)	14.4	13.9	14.7	15.3
Kowloon				
Salisbury Road (from Cheong Wan Road Flyover to the Star Ferry Pier)	24.3	29.2	30.3	32.8

Road Sections	Average Speed at the morning peak hours (kilometres/hour)			
	2010-11	2011-12	2012-13	2013-14
Tai Po Road (Kowloon Section) (from Caldecott Road to Shek Kip Mei Street)	33.2	38.4	32.1	33.7
Waterloo Road (from Lung Cheung Road to Ferry Street)	17.5	19.3	20.6	17.0
Lung Cheung Road (from Po Kong Village Road to Nam Cheong Street)	29.7	47.7	49.9	42.9
New Territories				
Tai Po Road (New Territories Section) (from Caldecott Road to Nan Wan Road)	46.8	48.2	47.8	53.3
Castle Peak Road [^] (from Tuen Mun Road to Sam Shing Street)	38.9	43.8	43.5	42.7
Tate's Cairn Highway (from Chak Cheung Street to the Toll Plaza)	27.3	15.2	14.8	14.8
Tolo Highway (from Island House Interchange to Chak Cheung Street)	75.0	74.5	87.1	77.1
New Territories Ring Road (from Fanling Roundabout to Au Tau)	57.2	56.2	63.0	52.5
Sai Sha Road (from Ma On Shan Road to Tai Mong Tsai Road)	42.4	51.2	50.5	49.7
Ma On Shan Bypass (from Sai Sha Road Slip Road to Ma On Shan Road)	63.4	72.6	73.0	68.5
Sha Tin Wai Road (from Sha Tin Road to Tai Chung Kiu Road)	23.7	25.2	21.7	21.3
New Clear Water Bay Road (from Clear Water Bay Road (East) to Clear Water Bay Road (West))	29.9	33.3	38.4	24.1
Clear Water Bay Road (from Hiram's Highway to New Clear Water Bay Road)	47.5	54.2	52.6	56.4

Remarks:

* Part of this road section passes through Man Kat Street

[^] Part of this road section passes through Hoi On Road

It must be emphasised that the driving speed on relatively shorter sections of roads can be easily 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.

The Government adopts a multi-pronged approach to maintain traffic mobility in Hong Kong. We will continue to study the introduction of new technologies, including intelligent transport systems, to enhance the effectiveness of traffic management and efficient use of limited road space along major transport corridors. Upon completion of some major transport infrastructure projects in the coming years, traffic condition is expected to be improved. For instance, the Central-Wan Chai Bypass will improve the traffic condition in the Central and Wan Chai districts, and the four railway lines that are now under construction will also help ease congestion. We also implement traffic management measures, such as designation of no-stopping restrictions, adjustments of traffic signal timings and improvement of traffic lane arrangements to ensure efficient and safe use of road space.

CONTROLLING OFFICER'S REPLY

THB(T)204

(Question Serial No. 2202)

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 (Member Question No. 44):

The Transport Department (TD) will implement the New Parking Meter Trial Scheme (the Trial Scheme) in 2014-15. Will the Administration advise this Committee on the details, including the implementation timetable, areas and budget?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The existing parking meters will soon approach the end of their planned serviceable life and will need to be replaced. The Government plans to introduce a new generation of parking meters with new features and functions. Before that, a Trial Scheme will be conducted to assess the technical feasibility and public acceptance of the new features to be incorporated in the new parking meters.

To prepare for the implementation of the Trial Scheme in 2014-15, the TD conducted an expression of interest exercise to invite potential suppliers to provide information on the system design, mode of operation, payment methods and estimated cost for production of the new prototype parking meters in late 2013. Based on the information obtained, the TD will invite tender in mid-2014 to select suitable contractors for conducting the Trial Scheme in 2015.

The Trial Scheme will cover the production of prototype parking meters, interface arrangements with the Octopus card and other contactless smartcard readers, and a nine-month field trial to ascertain and evaluate the technical feasibility, functionality and reliability of the prototype parking meters under the local environment and weather as well as public acceptance of the above-mentioned new features and functions. The Trial Scheme will be conducted at different locations in Hong Kong. We aim to complete the Trial Scheme in 2016. As tendering and selection procedures are yet to commence, the estimated cost of the Trial Scheme cannot be provided at this stage.

CONTROLLING OFFICER'S REPLY

THB(T)205

(Question Serial No. 3201)

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 (Member Question No. 26):

The supply of coach parking spaces in Hong Kong has been inadequate for years, causing inconvenience to the trade and congestion near tourist hotspots. Could the Administration please advise the Committee on the following:

- (1) Owing to the implementation of projects in the Kai Tak development area, the 1 600 parking spaces (including those for coaches) will cease operation in stages. What measures will the Administration adopt to address the parking problem of the affected coaches?
- (2) With the increasing number of tourists, will the Administration deploy additional resources to provide more coach parking spaces at tourist hotspots (e.g. Tsim Sha Tsui, Tsim Sha Tsui East, Wan Chai, etc.) to facilitate operation of the coaches without disrupting traffic flow in the area? If yes, please provide details. If no, what are the reasons?

Asked by: Hon. YIU Si-wing

Reply:

- (1) Four short-term tenancy (STT) car parks in the Kai Tak development area currently providing around 600 parking spaces for non-franchised buses will cease operation by end 2014 the earliest to make way for the Kai Tak multi-purpose sports complex project, although the detailed timetable is yet to be confirmed. The Administration has already planned to provide three replacement STT car parks nearby, and will monitor the usage of the STT car parks by coaches to see if additional parking spaces for coaches are required. In addition, the Administration will consider providing more on-street parking spaces in appropriate locations, provided that road safety and other road users are not affected. If necessary, we will also include conditions in land leases to require developers of private developments to provide non-franchised bus parking spaces for public use.

- (2) At tourist hotspots where parking demand is great, additional parking spaces will be provided in suitable locations as long as road safety and other road users are not affected. For example, 11 additional on-street parking spaces for non-franchised buses have been provided on Chatham Road South, Cameron Road and Granville Road in Tsim Sha Tsui in the past three years. The Administration will also implement appropriate traffic improvement measures under large scale development projects. For example, upon completion of the “Wan Chai development phase II” project, 24 on-street parking spaces for non-franchised buses will be provided near the Hong Kong Convention and Exhibition Centre to serve coaches visiting the Golden Bauhinia Square. The Administration will continue to monitor the demand for coach parking and pick up / drop off facilities, and implement improvement measures as appropriate.

CONTROLLING OFFICER'S REPLY

THB(T)211

(Question Serial No. 1520)

Head: (708) Capital Works Reserve Fund: Capital Subventions and Major Systems and Equipment

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 (Member Question No. 87):

The project 8171ZN "Replacement of mechanical ventilation fans and associated equipment at Diamond Hill Station Public Transport Interchange" which was scheduled for discussion at the meeting of the Legislative Council (LegCo) Panel on Transport held on 10 December 2013 is still not yet put up for discussion. Will the Administration advise this Committee on:

- (1) When will the Government submit the project to the Panel on Transport for discussion and to the LegCo for funding approval?
- (2) What is the use of the estimated budget of about \$100 million? When will the project start and complete?

Asked by: Hon. WU Chi-wai

Reply:

The Transport Department is working with the Electrical and Mechanical Services Department on the details of the project including its scope and implementation timetable, and would suitably engage the LegCo once ready.

CONTROLLING OFFICER'S REPLY**THB(T)375****(Question Serial No. 4360)**

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 (Member Question No. 59):

Under Matters Requiring Special Attention in 2014-15, the Transport Department (TD) indicated that it would enhance efforts to plan and formulate bus service rationalisation proposals in conjunction with franchised bus companies through the annual route development programme (RDP) exercise and the "Area Approach". It was reported that rationalisation of KMB bus routes had led to a rise in bus fares and an increase in the loading of MTR services. The document which the Transport and Housing Bureau recently submitted to the Legislative Council showed that many MTR lines were nearly "overloaded", and rail passengers would need to wait for a few more trains before getting on board. Please advise this Committee on the following:

- (1) According to the "Travel Characteristics Survey 2011" conducted by the TD from September 2011, the maximum time that respondents were prepared to wait for different types of transport services varied from six to 16 minutes, and those of railway and franchised buses were six minutes and 12 minutes respectively. Would the Administration please advise whether it had monitored and recorded the passenger waiting time (i.e. being able to enter into train compartments) at railway stations in the past year? If yes, taking the Admiralty and Mong Kok Stations as examples, what was the average passenger waiting time on weekdays and holidays, as well as during peak periods?
- (2) What improvement plans does the Administration have to deal with the high loading problem of individual public transport modes?
- (3) According to the "Travel Characteristics Survey 2011" conducted by the TD from September in 2011, it is stated in the report that railways have already taken the place of franchised buses as the most popular transport mode used by Hong Kong residents. However, franchised buses still account for 27% (25% for rail and 33% for franchised buses in the 2002 survey) of the number of trips made. Will the Administration review and devise relevant bus services, taking into account the demand of individual districts, in order to alleviate the overloading problem of MTR services?

Asked by: Hon CHAN Chi-chuen

Reply:

- (1) As part of the TD's monitoring work, the TD conducts on-site inspections and surveys at MTR stations on train service arrangements and station facilities from time to time. According to the latest surveys^{Note} conducted by the TD at three busy interchange stations at morning peak hours at Admiralty (Island Line Chai Wan bound) and Mong Kok (Tsuen Wan Line Central bound); and at evening peak hours at Admiralty (Tsuen Wan Line Tsuen Wan bound) and Prince Edward (Kwun Tong Line Tiu Keng Leng bound) in January and February 2014, most passengers normally could get on board the second arriving train. During the busiest half hour, there were occasions where passengers could only board the third or even the fourth arriving train. During holidays, train passengers generally were able to get on board the first arriving train.
- (2) The passenger demand for, occupancy rate of and waiting time for the public transport services in Hong Kong vary between holidays and working days, between peak and non-peak hours and amongst different districts (commercial versus residential areas). While the capacity of public transport modes has certain flexibility, some will be more crowded or will have a longer waiting time at certain hours and in certain areas.

As regards the railway network, the loading of certain railway lines is relatively high during peak hours. To alleviate crowdedness and shorten the waiting time during peak hours, the MTR Corporation Limited (MTRCL) has strengthened the train service by adding 1 300 train trips per week throughout the network in the past two years. The MTRCL would also increase some 300 heavy train trips and some 140 Light Rail train trips per week in the coming few months. The MTRCL also arranges short-haul trips running between a few busy stations to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains. Platform assistants are deployed to encourage passengers to move inside trains and to maintain the order of boarding / alighting passengers.

In the planning of future public transport services, the TD will, having regard to the overall passenger demand, continue to work with the public transport operators to introduce new services or adjust existing road-based public transport services where necessary and feasible. As for railways, the MTRCL has begun upgrading the signalling system for existing railway lines in phases. When the upgrading is completed, carrying capacity will be increased by around 10%. The MTRCL is studying the feasibility of a fare concession scheme to encourage some of the commuters to take their MTR rides outside peak hours. The MTRCL will make reference to similar practices adopted by overseas cities when considering how best the scheme could be implemented in Hong Kong for achieving passenger diversion. The conclusion will be made known to the public once available.

The five new railway projects under construction, namely the West Island Line, the South Island Line (East), the Kwun Tong Line Extension, the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link,

^{Note} Both morning and evening peak headway for the Tsuen Wan Line are 2 minutes. The morning peak headway for the Island Line is 2 minutes and the evening peak headway for Kwun Tong Line is 2.4 minutes.

are expected to come into operation in phases between 2014 and 2020, thereby increasing the capacity of the railway network and that of the overall public transport network. This will also help re-distribute the rail passenger flow. In the long run, the Government will continue to examine whether new railway projects have to be implemented to meet the demand.

As for road-based public transport modes, franchised buses will continue to play an important role in our public transport system. The average passenger loading of franchised buses during peak hours in the morning and the afternoon is 70% in general. Apart from serving areas without railways, franchised buses serve as feeder services to railway stations as well as complementary services in areas already served by railways, including during peak hours. Further, there are inter-district bus services depending on actual needs to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside with the most crowded cross-harbour sections of our railway system. This facilitates passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. During non-peak hours, there is, in general, sufficient room to meet the transport demand of users.

- (3) As an annual exercise, franchised bus companies submit RDPs to the TD on service adjustment proposals. In assessing the RDP proposals, the TD will take into account several factors including service levels of other public transport services (including railway). The TD also consults each of the 18 District Councils on the proposed RDPs. In 2013, for example, a new franchised bus route (number 678) running from the North District to the Hong Kong Island east, alongside the East Rail Line and the Island Line, was introduced.

The TD will continue to closely monitor the service level and passenger demand on the existing franchised bus services, and will propose service adjustments, including introduction of additional bus routes as and when required, so as to ensure that the overall public transport network would continue to serve the community efficiently and effectively.

CONTROLLING OFFICER'S REPLY

THB(T)376

(Question Serial No. 3810)

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 (Member Question No. 387):

- (1) Has the Transport Department (TD) appointed any consultants to conduct a traffic study on lifting the Pok Fu Lam Moratorium? What are the relevant work progress, the dates for completing the study and releasing the study findings, the scope of the study and the expenditure involved?
- (2) Will the TD release the complete report of the study? What are the details?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The TD had appointed a consultant to conduct a study to review the existing traffic conditions and assess the traffic impacts due to the proposed lifting of the Pok Fu Lam Moratorium. The study was completed in mid-2013, and the total expenditure was about \$1.3 million. The TD followed up on the results of the consultancy study, and completed an in-house traffic impact assessment in late 2013 for the proposed public housing developments / redevelopments of six sites in the southern part of the Pok Fu Lam area. The work was undertaken by the TD's existing staff as part of their normal duties and there were no additional expenses involved. The assessment showed that the additional traffic impact to be generated by the proposed developments / redevelopments would not be substantial.

As the traffic studies for the Pok Fu Lam area involved sensitive land development information, the TD has no plan to release the study reports.

CONTROLLING OFFICER'S REPLY**THB(T)377****(Question Serial No. 5350)**

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 (Member Question No. 107):

The Administration advises under this programme that the provision for 2014-15 is \$25.5 million (6.2%) higher than the revised estimate for 2013-14 due to, inter alia, a net increase of 39 posts in 2014-15. Will the Administration inform this Committee of the titles, duties and estimated salaries in 2014-15 of these 39 posts?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

There will be a net increase of 39 posts in 2014-15 as a result of the creation of 41 posts, to be offset by the deletion of two time-limited posts. The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Time-limited posts to take forward specific initiatives			
Senior Engineer	1	1,153,800	To implement a series of land supply initiatives under the multi-pronged approach as set out in the 2013 Policy Address.
Engineer/Assistant Engineer	4	2,554,080	
Senior Technical Officer (Traffic)	2	988,680	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	6	1,364,760	
Chief Transport Officer	1	1,153,800	
Senior Transport Officer	2	1,691,760	
Transport Officer I	4	2,487,600	

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Senior Transport Officer	2	1,691,760	To plan and implement infrastructure projects and / or community facilities for public housing developments, including support services from other departments.
Transport Officer I	4	2,487,600	
Engineer/Assistant Engineer	2	1,277,040	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	4	909,840	
To replace non-civil service contract positions			
Transport Officer II	1	393,120	To cope with increasing workload in the Transport Operations (New Territories) Division.
Engineer/Assistant Engineer	1	638,520	To cope with heavy workload in the Traffic Engineering (New Territories East) Division.
Engineer/Assistant Engineer	1	638,520	To strengthen staffing support for smooth delivery of infrastructure projects and to handle traffic and transport matters / complaints in the local district.
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	1	227,460	To provide staffing support in the Traffic Engineering (New Territories West) Division for smooth delivery of infrastructure projects and handle traffic and transport matters / complaints in the local district.
Technical Officer (Civil)/ Technical Officer Trainee (Civil)	1	227,460	To meet increasing workload in the Traffic Engineering (New Territories West) Division.
Clerical Assistant	1	173,520	To process permit applications for Lantau Island and provide clerical support to the Transport Operations (New Territories) Division.
Clerical Assistant	1	173,520	To provide clerical support to the Traffic Engineering (Hong Kong) and Transport Operations (Hong Kong) Divisions.
Workman II	1	137,940	To man the reception counter and dispatch documents for the Kowloon Regional Offices.
Workman II	1	137,940	To man the reception counter and dispatch documents for the New Territories Regional Offices.
Total :	41	20,508,720	

CONTROLLING OFFICER'S REPLY**THB(T)378****(Question Serial No. 5351)**

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 (Member Question No. 108):

The Administration advises under this programme that the provision for 2014-15 is \$37.1 million (12.8%) higher than the revised estimate for 2013-14 due to, inter alia, the creation of 55 posts in 2014-15. Will the Administration inform this Committee of the titles, duties and estimated salaries in 2014-15 of these 55 posts?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Time-limited posts to take forward specific initiatives			
Driving Examiner II	19	6,455,820	To enhance the provision of driving test services for meeting the increase in demand.
Clerical Officer	7	2,496,480	
Motor Vehicle Examiner II	1	567,480	To implement the Mandatory Retirement Scheme for pre-Euro IV diesel commercial vehicles.
Executive Officer I	1	621,900	
Vehicle Tester	1	236,100	

Rank	No. of Post	Annual Staff Cost (\$)	Duties
To replace non-civil service contract positions			
Transport Officer I	1	621,900	To provide support and assistance in the implementation of business process re-engineering initiatives; management of contracts relating to the e-licensing services under GovHK; and to coordinate and monitor system maintenance and support to the e-licensing services.
Transport Officer II	1	393,120	To cope with increasing workload in relation to the processing of non-franchised bus applications.
Executive Officer II	1	411,780	To manage the Repeater Early Test Appointment System and handle the subsequent maintenance and enhancement duties.
Executive Officer II	1	411,780	To carry out duties relating to driving tests, maintenance of Driving Test Centres and issue of Private Driving Instructors' licences.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Safety and Standards Division.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Inspection and Records Unit.
Executive Officer II	1	411,780	To provide administrative support to the E-Strategy Division.
Executive Officer II	1	411,780	To provide support and assistance in the ongoing maintenance and operation of the Vehicles and Drivers Licensing Integrated Data (VALID) IV System.
Executive Officer II	1	411,780	To provide logistics / administrative support in planning and overseeing the progress and implementation of different enhancements to the VALID IV System.
Senior Clerical Officer	1	472,140	To provide support in handling licensing-related matter in Licensing Office of the Licensing Unit.

Rank	No. of Post	Annual Staff Cost (\$)	Duties
Assistant Clerical Officer	1	222,420	To provide assistance in administering the enhancement of the VALID IV System.
Assistant Clerical Officer	1	222,420	To strengthen customer service to the general public for the Public Bus Team of the Public Vehicles Unit.
Assistant Clerical Officer	1	222,420	To provide clerical support to the E-Strategy Division.
Assistant Clerical Officer	1	222,420	To provide clerical support to the Mandatory Driving Improvement Scheme and other areas.
Assistant Clerical Officer	10	2,224,200	To strengthen counter services for processing driving and vehicle licence applications in four Licensing Offices and to assist in smooth implementation of various new activities and requirements arising from legislative amendments and new policy initiatives.
Clerical Assistant	1	173,520	To provide clerical and logistics support to the Personalised Vehicle Registration Marks Scheme.
Computer Operator I	1	339,780	To provide continual operational support to the VALID IV System.
Total	55	18,374,580	

CONTROLLING OFFICER'S REPLY

THB(T)379

(Question Serial No. 3915)

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 (Member Question No. 88):

The Government assisted to complete a review on the fare adjustment mechanism (FAM) of the MTR Corporation Limited (MTRCL) in 2013. Please advise this Committee:

- (1) the details of the review report on the FAM;
- (2) the details of the additional government funding to the MTRCL over the past five years; and
- (3) whether the Government, as the major shareholder of the MTRCL, will request at MTRCL's internal meeting for a three-year freeze on fares for the benefit of the people's livelihood, and to alleviate the burden of travelling expenses on the public. If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHEUNG Kwok-che

Reply:

- (1) The Government and the MTRCL jointly conducted the five-yearly review on the FAM, and the review outcome was announced in April 2013. The new FAM took effect from June 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013 [File reference: THB(T)CR33/1017/99].
- (2) The MTRCL has been a listed company since 2000. The Government has not used any public money to directly fund the daily operation of the MTRCL. Nor is there any provision in the FAM which provides for Government funding to the MTRCL.

- (3) MTR fares are subject to adjustment in accordance with the FAM under which the overall fare adjustment rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, Nominal Wage Index (Transportation Section) and a productivity factor (PF).

With respect to the review outcome of the FAM announced in April 2013, various measures and arrangements have been introduced. The new FAM addresses the needs of different groups of passengers, through:

- (a) retaining the direct-drive FAM formula, but with the calculation of the PF value being subject to a new, objective and transparent methodology. Under the calculation of the new formula¹, the PF value is increased from the original 0.1% to 0.6%. As such, the fare increase rate for 2013 is reduced from the original +3.2% to +2.7%;
- (b) setting an affordability cap which links with the Median Monthly Household Income;
- (c) introducing a “profit sharing” mechanism; and
- (d) putting in place a “service performance” arrangement whereby a fine will be imposed for unsatisfactory performance.

The above four measures benefit all passengers. The sum collected from the “profit sharing” mechanism and “service performance” arrangement benefits passengers through the “10% Same Day Second Trip Discount” scheme.

Also, three new types of tickets, namely the “MTR City Saver”, “Tung Chung – Nam Cheong Monthly Pass Extra”² and “Monthly Pass Extra” Scheme² have been / will be introduced to provide more fare concessions to frequent medium and long-distance passengers under the new arrangement.

The Government has all along been encouraging public transport operators, including the MTRCL, to provide fare concession schemes as far as possible, taking into account their respective operating and financial conditions, market condition and passenger needs, etc., so as to alleviate the burden of travelling expenses on the public. Details of such schemes are, however, commercial decisions of individual operators, having regard to the financial prudence required of commercial enterprises.

¹ Overall fare adjustment rate = 0.5 x Change in Composite Consumer Price Index in December of the previous year + 0.5 x Change in Nominal Wage Index (Transportation Section) in December of the previous year – PF (0.6 from 2013 to 2017)

² Holders of the original “Monthly Pass” have to pay full fare for the onward domestic journeys reaching stations not covered by the pass. “Monthly Pass Extra” provides an additional 25% fare discount for these onward domestic journeys.

CONTROLLING OFFICER'S REPLY**THB(T)380****(Question Serial No. 3916)**

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 (Member Question No. 89):

The Transport Department (TD) implements bus-bus-interchange (BBI) schemes to reduce transport expenses of the public effectively. In this regard, please advise on the following:

- (1) the number of BBI schemes implemented in the past three years;
- (2) the average daily number of passengers benefitted from the BBI schemes in the past three years; and
- (3) whether the Government will encourage bus companies to introduce more BBI schemes? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHEUNG Kwok-che

Reply:

- (1) and (2) The numbers of BBI schemes implemented and average daily passengers using these BBI schemes in the past three years are set out below:

Year (as at 31 December)	Number of BBI schemes	Number of average daily passengers making use of the BBI schemes
2011	245	117 000
2012	250	118 000
2013	305	129 000

- (3) The TD will continue to encourage bus companies to improve existing schemes or introduce new schemes with more attractive fare concessions, and with more route choices and destinations. A total of 36 BBI schemes are proposed for implementation in 2014. The majority of these schemes are proposed in connection with the route rationalisation proposals in the context of the proposed route development programmes (RDPs) for 2014-15. Consultation of the RDPs with relevant District Councils has started in January 2014 and is targeted to be completed around mid-2014. The implementation of the BBI schemes will be subject to the outcome of the consultation of the RDPs.

CONTROLLING OFFICER'S REPLY**THB(T)381****(Question Serial No. 3917)**

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 (Member Question No. 94):

What are the details on the average daily deployment of environment-friendly buses along busy corridors by franchised bus companies in the past three years?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The Government has been working with the franchised bus companies to promote the deployment of more environment-friendly buses (buses with Euro II or above emission standards) along busy corridors. Details of such bus deployment in the past three years are set out below:

As at year end of	Percentage of franchised buses deployed on busy corridors that are of Euro II or above emission standards (%)				
	Yee Wo Street	Hennessy Road	Queensway	Des Voeux Road Central	Nathan Road
2011	100	95	91	94	98
2012	100	97	97	98	99.8
2013	100	100	100	99.7	100

As at end 2013, the percentage of buses of Euro IV or above emission standards plying these roads ranged from 35% to 44%. It is expected that with the planned completion of the full-scale retrofit of Selective Catalytic Reduction devices on eligible Euro II and Euro III buses and roll-out of new Euro V buses by end 2016, there will be more buses of Euro IV or above emission performance being deployed on the busy corridors.

CONTROLLING OFFICER'S REPLY

THB(T)382

(Question Serial No. 3918)

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 (Member Question No. 97):

What were the details of the support to the Environmental Protection Department (EPD) in carrying out environmental initiatives including the retrofitting of selective catalytic reduction (SCR) device on eligible in-service franchised buses, as well as the trial of hybrid buses and electric buses in the past three years; and what were the respective expenditures and programmes for implementation of the above initiatives each year?

Asked by: Hon. CHEUNG Kwok-che

Reply:

In order to reduce emissions from franchised buses, the EPD has rolled out environmental initiatives including the retrofitting of SCR devices on eligible Euro II and Euro III franchised buses, as well as the trial of hybrid buses and electric buses, over the past few years. The Transport Department (TD) has been providing support to the EPD (such as to assist the EPD to liaise with the bus companies and provide advice from service angle) to implement these environmental initiatives.

The details of the programmes and the expenditures for implementation of the above initiatives are as follows:

Trial of Hybrid Buses

The Legislative Council (LegCo) approved a funding of \$33 million to the EPD in April 2011 to fully subsidise franchised bus companies to procure six double-deck hybrid buses for trial in Hong Kong. The franchised bus companies have placed orders for the hybrid buses. It is expected that the hybrid buses will be delivered in around mid-2014, and the trial will commence in the second half of 2014 and last for two years.

Trial of Electric Buses

The LegCo approved a funding of \$180 million to the EPD in July 2012 to fully subsidise franchised bus companies to purchase 36 single-deck electric buses (including 28 battery-electric buses and eight supercapacitor buses, and related charging facilities) for trial runs on a number of routes to assess their performance in different operating conditions. The franchised bus companies have started the procurement process of the electric buses. It is expected that the trial will commence progressively, starting from end 2014, and will last for two years.

Retrofitting of SCR Devices

The LegCo approved a funding of \$400 million to the EPD in July 2013 to fully subsidise franchised bus companies to retrofit some 1 400 Euro II and Euro III franchised buses with SCR devices, which would reduce the nitrogen oxides emissions and raise the emission performance of the retrofitted buses to a level comparable with that of Euro IV buses. The franchised bus companies are making arrangements for the retrofit programme. It is expected that the programme will be completed by end 2016.

The expenditure for the above three programmes in the past three years is as follows:

Programme	Expenditure in 2011-12 (\$ million)	Expenditure in2012-13 (\$ million)	Expenditure in 2013-14 (estimated) (\$ million)
Trial of Hybrid Buses	0	3.3	16.5
Trial of Electric Buses	Note	0	20
Retrofitting of SCR Devices	Note	Note	6

Note: Funding was not yet approved by the LegCo at the time.

CONTROLLING OFFICER'S REPLY

THB(T)383

(Question Serial No. 3919)

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 (Member Question No. 99):

- (1) Regarding the requirement under the Road Traffic (Amendment) Ordinance 2012, what are the details or the latest progress of preparation for the pre-service training course for applicants for public light bus (PLB) driving licence?
- (2) Regarding the measure for mandatory installation of electronic data recording device (EDRD) on newly registered PLBs to enhance the safe operation and service quality of PLB, how many PLBs which were newly registered and previously registered have been fitted with the EDRD, and what is the percentage of the total number of PLBs?
- (3) Further to the above question, what is the installation cost? Will the Administration subsidise the installation cost? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHEUNG Kwok-che

Reply:

- (1) and (2) The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012, which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of the EDRD for installation on new PLBs. The Government aims at completing the required legislative procedures in 2014 to commence these two requirements. As the installation of the EDRD is not yet a legal requirement, the TD does not have record of EDRD installed.

- (3) The cost of an EDRD approved by the TD ranges from \$3,800 to \$5,000. It only forms a small portion of the total cost of a new PLB. The Government will not subsidise PLB owners to install the EDRD on PLBs.

CONTROLLING OFFICER'S REPLY**THB(T)384****(Question Serial No.: 3920)**

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 (Member Question No. 100):

- (1) In relation to the daily spot checks on 14 franchised buses in service, please provide the manpower, expenditure and work details in the past three years.
- (2) Please provide the number of buses with defects found in the spot checks and their respective ratios to the total number of buses in the past 3 years?

Asked by: Hon. CHEUNG Kwok-che

Reply:

- (1) In the past three years, the Transport Department (TD) deployed three Motor Vehicle Examiners II (MVE IIs) to conduct an average of 14 spot checks on in-service franchised buses per working day. The annual total staff costs, in terms of notional annual mid-point salary, are as follows:

2011 (\$ million)	2012 (\$ million)	2013 (\$ million)
1.55	1.64	1.70

The inspection items include braking, steering, suspension and lighting systems, body structure, seats, emergency exits, tyres and emission test.

- (2) The numbers of buses with general defects found in the spot checks in the past three years are tabulated below:

2011		2012		2013	
Number of licensed bus	Number of bus with general defects (%)	Number of licensed bus	Number of bus with general defects (%)	Number of licensed bus	Number of bus with general defects (%)
5 798	1 303 (22.5)	5 743	1 216 (21.2)	5 791	1 493 (25.8)

General defects include minor defects, such as malfunctioning of stop request lamps / bells, and partial malfunctioning of interior lights.

CONTROLLING OFFICER'S REPLY

THB(T)385

(Question Serial No. 4091)

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 (Member Question No. 248):

What are the details of pedestrian environment improvement schemes implemented in each district by the Administration in the past three years?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The pedestrian environment improvement schemes implemented in the past three years are listed at Annex.

Location	Type of Pedestrian Environment Improvement Scheme	Year of Completion
East Point Road (between Lockhart Road and Great George Street)	Widening of footpath, raising the level of carriageway, and replacing concrete pavement with clay pavers	2011
Great George Street (between East Point Road and Paterson Street)	Widening of footpath, raising the level of carriageway, and replacing concrete pavement with clay pavers	2011
Saigon Street (between Parkes Street and Shanghai Street)	Widening of footpath, replacing concrete pavement with clay pavers, and laying of colour dressing on carriageway	2011
Pak Hoi Street (between Nathan Road and Shanghai Street)	Replacing concrete pavement with clay pavers, and laying of colour dressing on carriageway	2011
Ning Po Street (between Nathan Road and Shanghai Street)	Widening of footpath, replacing concrete pavement with clay pavers, laying of colour dressing on carriageway, and provision of speed tables at junctions	2011
Parkes Street (between Saigon Street and Jordan Road)	Widening of footpath, replacing concrete pavement with clay pavers, laying of colour dressing on carriageway, and provision of speed tables at junctions	2011
Kwelin Street (between Un Chau Street and Fuk Wa Street)	Widening of footpath, replacing concrete pavement with clay pavers, and provision of speed tables at junctions	2011
Junction of Tai Tong Road and Kau Yau Road	Widening of footpath, and widening and straightening of pedestrian crossings	2011
Bowring Street (between Parkes Street and Shanghai Street)	Extension of part-time pedestrianisation scheme from Sundays only to everyday from 12 noon to 9 p.m.	2012
Kik Yeung Road (near its junction with Castle Peak Road (Yuen Long Section))	Widening of footpath	2013
Ping Shun Street	Extension of Ping Shun Street to Ma Wang Road to enhance pedestrian safety	2013
LRT Hong Lok Station	Widening of pedestrian crossing	2013
Kai Chiu Road (between Lee Garden Road and Yun Ping Road)	Provision of speed tables at junctions	2014
Tai Tong Road (between Castle Peak Road (Yuen Long Section) and Fau Tsoi Street)	Widening of footpath	2014

CONTROLLING OFFICER'S REPLY

THB(T)386

(Question Serial No. 4095)

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 (Member Question No. 494):

Regarding the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) at the Shenzhen Bay Port, what are the implementation details and the number of vehicles participating in the Scheme?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. Qualified owners of non-commercial Hong Kong private cars with five seats or less may apply for ad hoc quotas to drive their own cars to enter the Guangdong Province via the Shenzhen Bay Port for a short stay of not more than seven days. The daily quota is set at 50. As at 3 March 2014, the Transport Department has received 3 172 applications with 2 888 applications approved.

CONTROLLING OFFICER'S REPLY

THB(T)387

(Question Serial No. 6386)

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 (Member Question No. 31):

Will the Administration intend to provide additional shelters at the Yau Oi (South) Bus Terminus (south of Hoi Chu Road) to improve the passenger waiting environment? If yes, what are the details and relevant expenses? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

There are two passenger waiting areas designated in the Yau Oi (South) Bus Terminus. The southern area is observed by one terminating bus route with a passenger shelter and one passing bus route with no shelter. The northern area is observed by passing routes – 15 bus routes with three bus shelters, and one bus route and one green minibus route with no shelter.

The shelters at bus terminus are normally provided by public transport operators having regard to passenger boarding / alighting pattern. For bus stops with mainly alighting activities, the need to have a bus shelter may be less. Nevertheless, the Transport Department has requested the operators to consider including the proposals in their shelter construction programme.

CONTROLLING OFFICER'S REPLY

THB(T)388

(Question Serial No. 6388)

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 (Member Question No. 41):

Does the Administration intend to improve the traffic facilities supporting the Tin Shui Wai Hospital by constructing a flyover from Tin Ying Road to facilitate hospital staff and citizens accessing the hospital? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Tin Shui Wai Hospital will mainly serve the locals in the Tin Shui Wai area. The staff of and visitors to the hospital can conveniently access the hospital from Tin Tan Street via Tin Shui Road, the local distributor of the area for connection with the rest of Tin Shui Wai area. Tin Ying Road is mainly functioning as an outer circuit road for connecting the Tin Shui Wai area with other districts outside Tin Shui Wai. The amount of traffic travelling from Tin Ying Road accessing the hospital is expected to be low, and vehicles can conveniently do so via Tin Wah Road, Tin Shui Road and Tin Tan Street.

Moreover, the construction of a flyover at this stage would cause substantial delay to the hospital project, the construction works of which started in February 2013. If the proposed flyover were to be implemented, the current construction works for the hospital would have to be stopped and the works completed so far will become abortive. Therefore, the Administration has no plan to pursue the proposed flyover.

The Administration will further enhance the accessibility of the hospital by increasing the capacity of its road access to reduce the risk of traffic congestion. To this end, the Transport Department has completed the design of widening Tin Tan Street at its junction with Tin Shui Road, and has requested the Highways Department to implement the improvement works to complement the targeted opening of the hospital in 2016.

CONTROLLING OFFICER'S REPLY

THB(T)389

(Question Serial No. 4135)

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 (Member Question No. 120):

Will the Administration conduct public consultation on bus route rationalisation proposals in different districts in 2014-15? What will be the expenditure and the manpower involved?

Asked by: Hon. KWOK Ka-ki

Reply:

As an annual exercise, the Transport Department (TD) consults each of the 18 District Councils (DCs) on bus route rationalisation proposals in the context of the proposed route development programmes (RDPs) submitted by franchised bus companies. Apart from that, the DCs will also be consulted on other bus service adjustments needed to be made from time to time. Having regard to the views of the DCs and the public collected during consultation, the TD and the bus companies would make adjustments to the proposals as necessary and appropriate before implementation.

The consultation for the 2014-15 RDPs with the DCs has started in January 2014 and the target is to complete the consultation in around mid-2014.

The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The work involved is undertaken by existing staff of the TD as part of their normal duties.

CONTROLLING OFFICER'S REPLY

THB(T)390

(Question Serial No. 5551)

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 (Member Question No. 46):

Under Subhead 272 Electricity for public lighting of the Controlling Officer's Report of the Highways Department (HyD), it was mentioned that the provision will be used for "paying electricity bills for street lighting, traffic signals, escalators for footbridges and ventilation equipment at bus termini". Please advise this Committee on the following:

- (a) whether "provision of additional bus shelters at the Tai Po Central Bus Terminus (the Bus Terminus) to improve passenger waiting environment and reduce the impact of noise caused to nearby residents" has been included.
- (b) If yes, what are the details and the tariff assessment?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

Improvement of passenger waiting environment at bus termini, which include co-ordination with franchised bus operators on provision of bus shelters, is handled by the Transport Department (TD). It does not fall under Subhead 272 Electricity for public lighting of the Controlling Officer's Report of the HyD.

The Bus Terminus is used by three regular routes, ten bypassing routes and four special services. The passenger waiting area of the Bus Terminus is partly covered by a footbridge in the vicinity. To improve the passenger waiting environment, the franchised bus operators have provided seven bus shelters at the Bus Terminus. At present, all routes at the Bus Terminus are either provided with bus shelters or with waiting area under the footbridge.

The TD will continue to work with the franchised bus operators to further improve the passenger waiting environment of the Bus Terminus as necessary.

CONTROLLING OFFICER'S REPLY

THB(T)391

(Question Serial No. 5554)

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 (Member Question No. 49):

In Programme 2 (page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether "alleviating the traffic congestion problem along Ting Kok Road and in Tai Mei Tuk through widening of Ting Kok Road or construction of new road" has been included.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

Various improvement measures to facilitate smooth traffic flow on Ting Kok Road are being examined by the Transport Department (TD) as part of its work in designing and implementing traffic management schemes to ensure the efficient use of limited road space.

Currently, the volume/capacity ratio of Ting Kok Road is about 0.9 during the peak hours and its traffic condition is generally acceptable. The TD is closely monitoring the situation along Ting Kok Road. To further smoothen the traffic flow, three bus laybys will be provided along the road by phases. In addition, investigation work for the fourth bus layby to ascertain the feasibility of construction is being carried out. The works are undertaken by the Highways Department under Head 706 - Highways, Subhead 6100TX, Group 5 - Traffic Engineering Works.

Furthermore, for the section of Ting Kok Road near the Tai Po Industrial Estate, the TD has put in place, in conjunction with the drainage works of the Drainage Services Department, an alternative traffic route for vehicles at the junction of Ting Kok Road / Fung Yuen to access, via the Tai Po Industrial Estate, Yuen Shin Road and the Tolo Highway. So far, the operation of the alternative route has been satisfactory, and the TD is considering making the measure permanent.

CONTROLLING OFFICER'S REPLY

THB(T)392

(Question Serial No. 5555)

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 (Member Question No. 50):

Under Programme 2 of the Controlling Officer's Report (Page 526) of the Transport and Housing Bureau (Transport Branch), it is stated that the Bureau aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas", please advise:

- (a) whether "Improving the traffic congestion problem of Kwong Fuk Road and construction of a vehicular flyover near the Kwong Fuk Bridge" has been included?
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The improvement work for Kwong Fuk Road is under Programme (1) of Head 186. The Transport Department completed a study on the traffic situation of Kwong Fuk Road in March 2013. It recommended the provision of the Kwong Fuk Vehicular Bridge near the Kwong Fuk Bridge. The scope of the project is being reviewed with a view to conducting a preliminary assessment of its technical feasibility.

CONTROLLING OFFICER'S REPLY

THB(T)393

(Question Serial No. 5556)

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 (Member Question No. 51):

In Programme 2 (Page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas", please advise:

- (a) whether "alleviating the traffic congestion problem of Tai Po Road - Yuen Chau Tsai section (Tai Po Bound), studying the relocation of the existing liquefied petroleum gas (LPG) filling station, and widening of existing carriageway" has been included.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The local road widening of the Yuen Chau Tsai section of Tai Po Road at Kwong Fuk Roundabout is being examined by the Transport Department (TD) as part of its work on designing and implementing traffic management schemes to ensure the efficient use of limited road space.

The TD has been closely monitoring the traffic condition of the Yuen Chau Tsai section of Tai Po Road, and is studying the traffic engineering feasibility of widening a section of the road. The TD plans to submit the findings and recommendations of the study to the Traffic and Transport Committee (T&TC) of the Tai Po District Council (TPDC) for discussion in mid-2014.

The proposed relocation of the existing dedicated LPG filling station at Tai Po Road - Yuen Chau Tsai Section was discussed at the T&TC of the TPDC on 13 September 2013. The meeting was informed that the relocation would not be feasible due to land problems.

CONTROLLING OFFICER'S REPLY

THB(T)394

(Question Serial No. 5567)

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 (Member Question No. 65):

In Programme 2 (page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it was mentioned that the Administration aimed to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether the "relocation of bus stops, minibus stops and stopping points of other public transport modes near the Sheung Shui Station and the Fanling Station" has been included.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?.

Asked by: Hon. LAU Wai-hing, Emily

Reply:

To enable the provision of safe, efficient and effective public transport services, the Transport Department (TD) has been closely monitoring the daily operation of the public transport services and their stopping arrangements, taking into account passenger demand and traffic condition of the stopping locations.

In April 2013, the TD worked with franchised bus operators to re-arrange the bus stopping locations of five bus routes on San Wan Road near the Sheung Shui Station. The bus stopping re-arrangements have considerably improved the passenger waiting environment and relieved traffic congestion on San Wan Road.

The TD has also reviewed the stopping arrangements of buses and green minibuses near the Fanling Station, and considered that the current situation generally worked well. The TD will continue to closely monitor the situation, and review the stopping arrangements with public transport operators when necessary.

CONTROLLING OFFICER'S REPLY

THB(T)395

(Question Serial No. 5569)

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 (Member Question No. 67):

Under Programme (2) of the Controlling Officer's Report (page 526) of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether "early implementation of the pilot scheme of double-deck bicycle parking facilities (DDBPF) at the Fanling MTR Station and the Sheung Shui MTR Station" is included in this year's plan.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The Transport Department (TD) is taking forward the DDBPF project. The DDBPF near the Fanling MTR Station has been put on trial for public use since 30 October 2013. It provides parking spaces for 22 bicycles, which is 47% more than that of the conventional type installed at the same location. This new DDBPF is well received by cyclists. As such, the TD is now proceeding with another trial in Sheung Shui, which is larger in scale, and will be located near the Sheung Shui MTR Station as agreed by the North District Council. The land required for the installation was released by the MTR Corporation Limited in February 2014. It will take about 12 months for procurement, delivery from suppliers, site preparation, on-site installation and testing. The targeted completion date of this DDBPF will be in the first half of 2015.

CONTROLLING OFFICER'S REPLY

THB(T)396

(Question Serial No. 5570)

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 (Member Question No. 68):

In Programme 2 (page 527) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it is stated that the Administration "worked jointly with franchised bus companies on the deployment of environment-friendly buses along busy corridors and on pursuing rationalisation of bus service more vigorously". In this connection, please advise this Committee:

- (a) whether the improvement in the frequency of bus routes from the North District to the urban areas, and study to enhance the mechanism of bus service frequency adjustments will be included in the plan this year.
- (b) If yes, what are the details?
- (c) If no, will it be included in other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

As an ongoing task, the Transport Department (TD) considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis, taking into account factors such as changes in passenger demand and population, development of the district, infrastructural development, and the established guidelines on service improvement and reduction. The guidelines are reviewed from time to time and as necessary. Further, as part of its day-to-day monitoring work, the TD considers and implements any necessary bus service adjustments as and when required in order to better meet passenger demand whilst maintaining an efficient bus network.

In respect of the North District, the TD and bus companies have conducted a holistic review on bus services in the district, and devised bus service improvement and rationalisation proposals under the “Area Approach” in 2013 in the context of the RDP for 2013-14. Since the phased implementation of the proposals under the “Area Approach”, which began in August 2013 and was completed in January 2014, the TD and bus companies have closely monitored the service level and passenger demand of all external bus services in the North District, including bus routes from the North District to urban areas. So far, 12 service improvement items have been taken forward, and four of them are for external routes from the North District to urban areas.

In the RDP for 2014-15, the TD and the bus company have proposed service adjustment proposals for eight external bus routes between the North District and urban areas. The TD has started to consult the North District Council on the proposals in the first quarter of 2014. The implementation of the proposals will be subject to the outcome of the consultation.

CONTROLLING OFFICER'S REPLY

THB(T)397

(Question Serial No. 5571)

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 (Member Question No. 69):

Under Programme 2 of the Controlling Officer's Report (page 527) of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration "worked jointly with franchised bus companies on the deployment of environment-friendly buses along busy corridors and on pursuing rationalisation of bus service more vigorously". In this connection, please advise this Committee:

- (a) whether a plan to introduce a new "E" bus route to the airport via Tung Chung and the Cathay Pacific City with bus fare at a reasonable level will be included in this year's plan?
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

At present, three franchised bus companies, namely the Citybus Limited (CTB), the Long Win Bus Company Limited (LW) and the New Lantao Bus Company (1973) Limited (NLB), provide a comprehensive network of franchised bus services for North Lantau, covering the Tung Chung new town and the airport. They operate a total of 11 Airbus services ("A" routes), ten North Lantau External services ("E" routes), four North Lantau Shuttle services ("S" routes) and ten Overnight services ("N" routes). These routes connect Tung Chung and the airport with other districts in the territory. Among these bus services, nine "E" routes, three "S" routes and all ten "N" routes serve Tung Chung and the Cathay Pacific City at the airport. To provide passengers with a wider choice of bus services to more destinations at concessionary fares, the CTB, the LW and the NLB have offered over

50 bus-bus interchange (BBI) schemes on their bus routes serving Tung Chung and the airport, with the major BBI point at the Tsing Ma Toll Plaza. The CTB and the LW also offer fare discount schemes on some of their “A” routes for employees working at the airport.

Apart from taking franchised bus services, passengers heading for Tung Chung or the airport can also take the MTR’s Tung Chung Line or its Airport Express Line. In the light of the current coverage and level of public transport services serving Tung Chung and the airport, there is no plan to introduce an additional “E” route to the airport via Tung Chung and the Cathay Pacific City at the moment. Nonetheless, the Transport Department (TD) and the bus companies will continue to closely monitor the passenger demand and operation of bus services, and to introduce service adjustment or new service if necessary. The TD will also continue to encourage bus companies to improve the existing BBI schemes and fare concession schemes or introduce new schemes with more attractive fare concessions, route choices and destinations.

CONTROLLING OFFICER'S REPLY

THB(T)398

(Question Serial No. 5573)

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 (Member Question No. 71):

It was mentioned under the Aim of Programme (2) (page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch) that the Administration will "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether "widening of the junction of Ma Sik Road and Sha Tau Kok Road in Fanling and the section of Po Shek Wu Road near Choi Po Court in Sheung Shui" is included in this year's plan.
- (b) if yes, what are the details?
- (c) if no, is it included under other subhead and what are the details?
- (d) if the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

Designing and implementing traffic management schemes to ensure the efficient use of limited road space and to enhance road safety is part of the work of the Transport Department (TD).

The junction of Ma Sik Road and Sha Tau Kok Road in Fanling and the section of Po Shek Wu Road near the Choi Po Court in Sheung Shui are both currently operating within their design capacities. The TD has no plan to widen the afore-mentioned junction and road section. Nevertheless, the junction of Ma Sik Road and Sha Tau Kok Road is undergoing improvement works by the developer of Fanling Sheung Shui Town Lot no. 177, to cater for the additional traffic arising from its residential development, namely "Green Code", near the junction.

The TD will continue to monitor traffic conditions at the above two locations, and will consider the need for designing and implementing traffic improvement measures as necessary.

CONTROLLING OFFICER'S REPLY

THB(T)399

(Question Serial No. 5576)

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 (Member Question No. 74):

Please advise whether “early provision of covered walkways and passenger shelters at minibus stands in the North District” is included under the Capital Works Programme.

- (a) If yes, what are the details?
- (b) If no, is it included under other subhead?
- (c) If the answer to (b) above is negative, what are the reasons?
- (d) If the answer to (b) above is positive, what are the details?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The provision of covered walkways or passenger shelters for minibus stand is part of the work of the Transport Department (TD) in designing and implementing traffic management schemes, pedestrian schemes and other measures to ensure efficient use of limited road space and to enhance road safety.

For the North District, the TD is liaising with the Highways Department on the technical feasibility of the provision of cover for the footpath on San Wan Road near the Sheung Shui MTR Station Exit D1 and of passenger shelters for some of the stands at the green minibus terminus in the public transport interchange next to the Landmark North in Sheung Shui.

CONTROLLING OFFICER'S REPLY

THB(T)400

(Question Serial No. 5197)

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 (Member Question No. 66):

Please provide the details of the work and expenses in relation to “implementing route development programme items for franchised buses”.

Asked by: Hon. MO, Claudia

Reply:

Bus services are adjusted from time to time to meet the needs of the community. As an ongoing task, the Transport Department (TD) considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis. Since 2013, bus services are rationalised in a holistic manner, based on the Area Approach, instead of on a route-by-route basis, to achieve maximum benefits. The District Councils (DCs) will be consulted on the proposals before implementation.

The TD will collaborate with franchised bus companies on the implementation of the RDP items. Adequate publicity will be made to notify passengers of the service changes before the implementation of the RDP items.

In 2013-14, 172 RDP items would be implemented. So far, 133 RDP items have been implemented, and the rest will be implemented by mid-2014.

The work related to implementing the RDP items is undertaken by existing staff of the TD as part of their normal duties.

CONTROLLING OFFICER'S REPLY**THB(T)401****(Question Serial No. 6163)**

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 (Member Question No. 83):

Regarding the parking spaces in Hong Kong, would the department concerned please advise:

- (1) What are the numbers and utilisation rates of parking spaces in government multi-storey car parks as at February 2014?
- (2) What are the utilisation rates of on-street metered parking spaces in Hong Kong as at February 2014 (in 18 districts)?
- (3) Is there any plan for the department concerned to conduct the third parking demand study on the changes in parking demand and supply to facilitate future planning, and consider measures such as developing new types of high-density car parks or re-developing existing government car parks to increase road space so as to help alleviating the existing traffic congestion? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. MOK, Charles Peter

Reply:

- (1) The numbers and utilisation rates of parking spaces provided in government multi-storey car parks as at February 2014 are shown in the following table:

Location	Number of parking spaces	Utilisation Rate (Daily Average)
Aberdeen Car Park	301	76%
City Hall Car Park	165	17%
Kennedy Town Car Park	195	71%

Location	Number of parking spaces	Utilisation Rate (Daily Average)
Kwai Fong Car Park	562	51%
Middle Road Car Park	785	34%
Murray Road Car Park	388	39%
Rumsey Street Car Park	822	56%
Shau Kei Wan Car Park	381	78%
Sheung Fung Street Car Park	268	77%
Star Ferry Car Park	370	40%
Tin Hau Car Park	426	65%
Tsuen Wan Car Park	603	65%
Yau Ma Tei Car Park	772	48%
Total	6 038	54%

- (2) As on-street metered parking spaces are designed for short duration of stay, we do not have a complete breakdown of the utilisation rates.
- (3) The Administration conducts reviews from time to time the standards of parking provision. The Administration revised the standards for private car parking in subsidised housing developments and private residential developments in May 2009 and February 2014 respectively. We will continue to closely monitor the parking demand and supply situation, and consider the need for conducting new parking demand study in due course.

As part of our ongoing work, we will explore appropriate improvement schemes in areas where there is a shortage of parking spaces. For example, when a government car park is re-developed, we will require the prospective developer to conduct traffic impact assessments and re-provide suitable amount of parking spaces in the new development as necessary.

CONTROLLING OFFICER'S REPLY

THB(T)402

(Question Serial No. 6164)

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 (Member Question No. 84):

The Government will study the implementation of Electronic Road Pricing (ERP) in Central. What are the scope, programme, manpower, and estimated expenditure of the proposed study? How is the study different from the feasibility study conducted in 1997 in respect of the technology to be investigated? Also, will the Administration conduct study on other possible options? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. MOK, Charles Peter

Reply:

The Government will explore the possibility of the application of the ERP in the Central district. At this stage, the work involved is carried out by existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department (TD), and no additional expenses are involved. The details of the study will be worked out in due course.

The TD had conducted studies in the past, including the one in 1997, to examine the technical feasibility of the ERP application in Hong Kong. The studies concluded that there were feasible ERP technologies which could be adopted in Hong Kong. In exploring the possibility of the application of the ERP in the Central district, the Administration will look into various available technology options by making reference to the previous studies, overseas experience in implementing the ERP, as well as the latest development in the ERP technology.

CONTROLLING OFFICER'S REPLY

THB(T)403

(Question Serial No. 3357)

Head: (186) Transport Department
Subhead (No. & title): (-) Not Specified
Programme: (3) District Traffic and Transport Service
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 66):

Does the Administration intend to accelerate linking up the footbridge networks from Wan Chai to the Central and Western Districts to allow pedestrians walking from O'Brien Road to Sai Ying Pun? If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

Currently, there are three independent footbridge systems in the Wan Chai North, Admiralty and Central areas providing convenient, safe and efficient pedestrian connections to various buildings, MTR stations, and public transport interchanges in the respective areas. We have long-term plan to provide two new elevated walkways in Wan Chai and Sheung Wan for enhancing linkages between the said footbridge systems. In Wan Chai, a "Gloucester Road Elevated Walkway" is proposed to connect the O'Brien Road Footbridge in front of the Immigration Tower with the Central Government Offices in Tamar. In Sheung Wan, a "Connaught Road West Elevated Walkway" is proposed to connect the Shun Tak Centre with the Sun Yat Sen Memorial Park. These two proposed elevated walkways are now in the planning stage. The works programmes and estimated costs will be available at a later stage.

CONTROLLING OFFICER'S REPLY**THB(T)404****(Question Serial No. 3358)**

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 (Member Question No. 67):

Does the Administration have any plan to build a large-scale public transport interchange near Wan Chai and Causeway Bay to encourage the public to make use of interchange services in order to alleviate traffic congestion? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

In planning for new public transport interchanges, consideration will be given to land availability, cost, utilisation of other public transport terminating facilities in the vicinity, planned development in the area, and the planned public transport services for the interchanges.

The Transport Department (TD) has no plan to provide a large-scale public transport interchange in the Wan Chai and Causeway Bay areas as there is no suitable land available for such facilities in these densely developed areas. Nevertheless, bus-bus interchange (BBI) schemes are provided by bus companies for bus services running along busy corridors to improve bus network efficiency and coverage, while at the same time reduce the pressure for new direct bus routes and hence the number of bus trips. This in turn helps alleviate traffic congestion thereat. In respect of the Wan Chai and Causeway Bay areas, BBI schemes are provided for bus services at major bus stops on Hennessy Road (such as outside Sogo and Hysan Place) to facilitate passenger interchanging for bus services to different districts. These bus interchange points operate effectively and are frequently utilised by bus passengers.

To encourage passengers to make use of the BBI services, the TD will continue to encourage bus companies to improve the existing BBI schemes or introduce new schemes with more attractive fare concessions, and more route choices and destinations. The TD will also explore with bus companies the provision of enhanced interchange hardware at major locations, such as passenger shelters and large route information panels with light boxes.

CONTROLLING OFFICER'S REPLY

THB(T)405

(Question Serial No. 3359)

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 (Member Question No. 68):

Does the Government intend to widen part of the footpaths in Wan Chai, provide additional pedestrian streets in Causeway Bay, and improve the environment of major bus stops in Causeway Bay by making reference to the pattern underneath the Canal Road Flyover. If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

The Transport Department (TD) has been monitoring the adequacy and conditions of pedestrian facilities, including footpaths and pedestrian streets, in Wan Chai and Causeway Bay districts. Necessary improvement measures, where technically feasible, including the widening of footpaths, will be implemented in consultation with the District Council (DC) concerned whenever opportunity arises. We will maintain close contact with the local communities and relevant DCs in reviewing pedestrian schemes. Due to the high volume of vehicular and pedestrian flows and the need to cope with the demands of various road users, there is at present inadequate space available in the area to improve the environment of major bus stops to a scale similar to the one underneath the Canal Road Flyover. Nevertheless, the TD will continue to monitor the situation and implement necessary and technically feasible improvement measures for bus stops in the area when the opportunity arises, and there is local support.

CONTROLLING OFFICER'S REPLY

THB(T)406

(Question Serial No. 3363)

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 (Member Question No. 72):

Does the Administration intend to improve feeder transport for connection to the Wong Chuk Hang Station and the HKU Station, i.e. to improve the design of traffic lights, bus stops, and public transport interchange (PTI) on 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 South Island Line (East) (SIL(E))? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

Essential Public Infrastructure Works (EPIW) entrusted to the MTR Corporation Limited are being carried out 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 are outlined below:

- (a) the construction of a covered footbridge link connecting the HKU Station with the University of Hong Kong Centennial Campus;
- (b) the construction of a green minibus (GMB) boarding and alighting area adjacent to the Kennedy Town Station; and
- (c) the construction of 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 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 monitor the traffic situation and transport demand in the areas concerned after the opening of the two railway lines, and will consider and implement further improvements as necessary.

CONTROLLING OFFICER'S REPLY**THB(T)407****(Question Serial No. 3364)**

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 (Member Question No. 73)

Does the Administration have any plan to improve the design of bus stops to achieve the standards of the "Bus Rapid Transit (BRT)" system by firstly expanding the capacity of four sets of bus stops at "Queen Mary Hospital" (southbound/northbound), "Pok Fu Lam Village" (southbound/northbound), "Tin Wan Street" (northbound) and "Aberdeen Promenade" (northbound)? Will the Administration also study the feasibility of providing more bus stops by demolishing the pedestrian ramps leading to footbridges HF104 and HF134 after installation of elevators, so as to relieve the pressure on bus stop capacity nearby, and provide display panels showing the arrival time of bus routes, in order to increase the average speed of buses, reduce passengers' waiting and boarding / alighting time, and encourage interchange of services? If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

There are established standards and guidelines for the design and designation of bus stops in Hong Kong. Factors including traffic management, safety, passenger convenience, bus operating efficiency, etc. would be taken into account. The BRT is a specially designed system with relevant infrastructure such as stations and connecting footbridges to suit the locality for long multiple-car buses to operate. The system requires dedicated traffic lanes and more space for bus stations and dedicated pedestrian crossing. In view of the limited road space in Hong Kong, particularly in the urban area, the BRT system may not be suitable for Hong Kong. Nevertheless, the Transport Department (TD) will continue to monitor the provision of public transport facilities, including the mentioned bus stops at the Queen Mary Hospital, the Pok Fu Lam Village, Tin Wan Street and the Aberdeen Promenade in the Southern district, and to consider improvement measures should situations warrant.

As for the proposal of demolishing the pedestrian ramps leading to footbridges HF104 and HF134 after installation of elevators, the TD will look into the proposal in consultation with the Civil Engineering and Development Department and the Highways Department.

The Government has all along encouraged and welcomed the adoption of information technology by franchised bus companies to provide passengers with more travelling information. The Citybus Limited has provided real-time bus arrival information on all its airport routes (i.e. "A" routes) through its website and smart phone applications. The Kowloon Motor Bus Company (1933) Limited and the Long Win Bus Company Limited are trying out an Estimated Bus Arrival Time System at the Tuen Mun Road Bus-Bus Interchange to provide real-time bus arrival information on selected routes. However, these information technology initiatives entail considerable capital investment and operation cost. Thus, in considering whether to make wider use of the system, franchised bus companies have to take into account passenger needs and cost-effectiveness of the systems under different operating environment. The provision of display panel showing the arrival time of buses requires setting up the display panels at the bus stops as well as the real-time tracking of buses, on-line frequent data transmission and complicated algorithms to estimate the arrival time by depot computer. It may not be economical for providing the display panel showing the arrival time of buses at bus stops that are observed by relatively high frequency routes. The Government will continue to keep in view the progress of the use of the technology on enhancing the dissemination of travelling information for passengers by franchised bus companies.

CONTROLLING OFFICER'S REPLY**THB(T)408****(Question Serial No. 3365)**

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 (Member Question No. 74):

With a design of only 18 bays for buses and minibuses, the public transport interchange (PTI) at the Wong Chuk Hang Station and the bus terminus nearby will not be adequate to cope with the demand of interchanging passengers from the Aberdeen, Pok Fu Lam and Shum Wan areas in the light of the existing projects and the need to install large display panels to provide real-time bus departure information. Does the Administration have any plan to expand the public transport interchange and the bus terminus nearby? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

Under the South Island Line (East) (SIL(E)) railway project, a bus terminus will be re-provided along Nam Long Shan Road, which will house the local bus routes relocated from the former Wong Chuk Hang Bus Terminus. In addition, new PTI facilities will be provided along Heung Yip Road underneath the Wong Chuk Hang Station, which will cater for passengers interchanging between various road-based public transport modes and the railway service. The facilities include two bus lay-bys (which can accommodate eight double-deck buses), a lay-by for four green minibuses, a taxi stand for six taxis and a 45-metre long general loading and unloading bay. In the planning and design of these PTI facilities, future developments in the district and the associated projected passenger demand have been taken into account. Besides, flexibility has been built into the design of these facilities for further expansion should there be a need for it.

The Transport Department will discuss with bus companies the provision of passenger information at the public transport facilities at the Wong Chuk Hang Station and the nearby bus terminus, and keep in view the operations of the facilities upon the opening of the SIL(E). Measures would be undertaken to improve the arrangements as necessary.

The provision of the new public transport facilities is funded under the railway project, and the expenditure involved was \$18.7 million (in September 2010 price).

CONTROLLING OFFICER'S REPLY

THB(T)409

(Question Serial No. 3366)

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 (Member Question No. 75):

Does the Administration intend to provide pedestrian links from Aberdeen and Shek Pai Wan to the future Wong Chuk Hang Station to encourage walking. If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

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 will be built across the Wong Chuk Hang Nullah as an essential public infrastructure work for the South Island Line (East) (SIL(E)) for pedestrians to access the future Wong Chuk Hang Station. As for pedestrians from Shek Pai Wan, they can make use of the existing passenger lifts which connect Yue Kwong Road with Yue Fai Road to reach the Aberdeen Town Centre, and to 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.

CONTROLLING OFFICER'S REPLY

THB(T)410

(Question Serial No. 3373)

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 (Member Question No. 82):

Does the Administration intend to subsidise the Southern District Council for the construction of part of a trail along the waterfront connecting Aberdeen with Kennedy Town as recommended by the consultancy report completed in 2012, in particular, the footbridge across the Waterfall Bay connecting the Wah Fu Estate with Cyberport Road, so as to resolve the district financial constraint problem? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

There are sufficient public transport services for commuting between the Southern district and Kennedy Town. Furthermore, there is already an existing footpath along Victoria Road and Cyberport Road which connects the Wah Fu Estate with Cyberport Road. Therefore, there is insufficient traffic and transport ground for the Government to support the construction of a promenade along the waterfront connecting Aberdeen with Kennedy Town.

CONTROLLING OFFICER'S REPLY

THB(T)411

(Question Serial No. 3320)

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 (Member Question No. 36):

Regarding the connectivity of the cycle tracks in Tung Chung with areas within and surrounding the district, will the Administration advise this Committee on the following:

- (1) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration conduct any study on the enhancement and sustainable development of cycle tracks in Tung Chung? If yes, what is the progress? If no, what are the reasons? Is there any plan to conduct relevant studies in 2014-15 and what will be the manpower establishment involved?
- (2) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration receive any suggestions / complaints from the District Councils (DCs), community organisations of local residents and the estates in the district concerning the provision / enhancement of cycle tracks and the provision of additional bicycle parking spaces? What are the positions of the follow-up actions?
- (3) In the past three years (2011-12, 2012-13 and 2013-14), what were the casualties involving cyclists and other road users in Tung Chung and what were the accident blackspots as recorded by the Administration and the relevant departments?

Asked by: Hon. TANG Ka-piu

Reply:

- (1) The Transport Department (TD) has been closely monitoring the use of cycle tracks in the New Territories, including Tung Chung. In March 2013, the TD completed a study on cycling networks and parking facilities. The study proposed a number of improvement measures and recommended that the effectiveness of these measures be ascertained through a pilot scheme in Tai Po. Implementation and evaluation of the improvement measures under the Tai Po Pilot Scheme are near completion. Most of the measures have proved to be successful, and the TD intends to implement these

measures as appropriate in other new towns, including Tung Chung. In this regard, the TD commenced another study in October 2013 to work out detailed designs and a detailed plan for implementation, taking into account the site-specific characteristics of each location. In addition, the “Planning and Engineering Study on the Remaining Development in Tung Chung”, jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) in January 2012 for completion in 2015, includes a review on whether there is room for cycle track improvement in Tung Chung. The Government has no plan to commission any new study in 2014-15 specifically on cycle tracks or related facilities in Tung Chung, and hence there is no additional staff resource involved.

- (2) In the past three years, the TD received requests from the Traffic and Transport Committee (T&TC) of the Islands DC and members of the public on the extension of existing cycle track network within the Tung Chung town and to connect it with the Sunny Bay MTR station. The Revised Concept Plan for Lantau released by the PlanD in 2007 has included the preliminary proposal of providing a cycle track from Tung Chung to Sunny Bay. The proposal will be considered in conjunction with the development projects. In addition, the “Planning and Engineering Study on the Remaining Development in Tung Chung” jointly commissioned by the CEDD and PlanD will study the possibility of improving the connectivity of the existing cycle tracks within the already built-up Tung Chung town.

In the past three years, the TD received suggestions from the T&TC of the Islands DC and members of the public on the provision of additional bicycle parking spaces at the Tung Chung town centre and on the double-deck bicycle parking system. The TD considered the requests and found that there were generally sufficient cycle parking spaces in the vicinity of the locations where the provision of additional spaces was requested. Nevertheless, the TD will continue to monitor the situation and make suitable arrangements when necessary. For the double-deck bicycle parking system, a trial is being conducted in Fanling. The TD will consider the outcome of the evaluation of the trial before territory-wide implementation.

- (3) Statistics on accidents involving bicycles in Tung Chung in the past three years are tabulated below:

Period	Degree of injury#	Cyclist	Other road users
April 2011 – March 2012	Killed	0	0
	Seriously injured	5	0
	Slightly injured	30	5
	Total	35	5
April 2012 – March 2013	Killed	0	0
	Seriously injured	1	0
	Slightly injured	28	3
	Total	29	3

Period	Degree of injury#	Cyclist	Other road users
April 2013 – February 2014*	Killed	0	0
	Seriously injured	3	0
	Slightly injured	28	2
	Total	31	2

Notes:

* Figures are provisional and cover 11 months only.

Degree of injury:

Killed - sustained injury causing death within 30 days of an accident

Seriously injured - an injury for which a person is detained in hospital for more than 12 hours

Slightly injured - an injury for which a person is either not detained in hospital or detained for not more than 12 hours

There is no such classification as bicycle accident blackspots. The TD will continue to monitor relevant accident statistics and implement improvement measures where necessary.

CONTROLLING OFFICER'S REPLY

THB(T)412

(Question Serial No. 5609)

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 (Member Question No. 51):

Does the Administration intend to provide more hillside escalator links and elevator systems (HEL) 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? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Government established a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary technical feasibility studies for the proposed works projects. The assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council 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 amongst the higher-ranking proposals. For proposals (b) and (c), we shall 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.

CONTROLLING OFFICER'S REPLY**THB(T)413****(Question Serial No. 5610)**

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 (Member Question No. 52):

Does the Government have any plan to build Bus-Bus Interchange (BBI) points at the following locations in view of the gradual increase of BBI schemes in the Southern district with a view to reducing passengers' demand for point-to-point long haul service?

Pok Fu Lam Road (southbound)	Pok Fu Lam Road (northbound)	Wong Chuk Hang Road (southbound)	Wong Chuk Hang Road (northbound)
Bus stop at Pok Fu Lam Village	Bus stop at Pok Fu Lam Village	Bus stop at Aberdeen Sports Ground	Bus stop at Ocean Park Road

If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

BBI schemes are arrangements whereby franchised bus companies provide fare concessions to bus passengers who interchange between specified bus routes at certain bus stops. Depending on the intersecting pattern of the bus routes concerned, site constraints, etc., BBI for multiple routes may take place at one main location. Alternatively, there are cases whereby routes intersect at multiple bus stops. For the latter, BBI fare discounts may be enjoyed by interchanging passengers at various bus stops. It is up to individual passengers to choose the preferred stop for the interchanging.

At present, the subject bus stops on Pok Fu Lam Road (southbound and northbound) outside the Pok Fu Lam Village, on Wong Chuk Hang Road (southbound) outside the Aberdeen Sports Ground and on Wong Chuk Hang Road (northbound) outside the Ocean Park are served by some 20 bus routes. The franchised bus companies provide BBI schemes involving a total of ten routes observing these bus stops, whereby fare concessions are

offered to passengers. Nonetheless, fare concessions offered for interchanging designated routes under the BBI schemes are not restricted to these pairs of bus stops. Depending on the individual BBI scheme, passengers in most cases can enjoy the same fare concession at other bus stops along the sections of Pok Fu Lam Road and Wong Chuk Hang Road. Because of this reason, we note that, for example, whilst the bus stop on Pok Fu Lam Road northbound at the Pok Fu Lam Village is the main interchange point for a particular BBI scheme, the main interchange point on Pok Fu Lam Road southbound is not the bus stop at the Pok Fu Lam Village. Rather, it is the preceding stops including the one outside the Queen Mary Hospital. Since the current interchange and associated fare concession arrangements are working satisfactorily, and given the operating characteristics of the BBI schemes, there is no imminent need for constructing large-scale BBI points at the subject pairs of bus stops.

The Transport Department will continue to study with bus companies the provision of enhanced interchange facilities at suitable locations, and improve existing BBI schemes or introduce new schemes with more attractive fare concessions, and with more route choices and destinations.

CONTROLLING OFFICER'S REPLY

THB(T)414

(Question Serial No. 5619)

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 (Member Question No. 60):

Has the Administration planned to implement long-term measures to improve the road safety of Lung Chi Path in Ngau Chi Wan, such as provision of speed reduction facility and roundabout and conversion of the vacant land in front of the refuse collection point to goods vehicle parking area. If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Government has implemented various measures to enhance the road safety of Lung Chi Path in Ngau Chi Wan, such as installation of a vehicle speed reduction platform at the western end of Lung Chi Path, imposition of 24-hour no-stopping-restriction along certain sections of the road, erection of additional traffic warning signs, and painting additional road markings at appropriate locations of the road. The expenditure of implementing the above measures is around \$70,000.

CONTROLLING OFFICER'S REPLY**THB(T)415****(Question Serial No. 5621)**

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 (Member Question No. 62):

Does the Administration plan to propose measures to improve the congestion at the Choi Hung Interchange, so as to re-assess the traffic impact on New Clear Water Bay Road due to the increase in population and traffic flow arising from the Anderson Road public housing project? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Transport Department (TD) has consulted the Kwun Tong and Wong Tai Sin District Councils on the proposed traffic improvement measures to improve the traffic situation at the Choi Hung Interchange. These measures include extending the existing public light bus pick-up/set-down bay at the Clear Water Bay Road westbound near the Ping Shek Estate, and adjusting the road markings to regulate the lane changing movements of vehicles. The TD is consolidating the comments received. As these measures have not been firmed up, the estimated cost is not yet available.

Besides, the traffic situation of the major roads including Tseung Kwan O Road, Kwun Tong Road, the Kwun Tong Bypass and Choi Hung Road is expected to be improved significantly when the Route 6 (comprising the Central Kowloon Route, the Trunk Road T2 and the Tseung Kwan O—Lam Tin Tunnel) is commissioned. In the longer term, the TD is investigating into the potential traffic benefit and the possibility of implementing large-scale road improvement works (e.g. construction of a vehicular underpass) at the Choi Hung Interchange to cope with the traffic growth. The TD will take into account the possible redevelopment of the Choi Hung Estate in planning the layout of the road improvement works as far as possible. The cost of the improvement works will be assessed at a later stage.

CONTROLLING OFFICER'S REPLY**THB(T)416****(Question Serial No. 5676)**

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 (Member Question No. 26):

According to the figures provided by the Transport Department (TD), there was serious delay in conducting road tests of motorcycle, private car and light goods vehicle. Only less than 30% of the cases could be arranged with road tests within 82 days upon application. Will the Administration advise on:

- (1) the numbers of applications for driving tests of the relevant vehicle classes in the past five years; and
- (2) the current waiting time of the relevant road tests.
- (3) Why has the problem persisted for many years? Does the Department have any plan to resolve it?
- (4) If yes, how does the Department plan to resolve the problem? Why does the problem still persist?
- (5) If no, what are the reasons?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) The number of applications for road tests for motorcycle, private car and light goods vehicle driving licences in the past five years are set out below:

Year	Number of applications for road tests	Percentage change over the previous year
2009	82 779	-
2010	92 382	+11.6%
2011	100 860	+9.2%

Year	Number of applications for road tests	Percentage change over the previous year
2012	107 304	+6.4%
2013	124 565	+16.1%

- (2) The average waiting time for conducting road test upon application for motorcycle, private car and light goods vehicle driving licence in 2013 are 113, 120 and 128 calendar days respectively.
- (3) to (5) There has been an increase in the number of applications for road tests for motorcycle, private car and light goods vehicle driving licences received since 2010. Although the TD has been strengthening the manpower for conducting road tests, there has been no improvement to the compliance rate for conducting road tests within 82 days upon application because of the continuous increase in demand for road tests which has reached the record high of 16.1% annual growth rate in 2013.

To cope with the increasing demand, the TD has carried out another round of recruitment exercise of driving examiners (DEs) at the end of 2013, which is expected to be completed in the third quarter of 2014. If the demand for road tests continues to grow in 2014, it is likely that there would be no significant improvement to the compliance rate in 2014 even with additional manpower resources deployed to conducting road tests, as some of the additional manpower would have to be deployed for clearing backlog cases. The TD will review the targets for the waiting time for motorcycle, private car and light goods vehicle road tests if the compliance rate continues to be low and demand continues to increase next year. Recruitment of DEs with the right calibre is a challenge. DEs not only have to possess outstanding driving skills for a range of vehicle classes, but also need to be observant, calm and be able to react quickly, withstand pressure and articulate their decisions to learner drivers taking the tests. In previous recruitment exercises, it took a long time for the TD to interview and test a large number of candidates before the target number of DEs could be recruited.

To better utilise the test slots released from postponement of tests and absence of candidates, repeaters have been allowed to apply for a repeater early test appointment online (i.e. the Repeater Early Test Appointment Booking Service) since November 2013, and the TD will also continue to allow for overbooking of test appointments. The TD will continue to monitor the situation closely, and consider further measures to improve the service.

CONTROLLING OFFICER'S REPLY**THB(T)417****(Question Serial No. 5677)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 35):

In recent years, the Transport Department (TD) and bus companies are actively pursuing bus route rationalisation under the "Area Approach", and public transport interchanges (PTIs) have been provided in some areas. What is the expenditure of the TD in bus rationalisation schemes? It is noted that bus rationalisation schemes under the "Area Approach" will also be pursued in a number of districts in the future. Is there any need for the TD to build more new PTIs for this purpose? If yes, where will these PTIs be located and what is the expenditure involved?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

A PTI is a purpose-built off-road facility where interchange between different public transport modes (such as between railway and bus services) takes place. A Bus-Bus Interchange (BBI) is normally located at a major bus stop or a bus terminus observed by a number of bus routes of different destinations where bus passengers may make interchanges between bus routes. Franchised bus companies may provide fare incentives to bus passengers who interchange between specified bus routes at the BBIs. In planning for bus route rationalisation proposals, the TD and franchised bus companies will consider whether and if so how the BBIs should be set up taking into account the characteristics of the bus network concerned and physical constraints of the relevant bus stops / termini.

In 2013, the TD, together with bus companies, started to implement bus rationalisation and improvement proposals under the "Area Approach" in Tuen Mun and the North District. For Tuen Mun, a major BBI facility has been constructed by the Government on Tuen Mun Road at an estimated capital cost of about \$205 million (in money-of-the-day prices), so that passengers travelling to / from Tuen Mun can interchange between bus routes conveniently at one location. For the North District, two existing public bus termini, namely Sheung Shui

(Landmark North) and Fanling (Wah Ming) bus termini, are used as major BBI points. The bus company has provided enhanced services and facilities at the afore-mentioned BBI points at their own costs.

The TD and the bus companies have drawn up bus route rationalisation proposals under the “Area Approach” for Yuen Long, Shatin, Tsing Yi and Tai Po districts in the context of the proposed route development programme for 2014-15. In connection with the proposals, the existing Tsing Sha Toll Plaza, the Tate’s Cairn Tunnel Toll Plaza, and the Lai Lam Tunnel Toll Plaza will be used as major BBI points. The bus company has planned to upgrade facilities at these interchange points to tie in with the implementation of the “Area Approach” proposals.

The processing of bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The additional workload arising from preparation for and consultation on the “Area Approach” packages has been absorbed by the existing resources of the Bus and Railway Branch of the TD.

CONTROLLING OFFICER'S REPLY**THB(T)418****(Question Serial No. 6391)**

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 (Member Question No. 27):

There has been a shortage of drivers for bus, light bus, taxi and container vehicle in recent years. Will the Administration advise on the following:

- (1) In the past five years, how many people took the tests for driving licences of bus, light bus, taxi and heavy goods vehicle?
- (2) What were the passing rates of written test and road test respectively?
- (3) Would the Transport Department consider adjusting the qualifications for taking the relevant tests?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) The numbers of driving tests conducted for taxi, light bus, bus and heavy goods vehicle in the past five years are set out below:

Year	Number of Driving Tests Conducted			
	Taxi ^{Note 1}	Light Bus ^{Note 2}	Bus ^{Note 2}	Heavy Goods Vehicle ^{Note 2}
2009	6 780	585	4 638	1 016
2010	7 260	459	3 834	1 159
2011	7 415	502	3 537	1 398
2012	7 735	530	4 284	2 057
2013	7 506	579	4 593	2 557

Note 1: Only written test is required.

Note 2: Only road test is required.

- (2) The passing rates of the driving tests for taxi, light bus, bus and heavy goods vehicle in the past five years are set out below:

Year	Passing Rate of Driving Tests (%)			
	Taxi ^{Note 1}	Light Bus ^{Note 2}	Bus ^{Note 2}	Heavy Goods Vehicle ^{Note 2}
2009	38	58	60	53
2010	34	53	59	49
2011	34	51	60	52
2012	33	47	55	43
2013	33	37	54	46

Note 1: Only written test is required.

Note 2: Only road test is required.

- (3) At present, applicants of driving tests must be a holder of a learner's driving licence. According to the Road Traffic (Driving Licences) Regulations (Cap. 374B) (the Regulations), any person applying for a learner's driving licence to drive taxi, light bus, bus and heavy goods vehicle must have held a valid full driving licence to drive a private car or light goods vehicle for more than three years. In addition, the Regulations stipulate that a holder of full driving licence to drive taxi, light bus, bus and heavy goods vehicles shall be aged 21 or above; holding a Hong Kong permanent identity card or a Hong Kong identity card (other than a Hong Kong permanent identity card) who is not subject to a condition of stay other than a limit of stay as defined in Section 2(1) of the Immigration Ordinance (Cap. 115); holding a valid full driving licence to drive a private car or light goods vehicle for at least three years immediately preceding the date of the application; and having no conviction for the specified offences of dangerous, drug and drink driving under the Road Traffic Ordinance (Cap. 374) during the five years preceding the date of the application.

In the interest of road safety, the Government has no plan to change the above licensing requirements.

CONTROLLING OFFICER'S REPLY

THB(T)419

(Question Serial No. 6392)

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 (Member Question No. 28):

The Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) was rolled out on 30 March 2012, allowing Hong Kong private cars to enter the Mainland with a daily quota of 50. However, it is reported that the Scheme received lukewarm response. Please advise this Committee on the following:

- (1) How many vehicles have participated in the Scheme and what are the administrative costs involved since its implementation?
- (2) What was the daily number of the quotas used in January 2014?
- (3) Does the Transport Department (TD) consider that the Scheme received lukewarm response?
- (4) Will the TD consider withdrawing the second phase of the Scheme?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, the TD has received 3 172 applications with 2 888 applications approved. The recurrent expenditures for the Scheme in 2012-13 and 2013-14 were \$2.56 million and \$3.08 million respectively. The estimated recurrent expenditure in 2014-15 is \$2.98 million, covering system maintenance, staff cost, postage and handling charges.
- (2) In January 2014, there was an average of seven quotas used per day.

- (3) The TD considers that the first phase of the Scheme has achieved its intended purpose of providing an alternative mean for Hong Kong drivers to visit the Mainland. The first phase of the Scheme has been running smoothly since its implementation in March 2012.
- (4) 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.

CONTROLLING OFFICER'S REPLY

THB(T)420

(Question Serial No. 6393)

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 (Member Question No. 31):

The Yuen Long district is overcrowded with people, and a technical feasibility study on the proposed pedestrian environment improvement schemes in Yuen Long Town is being carried out by the Transport Department (TD). When will the study be completed?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The feasibility study on the proposed pedestrian environment improvement schemes in Yuen Long Town has been substantially completed by the Highways Department (HyD). The HyD is planning to engage a consultant to carry out further investigation and detailed design of a footbridge along the Yuen Long Town Nullah. The TD will continue to deploy in-house resources to collaborate with the HyD on related work. There is no separate breakdown of manpower and expenditure for this particular task.

CONTROLLING OFFICER'S REPLY

THB(T)421

(Question Serial No. 6394)

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 (Member Question No. 33):

With the mountainous terrain and shortage of flat land in Hong Kong, a lot of buildings are built on hillside. The Transport Department is collaborating with the Highways Department (HyD) on the studies of the provision of escalators in some districts. Please advise:

- (a) the progress of the feasibility studies;
- (b) the preliminary possible sites for building such facilities;
- (c) the extent of reduction of traffic flow in the related districts; and
- (d) the budget of the whole scheme.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Government established a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary technical feasibility studies for the proposed works projects. The assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council 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.

Among the 18 ranked projects, a total estimated capital cost of \$703 million has been committed for two projects. Details are as follows:

Proposal	Progress	Cost Estimate (\$ million)
Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project. Construction commenced in July 2012 for completion by phases between 2014 and 2016.	608
Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Government's policy objective of urban regeneration and enhancing pedestrian connectivity to tie in with the Kwun Tong Town Centre Redevelopment. Construction commenced in April 2013 for completion in October 2015.	95

The HyD has completed the preliminary technical feasibility studies, with the deployment of internal resources, for eight out of the nine proposals ranked top ten. The HyD is now undertaking investigation and preliminary design works for these eight proposals that have been preliminarily found technically feasible. For four of these proposals, expenses amounting to \$2.84 million have been incurred for ground investigation and consultancies for further investigation/preliminary design. Details are as follows:

Proposal	Preliminary Technical Feasibility Study	Expenditure incurred as at 3.3.2014 (\$million)
Braemar Hill Pedestrian Link	Completed	0.60
Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	Completed	1.07
Escalator Link and Pedestrian Walkway System at Pound Lane	Completed	0.81
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	Completed	-
Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	Completed	-
Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	Completed	-
Pedestrian Link near Chuk Yuen North Estate	Completed	-
Lift and Pedestrian Walkway System at Waterloo Hill	Completed	0.36

Since these proposals are still at the early stage of planning and design, the commencement and completion dates of the projects, as well as the cost estimates have yet to be determined.

It is revealed in the preliminary technical feasibility study for the proposal “Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road” (ranked 10th) that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

After reviewing its manpower resources, the HyD has also commenced the preliminary technical feasibility studies for two proposals, namely “Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tung Tsui Street, Kwai Chung” (ranked 11th) and “Lift and Pedestrian Walkway at Luen On Street” (ranked 12th).

The Government will follow up with the remaining proposals after the smooth implementation of the higher-ranking proposals.

The primary purpose of the provision of hillside escalator links and elevator systems is to improve the pedestrian accessibility to the densely inhabited area with hilly topography by facilitating pedestrians to overcome height differences. According to the experience of the existing Central – Mid-levels Escalator Link, the escalator link has achieved such purpose and helped relieve pressure on public transport demand in the Mid-levels. However, the opening of the escalator link has not caused a significant drop in traffic flow in the area. Based on this experience, the provision of new hillside escalator links and elevator systems is not expected to cause significant reduction in traffic flow in the areas concerned.

CONTROLLING OFFICER'S REPLY

THB(T)422

(Question Serial No. 3302)

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 (Member Question No. 54):

Regarding enhancement of operation safety and service quality of public light bus (PLB), please provide the following information:

- (1) In respect of the introduction of pre-service training course for applicants for PLB driving licence, what are the financial and manpower resources involved in 2014-15? What is the implementation timetable? What is the content of the pre-service course and the number of training quota?
- (2) In respect of the implementation of mandatory installation of the electronic data recording device (EDRD) on newly registered PLBs, what are the details, expenditure and manpower arrangements?
- (3) Has the Administration studied how to attract young people to work in the PLB industry? If yes, what are the results and the concrete measures? If no, what are the reasons?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

- (1) & (2) The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012 which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of the EDRD for installation on new PLBs. The Government aims at completing, in 2014, the required legislative procedures to commence these two

requirements. The implementation of the above tasks is absorbed by existing manpower of the TD.

The pre-service course covers six major areas, namely (a) PLB operations; (b) occupational health; (c) PLB's body structure; (d) safe driving; (e) handling traffic accidents and emergencies; and (f) customer services and handling passenger complaints. There is no training quota for the pre-service course.

- (3) To help PLB operators to recruit drivers, the TD approached the Labour Department (LD) to invite and facilitate the PLB operators to participate in job fairs convened in various districts. The TD also regularly disseminates information on job fairs to PLB operators for reference. Furthermore, PLB operators may recruit drivers to fill the vacancies with the help of the LD's Job Vacancy Processing Centre.

Besides, some PLB operators have increased the salary of drivers. The TD also encourages the PLB operators to employ ethnic minorities through cooperation with some government-funded non-profit-making organisations which provide employment support services for them. The TD will continue to work closely with the PLB trade to attract new blood, including young people, to work in the PLB industry.

CONTROLLING OFFICER'S REPLY**THB(T)423****(Question Serial No. 4734)**

Head: (186) Transport Department

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 (Member Question No. 139):

Regarding the engagement of “agency workers”, please provide the following information:

	2013-14 (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	()

	2013-14 (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 2012-13

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below:

	Type of Contract	2013-14 ^{Note 1}
Number of contracts with EAs	Others	12 (-25%)
	T-contract ^{Note 2}	1 (no change)
Contract sum for each EA (in \$ million) for the whole contract term	Others	
	Total:	\$5.4 (-15.6%)
	Range:	\$0.08 to \$1.2
	T-contract	\$26.6 (+3.1%)
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:	57 (-10.9%)
	Range:	1 to 13
	T-contract	69 (+9.5%)
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	2013-14 ^{Note 1}	
		Others	T-contract
Monthly wages of agency workers supplied			
• \$30,001 or above		0 (no change)	-
• \$16,001 to \$30,000		0 (no change)	-
• \$8,001 to \$16,000		57 (-10.9%)	-
• \$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	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 out of the total number of staff of the Department (%)	Others	3.8% (-0.6%)	
	T-contract	4.6% (+0.3%)	
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department (%)	Others	1% (-0.3%)	
	T-contract	4.7% (-0.7%)	
Number of agency workers who received severance payments / long service payments / end-of-contract gratuities	Others	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 by the accrued benefits attributable to the employers' MPF contributions	Others		
	T-contract		
Amount of severance payments / long service payments / contract gratuity offset by the accrued benefits attributable to the employers' MPF contributions	Others		
	T-contract		
Number of agency workers with paid meal breaks	Others	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	57 (-10.9%)	
	T-contract	69 (+9.5%)	

	Type of Contract	2013-14^{Note 1}
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 2012-13

Note 1: The figures refer to position as at 1 February 2014.

Note 2: T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

CONTROLLING OFFICER'S REPLY**THB(T)424****(Question Serial No. 4735)**

Head: (186) Transport Department

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 (Member Question No. 140):

Regarding the engagement of “outsourced workers”, please provide the following information:

	2013-14 (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	
• \$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	
• 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 (%)	()

	2013-14 (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

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 2014 are provided below:

	2013-14 (latest position)
Number of outsourced service contracts	14 (-)
Total amount paid to outsourced service providers (\$ billion) (Note 1)	4.2 (+5.0%) (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)	2 355 (-0.6%)
Distribution of positions held by outsourced workers	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks

	2013-14 (latest position)
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 	- 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 \$6,000 to \$20,000)
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 	No such information (Note 8)
Percentage of outsourced workers out of the total number of staff of the Department (%) (Note 4)	164% (-4.7%) (Note 5)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) (Note 6)	613% (-2.5%) (Note 7)
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	No such information (Note 8)
Amount of severance payments / long service payments / end-of-contract gratuities paid	No such information (Note 8)
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 8)
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 8)
Number of workers with paid meal breaks Number of workers without paid meal breaks	No such information (Note 8)
Number of workers under five-day work week Number of workers under six-day work week	No such information (Note 8)

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 2013-14 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for the Tsing Ma Control Area and provision of towing services on the North Lantau Highway and sections of roads in Penny's Bay.
- 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 2014 in the printed estimates of the TD.
- 5 The year-on-year change in 2013-14 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 2013-14 in the printed estimates of the TD.
- 7 The year-on-year change in 2013-14 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2013, partly offset by the increase in the total contract value of the outsourcing service contracts.
- 8 There is no requirement specified in these contracts for contractors to provide the related information.

CONTROLLING OFFICER'S REPLY**THB(T)425****(Question Serial No. 4736)**

Head: (186) Transport Department

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 (Member Question No. 141):

Regarding the employment of non-civil service contract (NCSC) staff, please provide the following information:

	2013-14 (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	()

	2013-14 (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 2012-13

Asked by: Hon. WONG Kwok-hing

Reply:

The information is as follows:

	2013-14 ^{Note}
Number of NCSC staff	78 (-34.5%)
Details of NCSC positions	
• transport operations and traffic engineering duties	31 (+3.3%)
• executive and administrative support duties	12 (-42.9%)
• general clerical support and other duties	35 (-48.5%)
Total expenditure on the salaries of NCSC staff	\$17.2 million (-15.3%)
Monthly wages of NCSC staff	
• \$30,001 or above	10 (no change)
• \$16,001 to \$30,000	38 (-5%)
• \$8,001 to \$16,000	30 (-56.5%)
• \$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	6 (-60%)
• 5 to 10 years	20 (no change)
• 3 to 5 years	14 (-54.8%)
• 1 to 3 years	30 (-18.9%)
• Less than 1 year	8 (-50%)

	2013-14 ^{Note}
Number of NCSC staff appointed as civil servants	7 (-46.2%) 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 (%)	5.2% (-3%)
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%)	3.3% (-0.7%)
Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities	76 (-14.6%)
Amount of severance payments / long service payments / end-of-contract gratuities paid	\$1.3 million (+8.3%)
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	76 (-14.6%)
Amount of severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	\$0.7 million (-22.2%)
Number of NCSC staff with paid meal break	74 (-33.3%)
Number of NCSC staff without paid meal break	4 (-50%)
Number of NCSC staff under five-day work week	78 (-34.5%)
Number of NCSC staff under six-day work week	0 (no change)

Figures in () denote year-on-year percentage changes as compared with 2012-13

Note:

The figures refer to the position as at 31 December 2013.

CONTROLLING OFFICER'S REPLY

THB(T)426

(Question Serial No. 4765)

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 (Member Question No. 40):

Regarding the Transport Department (TD)'s work on taxi ancillary facilities under "planning and developing franchised bus, non-franchise bus, tram, taxi, ferry and public light bus (PLB) services, formulating regulatory measures for the services, and planning their related facilities", the taxi trade has difficulties in operation due to insufficient taxi stands and cross-harbour taxi stands as well as limited relaxation of restricted zones for pick-up/drop-off. In this regard, please provide the following information:

- (1) a list by districts showing new taxi stands and cross-harbour taxi stands as well as restricted zones relaxed for pick-up/drop-off with respective revised opening hours in the past three years;
- (2) the number of times that the TD and the taxi trade conducted regular review on locations of taxi stands in the past three years;
- (3) on 23 June 2006, the then Environment, Transport and Works Bureau submitted a discussion paper on locations of pick-up/drop-off points of franchised buses, PLBs and taxis to the Legislative Council (LegCo) Panel on Transport, listing out a series of considerations in relation to safety, technical, and views of district stakeholders and other public transport operators for designating new pick-up/drop-off points, without mentioning the demand from the taxi trade. Is the policy of designating pick-up/drop-off points for taxis different from that for other transport modes; and
- (4) a breakdown of the expenditures for works related to the provision of new taxi stands and cross-harbour taxi stands as well as restricted zones relaxed for pick-up/drop-off in the past three years.

Asked by: Hon. WONG Kwok-hing

Reply:

The Government has all along been taking various measures to help the taxi trade improve its operating environment, including setting up new taxi stands (including cross-harbour taxi stands) and designating pick-up/drop-off points at suitable locations. Currently, there are about 480 taxi stands and 280 taxi pick-up/drop-off points. Meanwhile, the TD has relaxed the peak hour and 7 a.m. to 7 p.m. no-stopping restricted zones to facilitate the taxi trade to provide better point-to-point service to passengers. Details of the new taxi stands and new pick-up/drop-off points designated in the past three years are as follows:

District		Location	Taxi facility
Hong Kong Island	Central and Western	Lung Wui Road westbound outside Citic Tower	Urban taxi stand
	Central and Western	Wellington Street between D'Aguiar Street and Wynham Street (12 midnight to 5 a.m. on Saturdays and Sundays only)	Urban taxi stand
	Eastern	Lei King Road	Urban taxi stand
	Southern	Lee Wing Street outside Horizon Plaza	Urban taxi stand
	Southern	Cybeport Public Transport Interchange	Urban taxi stand
	Southern	Tai Tam Road outside The Manhattan	Urban taxi stand
	Southern	Ocean Park (main entrance)	Cross-harbour taxi stand
	Southern	Stanley New Street near Stanley Municipal Services Building	Drop-off point
Wan Chai	Russell Street (daily opening hours extended to 3 p.m. to 6 a.m. on the next day)	Cross-harbour taxi stand	
Kowloon	Yau Tsim Mong	Wing Sing Lane between Cliff Road and Nathan Road	Urban taxi stand
	Yau Tsim Mong	Fuk Lee Street near Lok Kwan Street (outside Metro Harbour View)	Urban taxi stand
	Yau Tsim Mong	Mong Kok East Station	Drop-off point
	Sham Shui Po	Castle Peak Road near Tai Nam West Street	Urban taxi stand
	Sham Shui Po	Lai Wan Road outside Lai Wan Market	Drop-off point
	Kwun Tong	How Ming Street outside Millennium City	Urban and cross-harbour taxi stands
	Kwun Tong	Wang Kwong Road between Wang Chin Street and Lam Wah Street	Urban taxi stand
	Kwun Tong	Wang Tai Road near Lam Fung Street	Cross-harbour taxi stand

District		Location	Taxi facility
New Territories	Sha Tin	Hang Chi Street outside Yan On Estate	New Territories taxi stand
	Sha Tin	On Yuen Street northbound outside Fok On Garden	Drop-off point
	Tai Po	Pak Shek Kok Fo Shing Road Public Transport Interchange	New Territories and urban taxi stands
	North District	Fai Ming Road opposite to Pentecostal Yu Leung Fat Primary School	New Territories and urban taxi stands
	Tsuen Wan	On Yuk Road	Pick-up/drop-off point
			Total : 22

From time to time, the TD receives proposals for new taxi stands and pick-up/drop-off points from the taxi trade through taxi trade conferences and routine communications. The TD will assess these proposals on a case-by-case basis, having regard to the prevailing road and traffic situation as well as the series of factors stated in the discussion paper submitted to the LegCo Panel on Transport on 23 June 2006. These factors include requests from District Councils, the public and the relevant public transport operators and trades (including taxi trade). The paper also mentions that the same assessment procedure is applicable to designation of pick-up/drop-off points for franchised buses, PLBs and taxis. Site visits with the taxi trade would also be conducted on a need basis. There is no separate breakdown of the cost for providing new taxi stands and restricted zones relaxed for pick-up/drop-off as it is amongst the various traffic management measures implemented by the TD.

CONTROLLING OFFICER'S REPLY

THB(T)427

(Question Serial No. 4767)

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 (Member Question No. 55):

The Transport and Housing Bureau will continue its effort in improving the traffic distribution among the road harbour crossings (RHCs). As the Administration has announced that the toll adjustment trial scheme, which involves toll reduction at the Eastern Harbour Crossing (EHC) and toll increase at the Cross-Harbour Tunnel (CHT), would be held in abeyance, would the Administration please advise on the following:

- (1) the average daily traffic flow of the three RHCs (by vehicle types), and the ratios of the morning and evening average peak hour traffic flows to the total daily flow over the past three years;
- (2) the average vehicle speed and journey time in the morning and evening peak hours of the three RHCs over the past three years;
- (3) the Administration mentioned that the current daily traffic flow at the EHC had reached 72 000 vehicles. Has the Administration carried out any traffic assessment in East Kowloon and the Eastern District? If yes, please advise the details and the impact of the increased traffic flow on the major roads in East Kowloon and the Eastern District (including traffic flow figures during peak and off-peak periods); and
- (4) the traffic situation of the major roads near the Western Harbour Crossing (WHC) portals over the past three years (including traffic flow figures during peak and off-peak periods).

Asked by: Hon. WONG Kwok-hing

Reply:

- (1) Based on the Monthly Traffic and Transport Digest of the Transport Department (TD), the annual average daily flows of the three RHCs in the past three years, with breakdown by vehicle types, are as follows:

Tunnel	Private Car			Taxi			Light Bus ^{Note 1}			Goods Vehicle ^{Note 2}		
	2011	2012	2013	2011	2012	2013	2011	2012	2013	2011	2012	2013
CHT	43 600	43 700	44 200	32 400	31 100	30 200	2 800	2 600	2 400	26 700	26 000	25 500
EHC	37 400	38 200	39 100	14 900	15 400	15 800	900	800	700	11 300	11 400	11 600
WHC	27 600	29 400	30 100	15 500	16 800	17 200	2 000	1 900	1 900	6 700	7 200	7 600

Tunnel	Bus ^{Note 3}			Motor Cycle			Total ^{Note 4}		
	2011	2012	2013	2011	2012	2013	2011	2012	2013
CHT	10 300	10 300	9 900	4 800	4 600	4 500	120 500	118 200	116 700
EHC	2 800	2 800	2 800	2 100	2 100	2 100	69 500	70 700	72 100
WHC	4 600	4 600	4 600	600	600	600	57 000	60 500	62 000

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.

The ratios of the morning peak (0800 to 1000 hours) and evening peak (1700 to 1900 hours) average traffic flows to the total daily flow over the past three years are as follows:

Tunnel	Ratio of Peak Hour Traffic Flow to Total Daily Flow ^{Note} (%)					
	2011	2012	2013	2011	2012	2013
	Morning peak hours			Evening peak hours		
CHT	9.5	9.6	9.6	9.8	9.8	9.8
EHC	14.4	14.2	13.9	14.7	14.5	14.3
WHC	13.6	13.6	13.6	14.8	14.8	14.4

Note: For 2013, the figures are based on available data up to November 2013.

- (2) Based on the Car Journey Time Survey of the TD, the average vehicle speed and journey time in the morning peak hours (0800 to 0930 hours) and evening peak hours (1700 to 1900 hours) on normal weekdays of the three RHCs over the past three years are as follows:

Tunnel	Average Vehicle Speed ^{Note 1} (kilometre per hour)					
	2011	2012	2013	2011	2012	2013
	Morning peak hours			Evening peak hours		
CHT	31.4	33.9	32.4	28.9	33.1	28.5
EHC	34.9	37.9	29.4	43.2	47.5	47.5
WHC	56.6	62.5	57.3	Not applicable ^{Note 2}		

Tunnel	Average Journey Time ^{Note 3} (minutes)					
	2011		2012		2013	
	Morning peak hours			Evening peak hours		
CHT	4.0	3.7	3.9	4.4	3.8	4.4
EHC	4.3	4.0	5.1	3.5	3.2	3.2
WHC	2.4	2.2	2.4	Not applicable ^{Note 2}		

Note 1: This refers to the average vehicle speed in both directions between the toll plaza and the entrance / exit on the other side of the tunnel.

Note 2: The Car Journey Time Survey only covers morning peak hours for the WHC.

Note 3: The time refers to the average journey time in both directions between the toll plaza and the entrance / exit on the other side of the tunnel.

- (3) The TD has been closely monitoring the traffic situation of major roads in East Kowloon and the Eastern District, which include the Kwun Tong (KT) Bypass, the Tseung Kwan O (TKO) Road and the Island Eastern Corridor (IEC). Based on the 2010, 2011 and 2012 Annual Traffic Census (ATC) of the TD (2013 ATC figures are not yet available at the moment), the average traffic flows during peak and off-peak periods of these major roads are provided below:

Major Road	Hourly Flow (number of vehicles per hour)											
	2010		2011		2012		2010		2011		2012	
	Morning peak hours ^{Note 4}						Evening peak hours ^{Note 4}					
	East Bound (EB)	West Bound (WB)	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
IEC <small>Note 1</small>	3 570	5 390	3 600	4 830	3 500	4 980	3 520	4 120	3 240	3 740	3 120	3 830
KT Bypass <small>Note 2</small>	3 860	4 310	4 010	4 080	3 850	4 140	3 870	3 180	4 070	3 080	3 870	3 120
TKO Road <small>Note 3</small>	2 090	3 270	2 160	3 250	2 270	3 230	2 920	2 280	3 040	2 360	3 120	2 490

Note 1: The design flow capacity of the IEC is 7 500 vehicles per hour (WB) / 7 900 vehicles per hour (EB).

Note 2: The design flow capacity of the KT Bypass is 4 700 vehicles per hour (both EB and WB).

Note 3: The design flow capacity of the TKO Road is 4 700 vehicles per hour (both EB and WB).

Note 4: The morning and evening peak hours refer to the hours with the highest traffic flow and range between 0700 - 1000 in the morning and 1600 - 1900 in the evening respectively for the above roads.

Major Road	Hourly Flow (number of vehicles per hour)					
	Off-peak hours ^{Note}					
	2010		2011		2012	
	EB	WB	EB	WB	EB	WB
IEC	2 270	2 500	2 190	2 450	2 100	2 450
KT Bypass	1 990	1 680	2 060	1 640	2 010	1 690
TKO Road	1 570	1 490	1 620	1 540	1 690	1 600

Note: Off-peak hours refer to the times of a day other than the peak hours. As off-peak periods cover a long duration during which the traffic flows fluctuate, the figures should be interpreted with caution.

Based on the above ATC data, the TD considers that the traffic conditions of the major roads in East Kowloon and the Eastern District are in general acceptable. The TD does not foresee a drastic change in the traffic flows thereat in the short run.

- (4) Connaught Road West Flyover is the major connecting road of the WHC. Based on the TD's 2010, 2011 and 2012 ATC (2013 ATC figures are not yet available at the moment), the average traffic flows during peak and off-peak periods of the Connaught Road West Flyover are provided below:

Major Road	Hourly Flow (number of vehicles per hour)											
	2010		2011		2012		2010		2011		2012	
	Morning peak hours ^{Note}						Evening peak hours ^{Note}					
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
Connaught Road West Flyover	3 070	2 550	3 360	2 650	3 360	2 660	2 130	3 090	2 200	3 070	2 200	3 060

Note: The morning and evening peak hours refer to the hour with the highest traffic flow and are 0700 – 0800 hour and 1700 – 1800 hour respectively for the above road.

Major Road	Hourly Flow (number of vehicles per hour)					
	Off-peak hours ^{Note}					
	2010		2011		2012	
	EB	WB	EB	WB	EB	WB
Connaught Road West Flyover	1 460	1 670	1 540	1 750	1 540	1 750

Note: Off-peak hours refer to the times of a day other than the peak hours. As off-peak periods cover a long duration during which the traffic flows fluctuate, the figures should be interpreted with caution.

CONTROLLING OFFICER'S REPLY

THB(T)428

(Question Serial No. 4768)

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 (Member Question No. 57):

Regarding the implementation of the new requirements stipulated in the Road Traffic Ordinance (Cap. 374) as stated under Matters Requiring Special Attention in 2014-15, please provide the following information:

- (1) Concerning the preparatory work for the introduction of pre-service training course for applicants for public light bus (PLB) driving licence, what is the expenditure incurred for the tender exercise for the service contract for operating the course? What is the duration of the contract? Is there any plan to provide subsidy to waive or reduce the course fee? If yes, what are the details?
- (2) What is the estimated basic cost of the newly added written test of the course? How many new staff will need to be employed? Will they cause any adjustment to the application fee for PLB driving licence?
- (3) What is the prosecution figure on tampering with the electronic data recording device (EDRD) since the implementation of the new legislative requirement for installation of the EDRD on newly registered PLBs?
- (4) What is the prosecution figure on not maintaining the speed limiter in a good and efficient order since the implementation of this new legislative requirement?
- (5) At present, how many PLBs are not fitted with the EDRD (shown by chronological order of expected retirement from service)?

Asked by: Hon. WONG Kwok-hing

Reply:

- (1), (2), (3) and (5) The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012, which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of EDRD for installation on new PLBs. The Government aims at completing, in 2014, the required legislative procedures to commence these two requirements. The implementation of the above mandatory requirements is carried out by existing manpower of the TD. The TD has no plan to adjust the PLB driving licence fee.

The written test forms part of the pre-service course. As the TD is selecting and designating pre-service training school providers, the pre-service course fee is not yet available. The designation period of a pre-service training school is three years.

The Employees Retraining Board (ERB) will provide subsidy to applicants with low income to attend the pre-service course. An applicant may, subject to the income levels specified by the ERB, apply for partial or full course fee waiver.

As the installation of the EDRD is not yet a legal requirement, the TD does not have record of the number of EDRD installed. For the same reason, there is no record of the number of prosecution case.

- (4) The numbers of summons issued by the Hong Kong Police Force against failing to maintain the speed limiter in a good and efficient working order are three in 2012 and zero in 2013.

CONTROLLING OFFICER'S REPLY

THB(T)429

(Question Serial No. 4769)

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 (Member Question No. 58):

Regarding the Transport Department (TD)'s work on formulating taxi policy under "planning and developing franchised bus, non-franchise 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:

- (1) the rank and emolument of staff responsible for this policy area;
- (2) the TD indicates that the taxi fuel surcharge study has started. The study examines the experience of implementing and not implementing a taxi fuel surcharge elsewhere, as well as the implications of such a surcharge, etc. Please advise on the staff allocation for the study, the study method, whether consultants are hired, whether there will be overseas visits, the countries being studied; the per capita expense on overseas visits, the study progress, whether the taxi trade will be consulted and the consultation timetable; and
- (3) recently, there are concerns over taxi issues such as the danger caused by discount gangs using several smart phones while driving, operating difficulty faced by taxi drivers due to high Liquefied Petroleum Gas price and the motion passed by the Panel on Transport of the Legislative Council on enactment of legislation against fare bargaining by taxi passengers. Please advise what resources the TD would allocate for formulating a more comprehensive taxi policy to respond to the concerns in the community.

Asked by: Hon. WONG Kwok-hing

Reply:

There is a dedicated team in the TD to oversee the planning and management of taxi service matters on a full-time basis. The team comprises a Chief Transport Officer, a Senior Transport Officer, a Transport Officer I, a Transport Officer II, a Transport Executive and a

Technical Officer. The annual emolument of the team is about \$3.5 million.

All members of the team participate in the taxi fuel surcharge study which examines the experience of implementing and not implementing a taxi fuel surcharge elsewhere, as well as the implications of such a surcharge. Information on the arrangements adopted by some major cities in the Mainland and overseas countries like Japan, Singapore, the United States and the United Kingdom is being gathered. It is expected that the preliminary outcome of the study would be available by around the end of 2014. The TD will continue to listen to the views of the taxi trade and other stakeholders in conducting the study. The TD will also keep in view if there is a need to undertake overseas visits or to hire consultant(s) for assistance.

Taxis play a key role in the public transport system. The Administration will continue to closely monitor the operating situation of the taxi trade and take vigorous enforcement actions against malpractices. If there is any situation which hinders the healthy development of the trade, the TD will respond with appropriate measures.

CONTROLLING OFFICER'S REPLY

THB(T)430

(Question Serial No. 5394)

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 (Member Question No. 70):

Regarding the connectivity of the cycle tracks in Kowloon East with areas within and surrounding the district, will the Administration advise this Committee on the following:

- (1) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration conduct any studies on the development of cycle tracks in Kowloon East? If yes, what is the progress? If no, what are the reasons? Is there any plan to conduct relevant studies in 2014-15, and what will be the manpower establishment involved?
- (2) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration receive any suggestions / complaints from the District Councils (DCs), community organisations of local residents and the estates in the district concerning the provision / enhancement of cycle tracks and the provision of additional bicycle parking spaces? What are the positions of the follow-up actions?
- (3) In the past three years (2011-12, 2012-13 and 2013-14), what were the casualties involving cyclists and other road users in Kowloon East and what were the accident blackspots as recorded by the Administration and the relevant departments? Has the Administration carried out improvement measures in respect of the bicycle accident blackspots? If yes, what are the details and the expenditure and manpower involved? If no, what are the reasons?

Asked by: Hon. WONG Kwok-kin

Reply:

- (1) A cycle track network of about 6.6 kilometres (km) for leisure purpose and mainly located within public open space was proposed for the Kai Tak Development in Kowloon East. In 2013-14, the Civil Engineering and Development Department (CEDD) completed a study, which recommended extending the proposed cycle track network to about 13 km to connect the attraction points in the area. The Transport

Department (TD) has no plan to commission any new study in 2014-15, and therefore no additional staff resources will be deployed. Nevertheless, the Government will continue to foster a bicycle-friendly environment in new towns and new development areas where the traffic flow density is relatively low.

- (2) In the past three years, the Government received some views and suggestions from the public on the provision of cycle tracks in the Kai Tak area and their possible connections to the vicinity. These views and suggestions have been duly considered in the study conducted by the CEDD as mentioned in part (1) above.

In the past three years, the TD did not receive any request for provision of bicycle parking spaces in Kowloon East.

- (3) Statistics on accidents involving bicycles in Kowloon East in the past three years are tabulated below:

Period	Degree of injury#	Cyclist	Other road users
April 2011 – March 2012	Killed	2	0
	Seriously injured	9	3
	Slightly injured	25	12
	Total	36	15
April 2012 – March 2013	Killed	0	0
	Seriously injured	15	2
	Slightly injured	31	5
	Total	46	7
April 2013 – February 2014*	Killed	1	0
	Seriously injured	10	1
	Slightly injured	33	9
	Total	44	10

Notes:

* Figures are provisional and cover 11 months only.

Degree of injury:

Killed - sustained injury causing death within 30 days of an accident

Seriously injured - an injury for which a person is detained in hospital for more than 12 hours

Slightly injured - an injury for which a person is either not detained in hospital or detained for not more than 12 hours

There is no such classification as bicycle accident blackspots. The TD will continue to monitor relevant accident statistics and implement improvement measures where necessary.

CONTROLLING OFFICER'S REPLY

THB(T)431

(Question Serial No. 5295)

Head: (186) Transport Department
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 (Member Question No. 71):

What is the 2014-15 estimate for the Transport Department (TD)'s duty visits to the Mainland? Please provide information about the duty visits or exchange programmes to the Mainland planned for 2014-15. How will the TD prevent activities irrelevant to official duties from taking place during duty visits outside Hong Kong? How will the TD prevent applications for revising visit destinations from becoming a mere formality?

Asked by: Hon. WONG Yuk-man

Reply:

In 2014-15, officers of the TD will tentatively have duty visits to the Mainland relating to the management of different transportation systems such as high speed railways and tramways, and technological development of various types of green vehicles including hybrid / electric vehicles, depending on operational needs. The exact plan is not yet confirmed.

All expenses of duty visits funded by the Government are subject to control under relevant regulations and guidelines to ensure effective monitoring and proper use of public funds. There is control on different aspects, such as duty visits should only be conducted when there are strong operational reasons; prior approval for duty visits should be obtained, and non-official activities should be avoided. An officer should provide all the necessary information in respect of the proposed visit when submitting an application. If there are any subsequent changes to the visit arrangements, the officer concerned should inform the approving officer as soon as possible; and the approving officer should then assess whether it is necessary to re-consider the application.

CONTROLLING OFFICER'S REPLY**THB(T)432****(Question Serial No. 5016)**

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 (Member Question No. 74):

Regarding fare increase applications from public light buses (PLBs), please advise this Committee of the following:

- (1) since the last financial year, how many fare increase applications for PLB routes have been received by the Transport Department (TD)? Please provide the route number, routing, application date, magnitude of the adjustment applied for and final result of the routes concerned; and
- (2) among the above PLB routes applying for fare increase, how many of them had applied for fare increase in the past three years? Please list out the route details, including route number, routing, date of the last application, magnitude of the adjustment applied for and final result.

Asked by: Hon. WU Chi-wai

Reply:

- (1) The TD received the following fare increase applications for 244 routes from green minibus (GMB) operators in 2013-14 (up to end February 2014):

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
1.	HKI 36	Ap Lei Chau – Wan Chai	April 2013	To increase by 12.5%	Increased by 6.3%
2.	HKI 36X	Ping Lan Street – Lee Garden Road	April 2013	To increase by 5.9%	Increased by 5.9%
3.	HKI 36S	Ap Lei Chau Praya Road – Lee Garden Road	April 2013	To increase by 30.7%	Increased by 13.6%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
4.	HKI 36A	Ap Lei Chau – Wan Chai	April 2013	To increase by 23.7%	Increased by 7.5%
5.	HKI 37	Ping Lan Street – Lei Tung Estate / Ap Lei Chau Estate	April 2013	To increase by 9.4%	Increased by 9.4%
6.	HKI 37A	Ping Lan Street – Ap Lei Chau Estate / Lei Tung Estate	April 2013	To increase by 9.4%	Increased by 9.4%
7.	HKI 38	Aberdeen – Lei Tung Estate	April 2013	To increase by 38.3%	Increased by 17%
8.	HKI 30	Happy Valley – Causeway Bay	April 2013	To increase by 15%	Increased by 7.5%
9.	Kln 75	Fu Cheong Estate – Castle Peak Road	April 2013	To increase by 16.3%	Increased by 7%
10.	Kln 75A	Fu Cheong Estate – Kweilin Street	April 2013	To increase by 23.3%	Increased by 6.7%
11.	Kln 2	Whampoa Garden – Tat Chee Aveune	April 2013	To increase by 18.1%	Increased by 5.6%
12.	Kln 2A	Whampoa Garden – Tat Chee Aveune	April 2013	To increase by 18.1%	Increased by 5.6%
13.	Kln 6	Whampoa Garden – Hankow Road	April 2013	To increase by 15.4%	Increased by 9.6%
14.	Kln 6A	Tak Man Street – Canton Road	April 2013	To increase by 15.4%	Increased by 9.6%
15.	Kln 6X	Whampoa Garden – Hankow Road	April 2013	To increase by 15.4%	Increased by 9.6%
16.	Kln 30A	Chak On Estate – Mong Kok Station	April 2013	To increase by 15.8%	Increased by 8.8%
17.	Kln 30B	Chak On Estate – Shek Kip Mei Station	April 2013	To increase by 10.8%	Increased by 8.1%
18.	Kln 32M	Lung Ping Road – Shek Kip Mei	April 2013	To increase by 9.5%	Increased by 9.5%
19.	NT 1	Sai Kung – Telford Gardens	April 2013	To increase by 6.3%	Increased by 5%
20.	NT 1A	Sai Kung – Choi Hung	April 2013	To increase by 6.3%	Increased by 5%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
21.	NT 1S	Sai Kung – Choi Hung	April 2013	To increase by 8.9%	Increased by 7.8%
22.	NT 2	Sai Kung – Ho Chung	April 2013	To increase by 9.8%	Increased by 7.4%
23.	NT 7	Sai Kung – Hoi Ha	April 2013	To increase by 7.5%	Increased by 6.5%
24.	NT 9	Sai Kung – Lady MacLehose Holiday Village	April 2013	To increase by 8.3%	Increased by 6.7%
25.	NT 109M	Oscar by the Sea – Hang Hau Station	April 2013	To increase by 10%	Increased by 10%
26.	NT 94	Shek Wai Kok – Kwai Shing	April 2013	To increase by 25%	Increased by 7.5%
27.	NT 94A	Lei Muk Shue Estate – Kwai Shing	April 2013	To increase by 25%	Increased by 7.5%
28.	NT 94S	Nina Tower – Shing Mun Reservoir	April 2013	To increase by 23.8%	Increased by 9.5%
29.	NT 103	Clear Water Bay – Kwun Tong Ferry	April 2013	To increase by 15.9%	Increased by 9.1%
30.	NT 103M	Tseung Kwan O Station – Clear Water Bay	April 2013	To increase by 12.8%	Increased by 9%
31.	NT 104	The Hong Kong University of Science and Technology – Kwun Tong	April 2013	To increase by 16.7%	Increased by 15.2%
32.	HKI 32	Kornhill – Shau Kei Wan Station	May 2013	To increase by 12.5%	Increased by 12.5%
33.	HKI 32A	Mount Parker Lodge – City Plaza	May 2013	To increase by 15.4%	Increased by 15.4%
34.	HKI 33	Kornhill – Marble Road	May 2013	To increase by 12.5%	Increased by 12.5%
35.	HKI 33M	Kornhill – Taikoo Station	May 2013	To increase by 15.4%	Increased by 15.4%
36.	Kln 33A	Hilltop Garden / King Lai Court – Diamond Hill Station	May 2013	To increase by 10.5%	Increased by 5.3%
37.	Kln 33M	Hilltop Garden – Wong Tai Sin Station	May 2013	To increase by 10.5%	Increased by 5.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
38.	NT 3	Sai Kung – Po Lo Che	May 2013	To increase by 20.7%	Increased by 6.9%
39.	NT 3A	Sai Kung – Nam Shan San Tsuen	May 2013	To increase by 22%	Increased by 7.3%
40.	NT 4	Sai Kung – Tui Min Hoi	May 2013	To increase by 21.4%	Increased by 7.1%
41.	NT 4A	Sai Kung – Tui Min Hoi (Seaside Villas)	May 2013	To increase by 22.6%	Increased by 6.5%
42.	NT 90A	Mei Foo – Kwai Chung Hospital	May 2013	To increase by 57.1%	Increased by 5.7%
43.	NT 90P	Mei Foo – Princess Margaret Hospital	May 2013	To increase by 57.1%	Increased by 5.7%
44.	NT 91	Lai Kong Street – Tsuen Wan	May 2013	To increase by 43.5%	Increased by 4.3%
45.	NT 91A	Lai Kong Street – Kwai Fong Station	May 2013	To increase by 50%	Increased by 5%
46.	NT 44	Tuen Mun Ferry Pier – Sheung Shui Station	May 2013	To increase by 10.3%	Increased by 4.8%
47.	NT 44A	Tuen Mun Station – Sheung Shui Station	May 2013	To increase by 10.3%	Increased by 4.8%
48.	NT 44B	Lok Ma Chau (San Tin) – Tuen Mun Station	May 2013	To increase by 10.4%	Increased by 5.9%
49.	NT 44B1	Lok Ma Chau (San Tin) – Tuen Mun Ferry Pier	May 2013	To increase by 10.4%	Increased by 4%
50.	NT 45	Tai Hang Garden – Tuen Mun Town Centre	May 2013	To increase by 10%	Increased by 6.7%
51.	NT 49S	Tuen Mun Siu Hong Court – Wan Chai	May 2013	To increase by 10.9%	Increased by 4.3%
52.	NT 25K	Tai Po Market – Ng Tung Chai	May 2013	To increase by 7.3%	Increased by 7.3%
53.	NT 25A	Tai Po Market – Nam Wa Po	May 2013	To increase by 7.3%	Increased by 7.3%
54.	NT 25B	Tai Po Market – Kau Lung Hang / Yuen Leng	May 2013	To increase by 6.6%	Increased by 6.6%
55.	NT 80	Tsuen Wan – Chuen Lung	May 2013	To increase by 18.2%	Increased by 7.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
56.	NT 95	Tsuen Wan Centre – Nina Tower	May 2013	To increase by 16.1%	Increased by 9.7%
57.	NT 95A	Tsuen Tak Garden – Tsuen Wan Station	May 2013	To increase by 18.5%	Increased by 7.4%
58.	NT 95K	Tsuen Wan West Station – Tsuen Wan Station	May 2013	To increase by 16.1%	Increased by 9.7%
59.	NT 95M	Tsuen Wan Station – Tsuen Wan Centre	May 2013	To increase by 18.5%	Increased by 7.4%
60.	NT 96	Tsuen Wan – Tsing Lung Tau	May 2013	To increase by 27.3%	Increased by 7.3%
61.	NT 96A	Yau Kom Tau Village – Tsuen Wan Station	May 2013	To increase by 26.3%	Increased by 7.9%
62.	NT 96B	Belvedere Garden – Tsuen Wan Station	May 2013	To increase by 16.1%	Increased by 9.7%
63.	NT 96P	Tsuen Wan West Station – Belvedere Garden	May 2013	To increase by 16.1%	Increased by 9.7%
64.	NT 96C	Tsuen Wan Station – Bellagio	May 2013	To increase by 27.3%	Increased by 7.3%
65.	NT 96M	Tsuen Wan Station – Tsing Lung Tau	May 2013	To increase by 27.3%	Increased by 7.3%
66.	HKI 54	Central (Ferry Piers) – Queen Mary Hospital	June 2013	To increase by 10.8%	Being processed
67.	HKI 54S	Mount Davis Road – Central (Ferry Piers)	June 2013	To increase by 10%	Being processed
68.	HKI 55	Queen Mary Hospital – Central Station	June 2013	To increase by 10.8%	Being processed
69.	NT 60K	Sha Tin Station – Fo Tan Cottage Area	June 2013	To increase by 10.9%	Increased by 4.3%
70.	NT 60P	Sha Tin Station – Kwei Tei Street	June 2013	To increase by 10.9%	Increased by 4.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
71.	NT 60R	Sha Tin Station – Sha Tin Racecourse (Penfold Park)	June 2013	To increase by 10.9%	Increased by 4.3%
72.	NT 62K	Sha Tin Station – Shatin Lodge	June 2013	To increase by 10.9%	Increased by 4.3%
73.	NT 61S	Lek Yuen / Wo Che – Mong Kok Station	June 2013	To increase by 8.7%	Increased by 6.1%
74.	NT 61M	Worldwide Garden – Suffolk Road	June 2013	To increase by 10%	Increased by 6.3%
75.	NT 54A	Fanling Station – Wing Fuk Centre	June 2013	To increase by 20.7%	Increased by 10.3%
76.	NT 54K	Fanling Station – Lung Yeuk Tau	June 2013	To increase by 19%	Increased by 11.9%
77.	NT 403	Shek Lei – Sha Tin Wai	June 2013	To increase by 9.9%	Increased by 5.5%
78.	NT 403A	On Yam – Tam Kon Po Street	June 2013	To increase by 9.9%	Increased by 5.5%
79.	NT 403X	Tai Wai Station – Northeast Kwai Chung	June 2013	To increase by 9.9%	Increased by 5.5%
80.	NT 88	Tsing Yi Estate – Kwai Fong Station	June 2013	To increase by 15.4%	Increased by 7.7%
81.	NT 88B	Greenfield Garden – Kwai Fong Station	June 2013	To increase by 15.4%	Increased by 7.7%
82.	NT 481	Fo Tan – Tsuen Wan Central	June 2013	To increase by 9.9%	Increased by 5.5%
83.	NT 481A	Tsuen Wan Central – Sha Tin Centre Street	June 2013	To increase by 9.9%	Increased by 5.5%
84.	NT 481B	Tsuen Wan Central – Tung Lo Wan Hill Road	June 2013	To increase by 9.9%	Increased by 5.5%
85.	NT 482	Sha Tin Central – Tsuen Wan Central	June 2013	To increase by 11.1%	Increased by 5.2%
86.	NT 73	Long Ping Station – Sung Shan San Tsuen	June 2013	To increase by 13.6%	Increased by 9.1%
87.	NT 74	Fook Hong Street – Shing Uk Tsuen	June 2013	To increase by 13.6%	Increased by 9.1%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
88.	NT 74A	Fook Hong Street – Tung Tau Wai	June 2013	To increase by 12.5%	Increased by 7.5%
89.	NT 47S	Tuen Mun Pier-head – Mong Kok	June 2013	To increase by 12.8%	Increased by 8.7%
90.	NT 48S	Leung King Estate – Mong Kok	June 2013	To increase by 12.8%	Increased by 8.7%
91.	HKI 1	The Peak – Hong Kong Station	July 2013	To increase by 19.6%	Being processed
92.	HKI 1A	Hong Kong Station – MacDonnell Road	July 2013	To increase by 15.2%	Being processed
93.	HKI 2	Hong Kong Station – Old Peak Road	July 2013	To increase by 15%	Being processed
94.	HKI 3	Hong Kong Station – Po Shan Road	July 2013	To increase by 15%	Being processed
95.	HKI 3A	Hong Kong Station – Conduit Road	July 2013	To increase by 15%	Being processed
96.	HKI 28	Baguio Villa (Upper) – Sun Wui Road	July 2013	To increase by 11.1%	Being processed
97.	HKI 28S	Baguio Villa (Upper) – Sun Wui Road	July 2013	To increase by 11.1%	Being processed
98.	Kln 26	Chi Kiang Street – Kowloon Station	July 2013	To increase by 21.6%	Being processed
99.	Kln 26A	Yan Yung Street – Kowloon Station	July 2013	To increase by 20.5%	Being processed
100.	Kln 26X	Laguna Verde – Ferry Street	July 2013	To increase by 20.6%	Being processed
101.	Kln 72	Grand View Garden – Festival Walk	July 2013	To increase by 12.7%	Being processed
102.	Kln 56	Richland Gardens – Shung Yan Street	July 2013	To increase by 12.8%	Increased by 8.5%
103.	Kln 47	Shun Lee – Tsui Ping	July 2013	To increase by 10.4%	Increased by 8.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
104.	NT 10M	Well On Garden – Yan Oi Court	July 2013	To increase by 27.1%	To be increased by 8.5%
105.	NT 13	Hong Sing Garden – Yan Oi Court	July 2013	To increase by 29.6%	To be increased by 7.4%
106.	NT 110	Tiu Keng Leng – Kowloon City	July 2013	To increase by 22.2%	To be increased by 8.9%
107.	NT 52A	Fanling Station – Wo Mun Street	July 2013	To increase by 20.7%	Increased by 10.3%
108.	NT 52K	Fanling Station – Ping Che	July 2013	To increase by 25%	Increased by 9.6%
109.	NT 52B	Fanling Station – Hok Tau	July 2013	To increase by 25%	Increased by 9.6%
110.	NT 412	Kwai Chung Estate – Northeast Kwai Chung	July 2013	To increase by 22.2%	Increased by 8.9%
111.	NT 55K	Sheung Shui Station – Sha Tau Kok	July 2013	To increase by 10.5%	Increased by 4.7%
112.	NT 56A	Fanling Station – Wo Mun Street	July 2013	To increase by 10.3%	Increased by 10.3%
113.	NT 56B	Fanling Station – Tan Chuk Hang	July 2013	To increase by 9.6%	Increased by 4.1%
114.	NT 56C	Fanling Station – Siu Hang Tsuen	July 2013	To increase by 10.2%	Increased by 6.1%
115.	NT 56K	Fanling Station – Luk Keng	July 2013	To increase by 10.3%	Increased by 3.8%
116.	NT 19S	Hang Hau – Causeway Bay	July 2013	To increase by 10.5%	Being processed
117.	NT 108A	Choi Ming – Hang Hau	July 2013	To increase by 13.6%	Being processed
118.	NT 88A	Tam Kon Shan Road – Mayfair Gardens	July 2013	To increase by 25%	Increased by 6.3%
119.	NT 88C	Mayfair Gardens – Kwai Fong Station	July 2013	To increase by 25%	Increased by 5.6%
120.	NT 88E	Tsing Yi Estate – Tsing Yi Station	July 2013	To increase by 25%	Increased by 6.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
121.	NT 88F	Rambler Crest – Tsing Yi Station	July 2013	To increase by 25%	Increased by 6.3%
122.	NT 88G	Rambler Crest – Kwai Fong Station	July 2013	To increase by 25%	Increased by 5.6%
123.	NT 88M	Kwai Fong Station – Hong Kong United Dockyard	July 2013	To increase by 13.6%	Increased by 6.1%
124.	Kln 73	Festival Walk – Tsz Wan Shan Centre	August 2013	To increase by 10%	Being processed
125.	Kln 79K	Park Avenue – Mong Kok East Station	August 2013	To increase by 15%	To be increased by 15%
126.	Kln 79M	King Tung Street – Wong Tai Sin Station	August 2013	To increase by 9.1%	To be increased by 9.1%
127.	Kln 79S	King Tung Street – Diamond Hill Station	August 2013	To increase by 9.1%	To be increased by 9.1%
128.	NT 81	Shiu Wo Street – Lo Wai	August 2013	To increase by 11.1%	Increased by 8.9%
129.	NT 81M	Shiu Wo Street – Shek Wai Kok Estate	August 2013	To increase by 17.9%	Increased by 10.7%
130.	NT 82	Shiu Wo Street – Shing Mun Reservoir	August 2013	To increase by 11.1%	Increased by 8.9%
131.	NT 82M	Shiu Wo Street – Cheung Shan Estate	August 2013	To increase by 14.7%	Increased by 8.8%
132.	NT 601	Fung Cheung Road – Pak Wai Tsuen	September 2013	To increase by 13.8%	To be increased by 10.3%
133.	NT 602	Fung Cheung Road – Tai Kong Po	September 2013	To increase by 13.8%	To be increased by 10.3%
134.	NT 603	Fung Cheung Road – Fung Kat Heung	September 2013	To increase by 13.8%	To be increased by 10.3%
135.	NT 604	Fung Cheung Road – Shan Ha Tsuen	September 2013	To increase by 23.8%	To be increased by 9.5%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
136.	NT 605	Ki Lun Tsuen – Sheung Shui Station	September 2013	To increase by 13.8%	To be increased by 10.3%
137.	NT 606S	Fung Cheung Road – Mody Road	September 2013	To increase by 2.3%	To be increased by 4.5%
138.	NT 65K	Wong Nai Tau – Fo Tan Station	September 2013	To increase by 9.1%	Being processed
139.	NT 65A	Wong Nai Tau – Sha Tin Central	September 2013	To increase by 9.3%	Being processed
140.	NT 66K	Kau To – Sha Tin Station	September 2013	To increase by 9.1%	Being processed
141.	NT 67K	A Kung Kok – Sha Tin Station	September 2013	To increase by 12.8%	Being processed
142.	NT 67A	Shek Mun Estate – Sha Tin Station	September 2013	To increase by 20%	Being processed
143.	NT 65S	Wong Nai Tau – Mong Kok Station	September 2013	To increase by 14%	Being processed
144.	NT 810	Sha Tin Central – Villa Athena	September 2013	To increase by 10.9%	Being processed
145.	Kln 13	Broadcast Drive – Hung Hom Ferry	October 2013	To increase by 10.1%	Being processed
146.	Kln 13A	Broadcast Drive – Lok Fu Centre	October 2013	To increase by 9.7%	Being processed
147.	Kln 15	Kai Shing Street – Kowloon Bay Station	October 2013	To increase by 21.1%	Being processed
148.	Kln 27M	Lok Man Sun Chuen – Mong Kok Station	October 2013	To increase by 17.2%	Being processed
149.	Kln 28M	Wyler Gardens – Mong Kok Station	October 2013	To increase by 15.4%	Being processed
150.	Kln 29A	Suffolk Road – Broadcast Drive	October 2013	To increase by 14.3%	Being processed
151.	Kln 29B	Suffolk Road – Beacon Hill	October 2013	To increase by 14.3%	Being processed
152.	HKI 61	Siu Sai Wan – Mong Kok East Station	November 2013	To increase by 11.1%	Being processed
153.	HKI 62	Heng Fa Chuen Station – Siu Sai Wan	November 2013	To increase by 26.7%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
154.	HKI 62A	Siu Sai Wan – Heng Fa Chuen Station	November 2013	To increase by 26.7%	Being processed
155.	HKI 9	Exchange Square – Bowen Road	November 2013	To increase by 9.7%	Being processed
156.	HKI 12	Kwun Lung Lau – Sai Ying Pun	November 2013	To increase by 14.6%	Being processed
157.	HKI 13	Sai Wan Estate – Sai Ying Pun	November 2013	To increase by 8.6%	Being processed
158.	Kln 18M	Wong Tai Sin Station – Tsz Wan Shan	November 2013	To increase by 24.1%	Being processed
159.	Kln 19	San Po Kong – Shatin Pass Estate	November 2013	To increase by 28.2%	Being processed
160.	Kln 19A	Grand View Garden – Diamond Hill Station	November 2013	To increase by 16.7%	Being processed
161.	Kln 19M	Diamond Hill Station – Shatin Pass Estate	November 2013	To increase by 25%	Being processed
162.	Kln 12	Pak Tin – Mong Kok East Station	November 2013	To increase by 19%	Being processed
163.	NT 811	Sui Wo Court – Yu Chui Court	November 2013	To increase by 11.5%	Being processed
164.	NT 811A	Greenwood Terrace – Shek Mun Station	November 2013	To increase by 11.9%	Being processed
165.	NT 811P	Ngan Shing Street – Royal Ascot	November 2013	To increase by 15%	Being processed
166.	NT 811S	Sui Wo Court (Phase 1) – Yiu On (Hang Hong Street)	November 2013	To increase by 9.8%	Being processed
167.	NT 101M	Hang Hau Station – Sai Kung	November 2013	To increase by 13.6%	Being processed
168.	NT 102	Hang Hau Station – San Po Kong	November 2013	To increase by 13.6%	Being processed
169.	NT 102B	Yuk Ming Court – Choi Hung	November 2013	To increase by 13.9%	Being processed
170.	NT 102S	Hang Hau Station – San Po Kong	November 2013	To increase by 11.8%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
171.	NT 111	Po Lam – San Po Kong	November 2013	To increase by 13.6%	Being processed
172.	NT 406	Shek Lei – Kwai Shing	November 2013	To increase by 10.5%	Being processed
173.	NT 407	Cheung Wang – Princess Margaret Hospital	November 2013	To increase by 10.7%	Being processed
174.	NT 407A	Kwai Fong Station – Princess Margaret Hospital	November 2013	To increase by 11.4%	Being processed
175.	NT 407B	Cheung Wang – Kwai Shing Circuit	November 2013	To increase by 10.7%	Being processed
176.	NT 308M	Tsing Yi Station – Sea Crest Villa	November 2013	To increase by 25%	Being processed
177.	NT 308A	Bellagio – Tsing Yi Station	November 2013	To increase by 25%	Being processed
178.	Kln 59	Tsui Ping Estate South – Hip Wo Street	December 2013	To increase by 13.3%	Being processed
179.	Kln 59M	Tsui Ping Estate South – Fuk Tong Road	December 2013	To increase by 12.5%	Being processed
180.	Kln 65	Tsz Wan Shan – Chuk Yuen	January 2014	To increase by 18.8%	Being processed
181.	Kln 66S	Hammer Hill – Mong Kok	January 2014	To increase by 9.5%	Being processed
182.	Kln 20	San Po Kong – Tsz Wan Shan	January 2014	To increase by 22.5%	Being processed
183.	Kln 20M	San Po Kong – Wong Tai Sin	January 2014	To increase by 12.1%	Being processed
184.	Kln 50	United Christian Hospital – Yue Man Square	January 2014	To increase by 25%	Being processed
185.	Kln 22M	Lok Wah Estate – Kwun Tong Station	January 2014	To increase by 25%	Being processed
186.	NT 39	Kung Um – Fung Cheung Road	January 2014	To increase by 14%	Being processed
187.	NT 39A	Kung Um Road – Fau Tsoi Street	January 2014	To increase by 14%	Being processed
188.	NT 803	Hin Keng – Lee On	January 2014	To increase by 10.4%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
189.	NT 803K	Hin Keng – Tai Wai Station	January 2014	To increase by 9.1%	Being processed
190.	NT 804	Kwong Yuen – Hin Keng	January 2014	To increase by 10.4%	Being processed
191.	NT 805S	Kam Ying Court – Mong Kok	January 2014	To increase by 11.1%	Being processed
192.	HKI 4A	Shek Pai Wan – Causeway Bay	February 2014	To increase by 6.7%	Being processed
193.	HKI 4B	Shek Pai Wan – Wan Chai	February 2014	To increase by 6.7%	Being processed
194.	HKI 4C	Shek Pai Wan – Causeway Bay	February 2014	To increase by 6.7%	Being processed
195.	HKI 4S	Shek Pai Wan – Aberdeen	February 2014	To increase by 100%	Being processed
196.	HKI 5	Aberdeen – Causeway Bay	February 2014	To increase by 9%	Being processed
197.	HKI 6	Ocean Park – Central	February 2014	To increase by 16.2%	Being processed
198.	HKI 8	Baguio Villas (Lower) – Exchange Square	February 2014	To increase by 12%	Being processed
199.	HKI 8X	Baguio Villas (Lower) – Exchange Square	February 2014	To increase by 12%	Being processed
200.	HKI 35M	Shek Pai Wan – Wan Chai	February 2014	To increase by 6.7%	Being processed
201.	HKI 58	Aberdeen – Kennedy Town	February 2014	To increase by 15.3%	Being processed
202.	HKI 58A	Aberdeen – Kennedy Town	February 2014	To increase by 15.3%	Being processed
203.	HKI 59	Kennedy Town – Shum Wan Road	February 2014	To increase by 14.7%	Being processed
204.	HKI 59A	Aberdeen – Shum Wan Road / South Wave Court	February 2014	To increase by 11.6%	Being processed
205.	HKI 59B	Aberdeen – Shum Wan Road	February 2014	To increase by 11.4%	Being processed
206.	HKI 10	Causeway Bay – Cyberport	February 2014	To increase by 4.8%	Being processed
207.	HKI 10P	Causeway Bay – Cyberport	February 2014	To increase by 4.8%	Being processed
208.	HKI 31	Tin Wan Estate – Causeway Bay	February 2014	To increase by 7.8%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
209.	HKI 31X	Tin Wan Estate – Causeway Bay	February 2014	To increase by 7.8%	Being processed
210.	HKI 63	South Horizons – Queen Mary Hospital	February 2014	To increase by 15.3%	Being processed
211.	HKI 63A	Aberdeen – Wah Fu Estate	February 2014	To increase by 5.6%	Being processed
212.	HKI 69	Cyberport – Quarry Bay	February 2014	To increase by 9.7%	Being processed
213.	HKI 69A	Cyberport – Aberdeen	February 2014	To increase by 9.7%	Being processed
214.	HKI 69X	Cyberport – Causeway Bay	February 2014	To increase by 11.4%	Being processed
215.	HKI 26	Hong Kong Adventist Hospital – Causeway Bay	February 2014	To increase by 8.8%	Being processed
216.	HKI 49M	Tin Hau Station – Braemar Hill	February 2014	To increase by 14.6%	Being processed
217.	HKI 50	Yiu Tung Estate – Sai Wan Ho	February 2014	To increase by 15.2%	Being processed
218.	HKI 65	Eastern Hospital – Fort Street	February 2014	To increase by 25%	Being processed
219.	HKI 65A	Chai Wan – Quarry Bay	February 2014	To increase by 25%	Being processed
220.	Kln 5M	Waterloo Hill – Mong Kok Station	February 2014	To increase by 25%	Being processed
221.	Kln 37A	Wong Tai Sin Station – Tsz Lok Estate	February 2014	To increase by 11.4%	Being processed
222.	Kln 37M	Wong Tai Sin Station – Tsz Man Estate	February 2014	To increase by 11.4%	Being processed
223.	Kln 38M	Chuk Yuen (North) Estate – Wong Tai Sin Station	February 2014	To increase by 12.1%	Being processed
224.	Kln 39M	Lok Fu – Tung Tau Estate	February 2014	To increase by 12.1%	Being processed
225.	Kln 57M	Jordan Station – Queen Elizabeth Hospital	February 2014	To increase by 11.4%	Being processed
226.	Kln 71A	Po Tat Estate – Lam Tin Station	February 2014	To increase by 13.5%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
227.	Kln 71B	Sau Mau Ping Estate – Lam Tin Station	February 2014	To increase by 13.5%	Being processed
228.	Kln 80M	Parc Palais – Jordan Station	February 2014	To increase by 10.3%	Being processed
229.	Kln 81K	Hoi Lai Estate – Mei Foo Station	February 2014	To increase by 28.9%	Being processed
230.	NT 140M	Hanford Garden – Tsing Yi Station	February 2014	To increase by 8.3%	Being processed
231.	NT 42	Tsing Chuen Wai – Tuen Mun Town Centre	February 2014	To increase by 13%	Being processed
232.	NT 608	Wang Toi Shan – Yuen Long	February 2014	To increase by 9.7%	Being processed
233.	NT 609	On Hong Road – Pok Oi Hospital	February 2014	To increase by 11.6%	Being processed
234.	NT 610S	Tin Shui Wai – Tsim Sha Tsui	February 2014	To increase by 4.7%	Being processed
235	NT 43	Tuen Mun Town Centre – So Kwun Wat	February 2014	To increase by 10.8%	Being processed
236.	NT 43S	Tuen Mun Town Centre – Nim Wan	February 2014	To increase by 10.8%	Being processed
237.	NT 43A	Tuen Mun Town Centre – Tsing Yung Street	February 2014	To increase by 10.6%	Being processed
238.	NT 43B	Tuen Mun Town Centre – Tai Lam Chung	February 2014	To increase by 9.7%	Being processed
239.	NT 43C	Tuen Mun Town Centre – Siu Lun Court	February 2014	To increase by 11.4%	Being processed
240.	NT 63A	Mei Chung Court – Tai Wai Station (Tsuen Nam Road)	February 2014	To increase by 37.9%	Being processed
241.	NT 63B	Granville Garden – Tai Wai Station (Tsuen Nam Road)	February 2014	To increase by 37.9%	Being processed
242.	NT 63K	Mei Tin Estate Public Transport Interchange – Tai Wai Station (Tsuen Nam Road)	February 2014	To increase by 37.9%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
243.	NT 63S	Mei Tin Estate Public Transport Interchange – Mong Kok	February 2014	To increase by 22.8%	Being processed
244.	NT 64K	Fu Shan – Tai Wai Station Public Transport Interchange	February 2014	To increase by 37.5%	Being processed

In addition, fare increase applications for another 13 GMB routes were received, but they were either subsequently withdrawn by the operator or were rejected by the TD.

- (2) Among the 244 routes shown in the table in (1) above, between 2010-11 and 2012-13, no fare increase applications were submitted for 20 routes, and fare increase applications were submitted and approved for 200 routes. During the same three-year period, fare increase applications were submitted for 24 routes but such applications were either subsequently withdrawn by the operator or were rejected by the TD. Details of the applications approved are set out in the table below. Among the 200 routes with their fare increase applications approved, there was more than one application submitted and approved for 32 routes. There are hence 232 entries in the table below.

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
1.	Kln 2	Whampoa Garden – Tat Chee Aveune	April 2010	To increase by 4.6%	Increased by 3.1%
2.	Kln 2A	Whampoa Garden – Tat Chee Aveune	April 2010	To increase by 4.6%	Increased by 3.1%
3.	Kln 5M	Waterloo Hill – Mong Kok Station	April 2010	To increase by 14.3%	Increased by 8.6%
4.	Kln 37A	Wong Tai Sin Station – Tsz Lok Estate	April 2010	To increase by 12.9%	Increased by 6.5%
5.	Kln 6	Whampoa Garden – Hankow Road	April 2010	To increase by 6.4%	Increased by 4.3%
6.	Kln 6A	Tak Man Street – Canton Road	April 2010	To increase by 6.4%	Increased by 4.3%
7.	Kln 6X	Whampoa Garden – Hankow Road	April 2010	To increase by 6.4%	Increased by 4.3%
8.	NT 1	Sai Kung – Telford Gardens	April 2010	To increase by 6.7%	Increased by 6.7%
9.	NT 1A	Sai Kung – Choi Hung	April 2010	To increase by 6.7%	Increased by 6.7%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
10.	NT 1S	Sai Kung – Choi Hung	April 2010	To increase by 5.9%	Increased by 5.9%
11.	NT 2	Sai Kung – Ho Chung	April 2010	To increase by 18.4%	Increased by 8%
12.	NT 7	Sai Kung – Hoi Ha	April 2010	To increase by 10%	Increased by 7%
13.	NT 9	Sai Kung – Lady MacLehose Holiday Village	April 2010	To increase by 9.1%	Increased by 9.1%
14.	NT 101M	Hang Hau Station – Sai Kung	April 2010	To increase by 10.8%	Increased by 4.1%
15.	NT 102	Hang Hau Station – San Po Kong	April 2010	To increase by 10.8%	Increased by 4.1%
16.	NT 102B	Yuk Ming Court – Choi Hung	April 2010	To increase by 11.3%	Increased by 4.2%
17.	NT 102S	Hang Hau Station – San Po Kong	April 2010	To increase by 10.7%	Increased by 4.8%
18.	NT 111	Po Lam – San Po Kong	April 2010	To increase by 10.8%	Increased by 4.1%
19.	Kln 27M	Lok Man Sun Chuen – Mong Kok Station	June 2010	To increase by 8.6%	Increased by 5.2%
20.	Kln 28M	Wyler Gardens – Mong Kok Station	June 2010	To increase by 8.6%	Increased by 5.2%
21.	Kln 12	Pak Tin – Mong Kok East Station	July 2010	To increase by 12.1%	Increased by 9.1%
22.	Kln 38M	Chuk Yuen (North) Estate – Wong Tai Sin Station	July 2010	To increase by 14.3%	Increased by 7.1%
23.	Kln 39M	Lok Fu – Tung Tau Estate	July 2010	To increase by 14.3%	Increased by 7.1%
24.	Kln 57M	Jordan Station – Queen Elizabeth Hospital	July 2010	To increase by 13.8%	Increased by 10.3%
25.	NT 39	Kung Um – Fung Cheung Road	August 2010	To increase by 6.8%	Increased by 6.8%
26.	NT 39A	Kung Um Road – Fau Tsoi Street	August 2010	To increase by 6.8%	Increased by 6.8%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
27.	NT 412	Kwai Chung Estate – Northeast Kwai Chung	October 2010	To increase by 14.3%	Increased by 7.1%
28.	Kln 22M	Lok Wah Estate – Kwun Tong Station	January 2011	To increase by 13.6%	Increased by 13.6%
29.	Kln 18M	Wong Tai Sin Station – Tsz Wan Shan	February 2011	To increase by 25%	Increased by 12.5%
30.	Kln 19	San Po Kong – Shatin Pass Estate	February 2011	To increase by 40.6%	Increased by 12.5%
31.	Kln 19M	Diamond Hill Station – Shatin Pass Estate	February 2011	To increase by 33.3%	Increased by 11.1%
32.	Kln 19A	Grand View Garden – Diamond Hill Station	February 2011	To increase by 14.8%	Increased by 11.1%
33.	NT 19S	Hang Hau – Causeway Bay	March 2011	To increase by 10.5%	Increased by 10.5%
34.	NT 108A	Choi Ming – Hang Hau	March 2011	To increase by 10%	Increased by 10%
35.	HKI 32	Kornhill – Shau Kei Wan Station	April 2011	To increase by 10.8%	Increased by 8.1%
36.	HKI 32A	Mount Parker Lodge – City Plaza	April 2011	To increase by 12.5%	Increased by 8.3%
37.	HKI 33	Kornhill – Marble Road	April 2011	To increase by 10.8%	Increased by 8.1%
38.	HKI 33M	Kornhill – Taikoo Station	April 2011	To increase by 12.5%	Increased by 8.3%
39.	NT 803	Hin Keng – Lee On	May 2011	To increase by 9.7%	Increased by 8.1%
40.	NT 803K	Hin Keng – Tai Wai Station	May 2011	To increase by 10%	Increased by 10%
41.	NT 804	Kwong Yuen – Hin Keng	May 2011	To increase by 9.1%	Increased by 9.1%
42.	NT 805S	Kam Ying Court – Mong Kok	May 2011	To increase by 10.4%	Increased by 8%
43.	HKI 58	Aberdeen – Kennedy Town	June 2011	To increase by 10%	Increased by 8%
44.	HKI 58A	Aberdeen – Kennedy Town	June 2011	To increase by 10%	Increased by 8%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
45.	HKI 59	Kennedy Town – Shum Wan Road	June 2011	To increase by 10.3%	Increased by 8.6%
46.	HKI 59A	Aberdeen – Shum Wan Road / South Wave Court	June 2011	To increase by 8.6%	Increased by 8.6%
47.	HKI 59B	Aberdeen – Shum Wan Road	June 2011	To increase by 6.7%	Increase by 6.7%
48.	HKI 63	South Horizons – Queen Mary Hospital	June 2011	To increase by 10%	Increased by 8%
49.	HKI 63A	Aberdeen – Wah Fu Estate	June 2011	To increase by 6.7%	Increased by 6.7%
50.	HKI 30	Happy Valley – Causeway Bay	July 2011	To increase by 8.1%	Increased by 8.1%
51.	HKI 36X	Ping Lan Street – Lee Garden Road	July 2011	To increase by 10%	Increased by 6.3%
52.	HKI 36S	Ap Lei Chau Praya Road – Lee Garden Road	July 2011	To increase by 10%	Increased by 10%
53.	HKI 36A	Ap Lei Chau – Wan Chai	July 2011	To increase by 5.7%	Increased by 5.7%
54.	HKI 37	Ping Lan Street – Lei Tung Estate / Ap Lei Chau Estate	July 2011	To increase by 10.3%	Increased by 10.3%
55.	HKI 37A	Ping Lan Street – Ap Lei Chau Estate / Lei Tung Estate	July 2011	To increase by 10.3%	Increased by 10.3%
56.	HKI 38	Aberdeen – Lei Tung Estate	July 2011	To increase by 4.4%	Increased by 4.4%
57.	Kln 13	Broadcast Drive – Hung Hom Ferry	July 2011	To increase by 6.2%	Increased by 6.2%
58.	Kln 13A	Broadcast Drive – Lok Fu Centre	July 2011	To increase by 13.8%	Increased by 6.9%
59.	Kln 15	Kai Shing Street – Kowloon Bay Station	July 2011	To increase by 8.6%	Increased by 8.6%
60.	NT 55K	Sheung Shui Station – Sha Tau Kok	July 2011	To increase by 10%	Increased by 7.5%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
61.	NT 56A	Fanling Station – Wo Mun Street	July 2011	To increase by 15.4%	Increased by 11.5%
62.	NT 56B	Fanling Station – Tan Chuk Hang	July 2011	To increase by 10.3%	Increased by 7.4%
63.	NT 56C	Fanling Station – Siu Hang Tsuen	July 2011	To increase by 11.1%	Increased by 8.9%
64.	NT 56K	Fanling Station – Luk Keng	July 2011	To increase by 9.6%	Increased by 8.2%
65.	NT 60K	Sha Tin Station – Fo Tan Cottage Area	July 2011	To increase by 14.6%	Increased by 12.2%
66.	NT 60P	Sha Tin Station – Kwei Tei Street	July 2011	To increase by 14.6%	Increased by 12.2%
67.	NT 60R	Sha Tin Station – Sha Tin Racecourse (Penfold Park)	July 2011	To increase by 14.6%	Increased by 12.2%
68.	NT 62K	Sha Tin Station – Shatin Lodge	July 2011	To increase by 14.6%	Increased by 12.2%
69.	NT 61S	Lek Yuen / Wo Che – Mong Kok Station	July 2011	To increase by 9.5%	Increased by 9.5%
70.	NT 65K	Wong Nai Tau – Fo Tan Station	July 2011	To increase by 10%	Increased by 10%
71.	NT 65A	Wong Nai Tau – Sha Tin Central	July 2011	To increase by 10.3%	Increased by 10.3%
72.	NT 66K	Kau To – Sha Tin Station	July 2011	To increase by 10%	Increased by 10%
73.	NT 67K	A Kung Kok – Sha Tin Station	July 2011	To increase by 11.6%	Increased by 9.3%
74.	NT 67A	Shek Mun Estate – Sha Tin Station	July 2011	To increase by 18.8%	Increased by 9.4%
75.	NT 65S	Wong Nai Tau – Mong Kok Station	July 2011	To increase by 10.6%	Increased by 9.6%
76.	NT 80	Tsuen Wan – Chuen Lung	July 2011	To increase by 20%	Increased by 10%
77.	NT 95	Tsuen Wan Centre – Nina Tower	July 2011	To increase by 17.9%	Increased by 10.7%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
78.	NT 95A	Tsuen Tak Garden – Tsuen Wan Station	July 2011	To increase by 20%	Increased by 8%
79.	NT 95K	Tsuen Wan West Station – Tsuen Wan Station	July 2011	To increase by 17.9%	Increased by 10.7%
80.	NT 95M	Tsuen Wan Station – Tsuen Wan Centre	July 2011	To increase by 20%	Increased by 8%
81.	NT 96	Tsuen Wan – Tsing Lung Tau	July 2011	To increase by 20%	Increased by 10%
82.	NT 96A	Yau Kom Tau Village – Tsuen Wan Station	July 2011	To increase by 14.3%	Increased by 8.6%
83.	NT 96B	Belvedere Garden – Tsuen Wan Station	July 2011	To increase by 17.9%	Increased by 10.7%
84.	NT 96P	Tsuen Wan West Station – Belvedere Garden	July 2011	To increase by 17.9%	Increased by 10.7%
85.	NT 96C	Tsuen Wan Station – Bellagio	July 2011	To increase by 20%	Increased by 10%
86.	NT 96M	Tsuen Wan Station – Tsing Lung Tau	July 2011	To increase by 20%	Increased by 10%
87.	NT 88	Tsing Yi Estate – Kwai Fong Station	July 2011	To increase by 14.3%	Increased by 11.4%
88.	NT 88B	Greenfield Garden – Kwai Fong Station	July 2011	To increase by 14.3%	Increased by 11.4%
89.	NT 88A	Tam Kon Shan Road – Mayfair Gardens	July 2011	To increase by 20%	Increased by 6.7%
90.	NT 88C	Mayfair Gardens – Kwai Fong Station	July 2011	To increase by 17.6%	Increased by 5.9%
91.	NT 88E	Tsing Yi Estate – Tsing Yi Station	July 2011	To increase by 20%	Increased by 6.7%
92.	NT 88F	Rambler Crest – Tsing Yi Station	July 2011	To increase by 20%	Increased by 6.7%
93.	NT 88G	Rambler Crest – Kwai Fong Station	July 2011	To increase by 20.6%	Increased by 5.9%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
94.	NT 88M	Kwai Fong Station – HK United Dockyard	July 2011	To increase by 12.9%	Increased by 6.5%
95.	NT 94	Shek Wai Kok – Kwai Shing	July 2011	To increase by 28.6%	Increased by 14.3%
96.	NT 94A	Lei Muk Shue Estate – Kwai Shing	July 2011	To increase by 28.6%	Increased by 14.3%
97.	NT 94S	Nina Tower – Shing Mun Reservoir	July 2011	To increase by 27%	Increased by 13.5%
98.	NT 140M	Hanford Garden – Tsing Yi Station	July 2011	To increase by 9.1%	Increased by 9.1%
99.	NT 406	Shek Lei – Kwai Shing	July 2011	To increase by 14.3%	Increased by 8.6%
100.	NT 407	Cheung Wang – Princess Margaret Hospital	July 2011	To increase by 15.4%	Increased by 7.7%
101.	NT 407A	Kwai Fong Station – Princess Margaret Hospital	July 2011	To increase by 17.1%	Increased by 7.3%
102.	NT 407B	Cheung Wang – Kwai Shing Circuit	July 2011	To increase by 15.4%	Increased by 7.7%
103.	Kln 65	Tsz Wan Shan – Chuk Yuen	August 2011	To increase by 17.2%	Increased by 10.3%
104.	Kln 66S	Hammer Hill – Mong Kok	August 2011	To increase by 20%	Increased by 10.5%
105.	NT 73	Long Ping Station – Sung Shan San Tsuen	August 2011	To increase by 15%	Increased by 10%
106.	NT 74	Fook Hong Street – Shing Uk Tsuen	August 2011	To increase by 15%	Increased by 10%
107.	NT 74A	Fook Hong Street – Tung Tau Wai	August 2011	To increase by 13.5%	Increased by 8.1%
108.	NT 47S	Tuen Mun Ferry Pier – Mong Kok	August 2011	To increase by 22.2%	Increased by 8.3%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
109.	NT 48S	Leung King Estate – Mong Kok	August 2011	To increase by 22.2%	Increased by 8.3%
110.	NT 103	Clear Water Bay – Kwun Tong Ferry	August 2011	To increase by 13.1%	Increased by 4.8%
111.	NT 103M	Tseung Kwan O Station – Clear Water Bay	August 2011	To increase by 12.2%	Increased by 5.4%
112.	NT 104	The Hong Kong University of Science and Technology – Kwun Tong	August 2011	To increase by 11.1%	Increased by 4.8%
113.	NT 601	Fung Cheung Road – Pak Wai Tsuen	August 2011	To increase by 14.5%	Increased by 5.5%
114.	NT 602	Fung Cheung Road – Tai Kong Po	August 2011	To increase by 14.5%	Increased by 5.5%
115.	NT 603	Fung Cheung Road – Fung Kat Heung	August 2011	To increase by 14.5%	Increased by 5.5%
116.	NT 604	Fung Cheung Road – Shan Ha Tsuen	August 2011	To increase by 12.5%	Increased by 5%
117.	NT 605	Ki Lun Tsuen – Sheung Shui Station	August 2011	To increase by 14.5%	Increased by 5.5%
118.	NT 606S	Fung Cheung Road – Mody Road	August 2011	To increase by 10.6%	Increased by 5.8%
119.	KIn 80M	Parc Palais – Jordan Station	September 2011	To increase by 16.1%	Increased by 16.1%
120.	NT 10M	Well On Garden – Yan Oi Court	September 2011	To increase by 18.2%	Increased by 7.2%
121.	NT 13	Hong Sing Garden – Yan Oi Court	September 2011	To increase by 20%	Increased by 8%
122.	NT 110	Tiu Keng Leng – Kowloon City	September 2011	To increase by 25%	Increased by 7.1%
123.	NT 42	Tsing Chuen Wai – Tuen Mun Town Centre	September 2011	To increase by 11.6%	Increased by 7%
124.	NT 608	Wang Toi Shan – Yuen Long	September 2011	To increase by 8.6%	Increased by 6.9%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
125.	NT 609	On Hong Road – Pok Oi Hospital	September 2011	To increase by 7.5%	Increased by 7.5%
126.	NT 610S	Tin Shui Wai – Tsim Sha Tsui	September 2011	To increase by 7.5%	Increased by 7.5%
127.	NT 44	Tuen Mun Ferry Pier – Sheung Shui Station	September 2011	To increase by 10.1%	Increased by 5.1%
128.	NT 44A	Tuen Mun Station – Sheung Shui Station	September 2011	To increase by 10.1%	Increased by 5.1%
129.	NT 44B	Lok Ma Chau (San Tin) – Tuen Mun Station	September 2011	To increase by 10.2%	Increased by 6.3%
130.	NT 44B1	Lok Ma Chau (San Tin) – Tuen Mun Ferry Pier	September 2011	To increase by 10.2%	Increased by 5.9%
131.	NT 45	Tai Hang Garden – Tuen Mun Town Centre	September 2011	To increase by 10.7%	Increased by 10.7%
132.	NT 49S	Tuen Mun Siu Hong Court – Wan Chai	September 2011	To increase by 10.7%	Increased by 7%
133.	NT 811	Sui Wo Court – Yu Chui Court	September 2011	To increase by 10.7%	Increased by 8.9%
134.	NT 811A	Greenwood Terrace – Shek Mun Station	September 2011	To increase by 11.5%	Increased by 9.8%
135.	NT 811P	Ngan Shing Street – Royal Ascot	September 2011	To increase by 13.5%	Increased by 8.1%
136.	NT 811S	Sui Wo Court (Phase 1) – Yiu On (Hang Hong Street)	September 2011	To increase by 13.3%	Increased by 9.3%
137.	Kln 6	Whampoa Garden – Hankow Road	November 2011	To increase by 12.2%	Increased by 6.1%
138.	Kln 6A	Tak Man Street – Canton Road	November 2011	To increase by 12.2%	Increased by 6.1%
139.	Kln 6X	Whampoa Garden – Hankow Road	November 2011	To increase by 12.2%	Increased by 6.1%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
140.	Kln 75	Fu Cheong Estate – Castle Peak Road	November 2011	To increase by 18.4%	Increased by 13.2%
141.	Kln 75A	Fu Cheong Estate – Kweilin Street	November 2011	To increase by 25.9%	Increased by 11.1%
142.	Kln 79K	Park Avenue – Mong Kok East Station	November 2011	To increase by 14.3%	Increased by 14.3%
143.	Kln 79M	King Tung Street – Wong Tai Sin Station	November 2011	To increase by 10%	Increased by 10%
144.	Kln 79S	King Tung Street – Diamond Hill Station	November 2011	To increase by 10%	Increased by 10%
145.	NT 52A	Fanling Station – Wo Mun Street	November 2011	To increase by 23.1%	Increased by 11.5%
146.	NT 52K	Fanling Station – Ping Che	November 2011	To increase by 25%	Increased by 8.3%
147.	NT 52B	Fanling Station – Hok Tau	November 2011	To increase by 25%	Increased by 8.3%
148.	NT 54A	Fanling Station – Wing Fuk Centre	November 2011	To increase by 23.1%	Increased by 11.5%
149.	NT 54K	Fanling Station – Lung Yeuk Tau	November 2011	To increase by 18.4%	Increased by 10.5%
150.	NT 403	Shek Lei – Sha Tin Wai	November 2011	To increase by 11.8%	Increased by 7.1%
151.	NT 403A	On Yam – Tam Kon Po Street	November 2011	To increase by 11.8%	Increased by 7.1%
152.	NT 403X	Tai Wai Station – Northeast Kwai Chung	November 2011	To increase by 11.8%	Increased by 7.1%
153.	NT 481	Fo Tan – Tsuen Wan Central	November 2011	To increase by 11.8%	Increased by 7.1%
154.	NT 481A	Tsuen Wan Central – Sha Tin Centre Street	November 2011	To increase by 11.8%	Increased by 7.1%
155.	NT 481B	Tsuen Wan Central – Tung Lo Wan Hill Road	November 2011	To increase by 11.8%	Increased by 7.1%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
156.	NT 482	Sha Tin Central – Tsuen Wan Central	November 2011	To increase by 9.4%	Increased by 5.5%
157.	NT 810	Sha Tin Central – Villa Athena	November 2011	To increase by 10%	Increased by 10%
158.	HKI 4A	Shek Pai Wan – Causeway Bay	December 2011	To increase by 10%	Increased by 7.1%
159.	HKI 4B	Shek Pai Wan – Wan Chai	December 2011	To increase by 10%	Increased by 7.1%
160.	HKI 4C	Shek Pai Wan – Causeway Bay	December 2011	To increase by 10%	Increased by 7.1%
161.	HKI 4S	Shek Pai Wan – Aberdeen	December 2011	To increase by 50%	Increased by 10%
162.	HKI 5	Aberdeen – Causeway Bay	December 2011	To increase by 14.3%	Increased by 11.4%
163.	HKI 8	Baguio Villas (Lower) – Exchange Square	December 2011	To increase by 10.7%	Increased by 10.7%
164.	HKI 35M	Shek Pai Wan – Wan Chai	December 2011	To increase by 10%	Increased by 7.1%
165.	HKI 9	Exchange Square – Bowen Road	December 2011	To increase by 6.9%	Increased by 6.9%
166.	HKI 12	Kwun Lung Lau – Sai Ying Pun	December 2011	To increase by 7.9%	Increased by 7.9%
167.	HKI 13	Sai Wan Estate – Sai Ying Pun	December 2011	To increase by 6.1%	Increased by 6.1%
168.	Kln 20	San Po Kong – Tsz Wan Shan	December 2011	To increase by 10%	Increased by 10%
169.	Kln 20M	San Po Kong – Wong Tai Sin	December 2011	To increase by 10%	Increased by 10%
170.	HKI 1	The Peak – Hong Kong Station	January 2012	To increase by 14.3%	Increased by 9.5%
171.	HKI 1A	Hong Kong Station – MacDonnell Road	January 2012	To increase by 14.3%	Increased by 9.5%
172.	HKI 2	Hong Kong Station – Old Peak Road	January 2012	To increase by 14.5%	Increased by 9.1%
173.	HKI 3	Hong Kong Station – Po Shan Road	January 2012	To increase by 14.5%	Increased by 9.1%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
174.	HKI 3A	Hong Kong Station – Conduit Road	January 2012	To increase by 14.5%	Increased by 9.1%
175.	HKI 28	Baguio Villa (Upper) – Sun Wui Road	January 2012	To increase by 15%	Increased by 12.5%
176.	NT 81	Shiu Wo Street – Lo Wai	January 2012	To increase by 9.8%	Increased by 9.8%
177.	NT 81M	Shiu Wo Street – Shek Wai Kok Estate	January 2012	To increase by 20%	Increased by 12%
178.	NT 82	Shiu Wo Street – Shing Mun Reservoir	January 2012	To increase by 9.8%	Increased by 9.8%
179.	NT 82M	Shiu Wo Street – Cheung Shan Estate	January 2012	To increase by 16.7%	Increased by 13.3%
180.	NT 90A	Mei Foo – Kwai Chung Hospital	January 2012	To increase by 33.3%	Increased by 16.7%
181.	NT 90P	Mei Foo – Princess Margaret Hospital	January 2012	To increase by 33.3%	Increased by 16.7%
182.	NT 91	Lai Kong Street – Tsuen Wan	January 2012	To increase by 31.7%	Increased by 12.2%
183.	NT 91A	Lai Kong Street – Kwai Fong Station	January 2012	To increase by 28.6%	Increased by 14.3%
184.	Kln 2	Whampoa Garden – Tat Chee Aveune	February 2012	To increase by 11.9%	Increased by 7.5%
185.	Kln 2A	Whampoa Garden – Tat Chee Aveune	February 2012	To increase by 11.9%	Increased by 7.5%
186.	Kln 30A	Chak On Estate – Mong Kok Station	February 2012	To increase by 11.1%	Increased by 5.6%
187.	Kln 30B	Chak On Estate – Shek Kip Mei Station	February 2012	To increase by 17.6%	Increased by 8.8%
188.	Kln 32M	Lung Ping Road – Shek Kip Mei	February 2012	To increase by 15.4%	Increased by 7.7%
189.	Kln 71A	Po Tat Estate – Lam Tin Station	February 2012	To increase by 14.3%	Increased by 5.7%
190.	Kln 71B	Sau Mau Ping Estate – Lam Tin Station	February 2012	To increase by 14.3%	Increased by 5.7%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
191.	NT 39	Kung Um – Fung Cheung Road	February 2012	To increase by 12.8%	Increased by 6.4%
192.	NT 39A	Kung Um Road – Fau Tsoi Street	February 2012	To increase by 12.8%	Increased by 6.4%
193.	Kln 27M	Lok Man Sun Chuen – Mong Kok Station	March 2012	To increase by 16.4%	Increased by 4.9%
194.	Kln 28M	Wyler Gardens – Mong Kok Station	March 2012	To increase by 16.4%	Increased by 6.6%
195.	Kln 29A	Suffolk Road – Broadcast Drive	March 2012	To increase by 23.1%	Increased by 7.7%
196.	Kln 29B	Suffolk Road – Beacon Hill	March 2012	To increase by 23.1%	Increased by 7.7%
197.	Kln 73	Festival Walk – Tsz Wan Shan Centre	March 2012	To increase by 12.7%	Increased by 9.1%
198.	NT 308M	Tsing Yi Station – Sea Crest Villa	March 2012	To increase by 15.4%	Increased by 10.8%
199.	NT 308A	Bellagio – Tsing Yi Station	March 2012	To increase by 15.4%	Increased by 10.8%
200.	HKI 26	Hong Kong Adventist Hospital – Causeway Bay	April 2012	To increase by 15.4%	Increased by 9.6%
201.	HKI 69	Cyberport – Quarry Bay	April 2012	To increase by 11%	Increased by 3%
202.	HKI 69X	Cyberport – Causeway Bay	April 2012	To increase by 11.8%	Increased by 3.5%
203.	Kln 18M	Wong Tai Sin Station – Tsz Wan Shan	April 2012	To increase by 22.2%	Increased by 7.4%
204.	Kln 19	San Po Kong – Shatin Pass Estate	April 2012	To increase by 38.9%	Increased by 8.3%
205.	Kln 19M	Diamond Hill Station – Shatin Pass Estate	April 2012	To increase by 16.7%	Increased by 6.7%
206.	Kln 50	United Christian Hospital – Yue Man Square	April 2012	To increase by 28%	Increased by 12%
207.	NT 61M	Worldwide Garden – Suffolk Road	April 2012	To increase by 17.6%	Increased by 17.6%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
208.	NT 101M	Hang Hau Station – Sai Kung	April 2012	To increase by 14.3%	Increased by 5.2%
209.	NT 102	Hang Hau Station – San Po Kong	April 2012	To increase by 14.3%	Increased by 5.2%
210.	NT 102B	Yuk Ming Court – Choi Hung	April 2012	To increase by 14.9%	Increased by 6.8%
211.	NT 102S	Hang Hau Station – San Po Kong	April 2012	To increase by 15.9%	Increased by 5.7%
212.	NT 111	Po Lam – San Po Kong	April 2012	To increase by 14.3%	Increased by 5.2%
213.	Kln 5M	Waterloo Hill – Mong Kok Station	May 2012	To increase by 10.5%	Increased by 5.3%
214.	Kln 37A	Wong Tai Sin Station – Tsz Lok Estate	May 2012	To increase by 12.1%	Increased by 6.1%
215.	Kln 37M	Wong Tai Sin Station – Tsz Man Estate	May 2012	To increase by 12.1%	Increased by 6.1%
216.	Kln 56	Richland Gardens – Shung Yan Street	May 2012	To increase by 20.5%	Increased by 6.8%
217.	HKI 10	Causeway Bay – Cyberport	June 2012	To increase by 16.3%	Increased by 14.1%
218.	HKI 31	Tin Wan Estate – Causeway Bay	June 2012	To increase by 2.3%	Increased by 15.4%
219.	Kln 22M	Lok Wah Estate – Kwun Tong Station	June 2012	To increase by 28%	Increased by 12%
220.	Kln 80M	Parc Palais – Jordan Station	June 2012	To increase by 8.3%	Increased by 8.3%
221.	Kln 81K	Hoi Lai Estate – Mei Foo Station	June 2012	To increase by 21.2%	Increased by 15.2%
222.	HKI 58	Aberdeen – Kennedy Town	July 2012	To increase by 14.8%	Increased by 9.3%
223.	HKI 58A	Aberdeen – Kennedy Town	July 2012	To increase by 15%	Increased by 9.3%
224.	HKI 59	Kennedy Town – Shum Wan Road	July 2012	To increase by 15.9%	Increased by 7.9%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
225.	HKI 59A	Aberdeen – Shum Wan Road / South Wave Court	July 2012	To increase by 9.4%	Increased by 13.2%
226.	HKI 59B	Aberdeen – Shum Wan Road	July 2012	To increase by 9.4%	Increased by 9.4%
227.	HKI 63	South Horizons – Queen Mary Hospital	July 2012	To increase by 14.8%	Increased by 9.3%
228.	HKI 63A	Aberdeen – Wah Fu Estate	July 2012	To increase by 12.5%	Increased by 12.5%
229.	Kln 12	Pak Tin – Mong Kok East Station	July 2012	To increase by 12.5%	Increased by 5%
230.	Kln 38M	Chuk Yuen (North) Estate – Wong Tai Sin Station	August 2012	To increase by 13.3%	Increased by 10%
231.	Kln 39M	Lok Fu – Tung Tau Estate	August 2012	To increase by 13.3%	Increased by 10%
232.	Kln 57M	Jordan Station – Queen Elizabeth Hospital	August 2012	To increase by 12.5%	Increased by 9.4%

CONTROLLING OFFICER'S REPLY**THB(T)433****(Question Serial No. 5017)**

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 (Member Question No. 75):

In respect of “planning and introducing new green minibus (GMB) services”, please advise this Committee of the following:

- (1) In 2013, only one new GMB route was introduced. What are the route details? What are the details of the other routes which were originally planned but finally not introduced and the reasons for not introducing them?
- (2) In the three years before 2013 (i.e. 2010, 2011 and 2012), were there any GMB routes which the Transport Department (TD) planned to introduce but in vain? If yes, what are the route details and the reasons for not introducing them?
- (3) In the past three years, were there any GMB operators giving up operating GMB routes before and at the time of renewal? If yes, please provide the route details and advise if the operation was taken up by other operators.
- (4) What are the details of the GMB routes which the TD plans to introduce in the coming year? As only one GMB route was successfully introduced last year, what measures will the TD take to encourage operators to apply for operating the new routes?

Asked by: Hon. WU Chi-wai

Reply:

- (1) Details of the GMB route introduced in 2013 are as follows:

GMB Route	Origin – Destination	Full Fare (\$)	Date of Introduction
Kln 86	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	5.0	21 September 2013

Three other GMB routes were not introduced in 2013 as planned because no suitable operator could be selected from the GMB Operators Selection Exercise (GMBOSE) conducted in 2013. After further assessment of passenger demand and financial viability of these three routes, the TD will include two of them in the 2014 GMBOSE to re-invite interested parties to apply to operate them. Details of these three routes are as follows:

Origin – Destination	
1.	Fu Shan Public Transport Terminus – Kowloon City (Circular)
2.*	Hilltop Garden / King Lai Court – Diamond Hill Station
3.*	Hilltop Garden – Wong Tai Sin Station

* Routes to be included in the 2014 GMBOSE

- (2) There were a total of seven GMB routes which the TD had planned for introduction in 2010 and 2012 but finally could not be introduced. Details are in the table below. For 2011, all routes were introduced as planned.

Origin – Destination		Reasons for not introducing the routes
Routes planned for introduction in 2010		
1.	Tai Kok Tsui (Cherry Street) – Mong Kok East Station (Circular)	No suitable operator was selected from the GMBOSE.
2.	LOHAS Park Station Public Transport Interchange – Tseung Kwan O Industrial Estate (Chun Cheong Street)	
Routes planned for introduction in 2012		
1.	Sai Ying Pun (First Street) – Hollywood Road (Circular)	No application was received.
2.	Wonderland Villas – Tsuen Wan Transport Complex	
3.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	Selected operator failed to fulfill his undertaking to operate the routes.
4.	Hilltop Garden / King Lai Court – Diamond Hill Station	
5.	Hilltop Garden – Wong Tai Sin Station	

- (3) In 2011, 2012 and 2013, a total of 14 GMB routes were cancelled due to poor financial performance and declining passenger demand. Passengers displaced from these routes are served by alternative public transport services operating in the same areas. Details of these cancelled GMB routes are as follows:

GMB Route	Origin – Destination
2011	
NT 97	Wonderland Villas – Tsuen Wan Transport Complex
NT 142	Tuen Mun Town Centre – Yeung Tsing Road (Circular)
Kln 10M	Nam Cheong Estate – Festival Walk
Kln 10A	Nam Cheong Station Public Transport Interchange – Festival Walk
Kln 30M	Caldecott Road – Shek Kip Mei Station
Kln 33	Fu Shan Public Transport Terminus – Kowloon City (Circular)
2012	
Kln 21K	Tai Kok Tsui (Cherry Street) – Mong Kok East Station (Circular)

GMB Route	Origin – Destination
Kln 84	San Po Kong (The Latitude) – Kwun Tong (Circular)
NT 18	Hang Hau (North) – North Point
NT 108M	Ocean Shores – Lam Tin Station
NT 141	Tuen Mun (Hanford Garden) – Tsuen Wan Transport Complex
2013	
HKI 10X	Scenic Villas – Central (Chater Road) (Circular)
HKI 11	Tin Wan Estate – Causeway Bay (Jaffe Road)
Kln 63M	Lam Tin (Kwong Tin Estate) – Yau Tong (Circular)

- (4) The TD plans to introduce a total of eight GMB routes in 2014. They include the two routes to be included in the 2014 GMBOSE mentioned in (1) above. Details are as follows:

Origin – Destination		Maximum Full Fare (\$)
1.*	Hilltop Garden / King Lai Court – Diamond Hill Station	4.9
2.*	Hilltop Garden – Wong Tai Sin Station	7.1
3.	Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)	10.4
4.	Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)	7.1
5.	Shui Chuen O, Sha Tin – Shek Mun Station	7.1
6.	Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)	7.1
7.	Allway Gardens, Tsuen Wan – Tsuen Wan (Chung On Street)	4.9
8.	The Beaumont, Tseung Kwan O – Hang Hau (Circular)	7.1

* Routes originally planned for introduction in 2013.

The TD will publish notices in the Government Gazette and newspapers, setting out the details of the new GMB routes to facilitate interested parties to submit applications. Invitation letters will be sent to all existing GMB operators and red minibus associations. A briefing session will also be held to brief interested parties of the relevant details. However, whether or not to apply to operate the new GMB route(s) remains a commercial decision.

CONTROLLING OFFICER'S REPLY

THB(T)434

(Question Serial No. 5018)

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 (Member Question No. 76):

Concerning the monitoring of the service quality of public light buses (PLBs), please inform this Committee of the following:

- (1) In the past three years, how many surveys were conducted by the Transport Department (TD)? What were the routes, manpower and average and total expenditure involved? How many surveys were initiated by the TD on its own and upon receipt of complaints respectively?
- (2) Among the surveys, how many cases were about the operators not complying with the Passenger Service Licence (PSL) conditions? How many times did the TD issue warnings to or impose other penalties on the operators? Please provide the information by category.
- (3) In view of the operating difficulty indicated by the PLB trade, what measures will the TD take to help the operators meet the PSL requirements?

Asked by: Hon. WU Chi-wai

Reply:

- (1) To monitor the level of green minibus (GMB) service provided by the operators, the TD engages contractors to conduct regular surveys on GMB routes (for example, surveys on vehicle availability and deployment, passenger occupancy, passenger boarding and alighting, drivers' malpractices and functioning of devices on-board) to monitor the performance of the GMB operators and assess rationalisation proposals. Ad-hoc surveys (for example, termini surveys, en-route GMB stop and on-board surveys) and site inspections are also carried out in response to complaints and suggestions. The TD also conducts comprehensive surveys around every two to three years to collect operational information of all PLB services, including both GMB and red minibus (RMB) services, throughout the territory. The TD conducted 1 311, 1 314

and 1 766 surveys and site inspections to monitor the PLB service in 2011, 2012 and 2013 respectively, covering about 490 GMB routes and some RMB routes. Details are as follows:

Survey types	Monitoring surveys			Site inspections		
	2011	2012	2013	2011	2012	2013
Number of surveys conducted* (a)	1 196	1 107	1 545	115	207	221
Total expenditure (b)	\$3.35 million [@]	\$1.40 million	\$6.61 million [@]	Absorbed by existing resources of the TD.		
Average expenditure per survey [#] (c)=(b)/(a)	\$2,805	\$1,261	\$4,279			

* While some surveys were initiated by the TD on its own and some were specifically conducted in response to complaints and suggestions, there were surveys conducted on an area or district basis with multi-purposes. As such, there is no separate breakdown on self-initiated surveys and those conducted in response to complaints.

[@] Including comprehensive surveys on PLB services.

[#] This is an average sum. The cost of each survey depends on its complexity.

- (2) GMB operators are required to provide proper and efficient services in accordance with the conditions specified in the PSL and the level of service stipulated in the Schedule of Services attached to the PSL. There are a total of 496 cases, comprising 94, 149 and 253 cases in 2011, 2012 and 2013 respectively, of non-compliance with the PSL conditions, involving mainly non-adherence to timetable and vehicle allocation, and failure to display driver identity plate and hotline telephone numbers of the licensee and the Transport Complaints Unit. The TD issued a total of 191 verbal and written warnings to the GMB operators concerned in these years in response to failure to meet the service requirements or other PSL conditions. Surveys were conducted to follow up on these cases. The breakdown of the warnings issued by year is as follows:

Year	Number of Verbal Warnings Issued	Number of Written Warnings Issued	Total
2011	28	14	42
2012	56	25	81
2013	57	11	68

- (3) As an ongoing exercise, the TD continues to work with the GMB operators to explore and develop measures to facilitate their operation and to increase their revenue. Measures being taken include fare adjustments, increasing advertising income through installation of multi-media display on board and advertising on vehicle body and compartment. Besides, if the circumstances so warrant, the TD and GMB operators will examine and carry out service rationalisation, such as introduction of short-

working or supplementary routes and adjustment of vehicle allocation and timetable, to enhance competitiveness and operational efficiency.

In addition, to help PLB operators recruit drivers, the TD approached the Labour Department to invite and facilitate PLB operators to participate in job fairs, convened in various districts. The TD also regularly disseminates information on job fairs to PLB operators for reference, and encourages PLB operators to employ ethnic minorities through cooperation with some government funded non-profit-making organisations which provide employment support services to them. The TD will continue to work closely with the PLB trade to attract new blood, including young people, to work in the PLB industry.

CONTROLLING OFFICER'S REPLY

THB(T)435

(Question Serial No. 5019)

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 (Member Question No. 77):

Regarding “regulating and monitoring the operation of public transport services”, does the Transport Department (TD) have any statistics on the application of technologies by franchised bus companies in respect of provision of passenger information and enhancement of fleet management? If yes, what are the details in respect of the application of technologies by franchised bus companies?

Asked by: Hon. WU Chi-wai

Reply:

The Government has all along encouraged and welcomed the adoption of information technology by franchised bus companies to provide passengers with more travelling information and enhance their management of the fleets. In considering whether to make wider use of such technology, bus companies have to take into account passenger needs and the cost-effectiveness of different technologies under different operating environment. Technologies that are currently applied by franchised bus companies include:

- (a) all franchised bus companies are providing passenger information via the internet. In addition, the Kowloon Motor Bus Company (1933) Limited (KMB), the Long Win Bus Company Limited (LW), the New World First Bus Services Limited (NWFB) and the Citybus Limited (CTB) have also launched smart phone applications for such purpose;
- (b) the CTB provides real-time bus arrival information on all its airport routes (i.e. “A” routes) through its website and smart phone applications. Besides, the KMB and the LW provide an Estimated Bus Arrival Time System at the Tuen Mun Road Bus-Bus Interchange to provide real-time bus arrival information on selected routes;
- (c) all franchised buses have bus stop announcement systems; and

- (d) all new buses of the NWFB and the CTB are equipped with Liquid Crystal Display (LCD) panels inside their compartments to display the routes and the names of the next bus stops. There are about 260 buses of such kind at present. Also, a total of 62 LCD panels have been installed at major bus termini for displaying route information and departure time of the next bus.

The Government will continue to monitor the progress of the use of technology in enhancing information dissemination for passengers and fleet management by franchised bus companies.

CONTROLLING OFFICER'S REPLY**THB(T)436****(Question Serial No. 5020)**

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 (Member Question No. 78):

Regarding the improvement in the design and facilities of government-owned covered public transport interchanges (PTIs), please advise this Committee:

- (1) PTI improvement projects to be carried out in the coming three years, including the (a) names of PTIs, (b) types of facilities to be improved, (c) estimated expenditures, (d) anticipated commencement and completion dates, and (e) the responsible works departments.
- (2) Has the Transport Department (TD) received any application from franchised bus companies or other organisations for improvement to PTIs in the past three years? If yes, what is the detailed information of each application? Please list out the (a) names of applicant organisations, (b) application dates, (c) proposed improvement items, (d) whether the application is approved, and (e) works progress.

Asked by: Hon. WU Chi-wai

Reply:

- (1) There are a total of three items of improvement works being carried out for completion from 2014 to 2016, with details as follows:

Name of PTI	Types of facility to be improved	Estimated expenditure (\$'000)	Actual commencement date	Anticipated completion date	Responsible works department(s)
Discovery Park PTI	Improvement in lighting system	850	August 2013	April 2014	Highways Department (HyD)
Laguna City PTI	Improvement in lighting system	480	October 2013	May 2014	HyD

Name of PTI	Types of facility to be improved	Estimated expenditure (\$'000)	Actual commencement date	Anticipated completion date	Responsible works department(s)
Lam Tin Station PTI	Installation of lift	13,340	March 2013	Mid 2015	HyD

- (2) In 2011, 2012 and 2013, the TD received and approved a total of three applications from the Kowloon Motor Bus Company (1933) Limited for carrying out improvement works at three PTIs on the installation of route information panels for enhancing information dissemination to passengers. All related works have been completed. Details of the applications are as follows:

Name of PTI	Application date
Kowloon Station PTI	June 2011
Sheung Shui Bus Terminus	May 2013
Tuen Mun Central Bus Terminus	November 2013

CONTROLLING OFFICER'S REPLY**THB(T)437****(Question Serial No. 5021)**

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 (Member Question No. 79):

Regarding the indicator on “route modification and other improvement items including construction of shelters, provision / relocation of stops/stands” for the operators concerned, please advise the Committee of the following:

- (1) What are the details of the bus shelters constructed by each franchised bus company (including locations and completion dates) in the past three years?
- (2) Apart from bus shelters, what are the numbers and details of other proposals (including renovation of shelters, provision of seats and display panels showing bus departure time)?

Asked by: Hon. WU Chi-wai

Reply:

- (1) In 2011, 2012 and 2013, franchised bus companies constructed a total of 72 bus shelters to provide better waiting environment for passengers. The details of bus shelters constructed by each of the franchised bus companies are as follows:

The Kowloon Motor Bus Company (1933) Limited		
	Location of bus shelters	Completion date
1.	Bulkeley Street outside House No. 2A - 2H (1)	April 2011
2.	Bulkeley Street outside House No. 2A - 2H (2)	April 2011
3.	Sau Mau Ping Road opposite to Sau Fai House	April 2011
4.	Hiu Kwong Street opposite to Hiu Lai Court	April 2011
5.	Kwai Shing Circuit outside Water Service Reservoir	April 2011
6.	Fam Kam Road near Wang Toi Shan Tsuen	April 2011
7.	Ko Chiu Road near Ko Chiu Path	April 2011

The Kowloon Motor Bus Company (1933) Limited		
	Location of bus shelters	Completion date
8.	Prince Edward Road East outside House No. 690 near Robert Black Health Centre	May 2011
9.	Prince Edward Road East outside House No. 690 near Robert Black Health Centre	June 2011
10.	San Wan Road outside Sheung Shui MTR Station	July 2011
11.	Lee On Road outside Shun On Estate	August 2011
12.	Lee On Road opposite to Lee Hang House	September 2011
13.	Castle Peak Road outside Villa By The Park	September 2011
14.	Castle Peak Road near Sam Shing Estate	November 2011
15.	Tai Po Central Bus Terminus	November 2011
16.	To Kwa Wan Road House No. 11 and 13 near Hung Fook Street (1)	December 2011
17.	To Kwa Wan Road House No. 11 and 13 near Hung Fook Street (2)	December 2011
18.	Tai Kok Tsui outside Larch Street Sitting Out Area	December 2011
19.	Castle Peak Road near Ting Kau	December 2011
20.	Tin Kwai Road near HKFYG Lee Shau Kee College	December 2011
21.	Cheung Sha Wan Road opposite to Trade Square	March 2012
22.	Cheung Sha Wan Road near Un Chau Estate	March 2012
23.	Kam Sheung Road opposite to Tsz Tong Tsuen	April 2012
24.	Chap Wai Kon Street near City One Railway Station	June 2012
25.	Tin Shing Road outside Tin Tsz Estate	July 2012
26.	Kam Sheung Road opposite to Tin Sham Tsuen	July 2012
27.	Kam Sheung Road near Pat Heung Road	July 2012
28.	Kam Ying Road opposite to Kam Lung Court	August 2012
29.	Kwong Lee Road outside Kei Oi Primary School	August 2012
30.	Hang Fai Street near Kam On Court	October 2012
31.	Ching Ho Estate Bus Terminus	October 2012
32.	Tai Lam Tunnel Bus-bus Interchange (BBI) (Kowloon Bound)	October 2012
33.	Tai Lam Tunnel BBI (Yuen Long Bound)	October 2012
34.	To Yuen Street opposite to Heung To Middle School	November 2012
35.	Lee On Road outside Lee Yip House, Shun Lee Estate	December 2012
36.	Sau Ming Road near Sau Lok House, Sau Mau Ping Estate	December 2012
37.	San Wan Road near Sheung Shui Railway Station	December 2012
38.	Clear Water Bay Road near Tai Po Tsai Village	December 2012
39.	Kam Sheung Road near Tsz Tong Tsuen	December 2012
40.	Tai Wo Service Road West opposite to Tai Hang	December 2012
41.	Wai Yip Street near Wai Lok Street	April 2013
42.	Kai Tin Road near S.K.H. Kei Hin Secondary School	May 2013
43.	Pak Wo Road outside Yan Shing Court	May 2013
44.	Ngau Tau Kok outside House no. 245, Hay Cheuk Lau Garden Estate	July 2013
45.	Lee On Road outside Lee Hang House, Shun Lee Estate	August 2013
46.	Chuk Yuen Estate Bus Terminus	August 2013
47.	Yuen Wo Road outside Lek Yuen Estate	August 2013

The Kowloon Motor Bus Company (1933) Limited		
	Location of bus shelters	Completion date
48.	Yeung Uk Road outside Citywalk 2	August 2013
49.	Tai Kok Tsui Road outside House No. 9	September 2013
50.	Shing Kai Road near Muk Hung Street	September 2013
51.	Muk Hung Street near Kai Ching Estate	September 2013
52.	Shing Kai Road near Tak Long Estate	September 2013
53.	Tai Hom Road near Diamond Hill MTR Station	October 2013
54.	Tin Fuk Road near Tin Yau Court	November 2013
55.	Princess Margaret Road near Pui Ching Road Flyover Lamp Post No. EF1698	December 2013
56.	Hung Hom Road South of Man Yue Street	December 2013
57.	Nam Cheong Street outside Chak On Estate	December 2013
58.	Lai Chi Kok Bus Terminus	December 2013
59.	Tuen Mun Heung Sze Wui Road near Siu Lun Court	December 2013
60.	Castle Peak Road opposite to Hung Shui Kiu LRT Station	December 2013

New World First Bus Services Limited		
	Location of bus shelters	Completion date
1.	Tong Yin Street outside Tseung Kwan O Catholic Primary School	March 2011
2.	Harcourt Road outside Central Government Offices (2 shelters were constructed)	January 2013

Citybus Limited		
	Location of bus shelters	Completion date
1.	Po Yap Road outside Tseung Kwan O Station	March 2011
2.	Sham Mong Road outside AquaMarine	June 2012
3.	Wing Tai Road outside Tsui Wan Estate	October 2012
4.	Harcourt Road outside Central Government Offices	January 2013
5.	Airport (Ground Transportation Centre) (1)	June 2013
6.	Airport (Ground Transportation Centre) (2)	June 2013
7.	Pok Fu Lam Road outside Pok Fu Lam Village	December 2013

Long Win Bus Company Limited		
	Location of bus shelter	Completion date
1.	Tin Shui Road near Tin Chung Court	May 2012

New Lantao Bus Company (1973) Limited		
	Location of bus shelter	Completion date
1.	Tung Chung Road near Ha Ling Pei	June 2013

- (2) In 2011, 2012 and 2013, franchised bus companies provided a total of 96 improvement items on passenger facilities at bus termini and stops, including renovation of bus shelters, provision of seats, provision of display panels showing bus departure time and free wifi. The breakdown by the improved items is as follows:

Improvement Items	Number
Renovation of bus shelters	54
Provision of seats	28
Provision of display panels showing departure time	10
Free wifi	4
Total	96

CONTROLLING OFFICER'S REPLY

THB(T)438

(Question Serial No. 5075)

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 (Member Question No. 143):

Regarding the opening of the West Island Line (WIL) and the South Island Line (East) (SIL(E)), please advise this Committee of the following:

- (1) Quite a number of passengers complained that the public transport re-organisation plans (PT Plans) would result in increase in fares and journey time. Between 2011 and 2013, the Administration spent over \$4 million in commissioning a consultancy study for advice. What were the principles when devising the re-organisation plans at that time? Were the problems mentioned above neglected?
- (2) The re-organisation plans were not satisfactory as mentioned above. Has the consultation on the PT Plan in connection with the WIL been completed? If there are still strong public views after finalising the plan, is there sufficient funding reserved for commissioning consultants for further review? Can final amendments be made before the commissioning of the WIL?
- (3) Consultation on the PT Plan to tie in with opening of the SIL(E) is underway. Can the Administration ensure that the finalised plan at least follow the principles of not increasing the fare and journey time of passengers, with a view to obtaining early agreement from District Councils (DCs) and avoiding further commissioning of consultants for amending the plans?
- (4) In view of the commissioning of the above two railway lines, has funding been reserved for improving the bus stop design along major roads such as Pok Fu Lam Road and Aberdeen Praya Road, where many bus routes observe, in order to shorten the time for passenger alighting / boarding, encourage bus-railway interchange and improve the traffic? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. WU Chi-wai

Reply:

- (1) The pre-existing passenger travelling pattern will change upon the opening of new railways, thus affecting the utilisation of different transport modes. The TD has assessed the impact of the WIL and the SIL(E) on other public transport modes, and proposed PT Plans so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The PT Plans have been developed having regard to a number of factors, including:
 - (a) the transport policy of adopting railway network as the backbone of the public transport system. Under the policy, transport modes such as franchised buses and green minibuses (GMBs) should provide efficient services to complement railway services;
 - (b) the maintenance of healthy competition among public transport services in order to achieve a highly efficient and co-ordinated public transport service network;
 - (c) the provision of reasonable transport choices in public transport arrangement that meets the changing transport needs;
 - (d) the provision of ancillary facilities such as pedestrian facilities and feeder services to ensure good connectivity of railway stations for easy access by passengers;
 - (e) the maintenance of the operational and financial viability of franchised bus and GMB service networks; and
 - (f) the reduction of road-based traffic congestion and emission to improve the environment.

In considering the provision of reasonable transport choices for passengers under item (c) above, due consideration will be given to important factors such as fares and travelling time in formulating alternative transport for the affected passengers. The TD will also take account of the views received during consultation, and devise proposals to keep any adverse impact on existing passengers to the minimum.

- (2) The TD commenced consultation with relevant DCs on the PT Plans in relation to the WIL and the SIL(E) in July 2013. Public consultation forums have also been organised in the Central and Western and Southern districts to solicit views from local residents. Apart from formal consultation at DCs, we held separate discussion sessions with individual DC members or concerned groups to listen to their views on the PT Plans. So far, the TD has completed several rounds of DC consultations on the PT Plan for the WIL, and has been adjusting and improving the plan taking into account the views collected during consultation. We target to complete the consultation and settle the proposed PT Plan for the WIL by the second quarter of 2014, so as to allow time for arranging implementation and publicity of the PT Plans to tie in with the planned opening of the WIL in end 2014. There is no plan to commission further consultancy study on the PT plan.

- (3) Regarding the PT Plan for the SIL(E), the TD will continue to consult the relevant DCs, and the target is to complete the consultation and finalise the proposed PT Plan for the SIL(E) by end 2014. The TD will continue to adopt the same principles as set out in the reply to (1) above, including giving due consideration to fares and journey time, and take account of the views received during consultation and devise proposals to keep any adverse impact on existing passengers to the minimum.
- (4) Under the WIL and the SIL(E) railway projects, new public transport facilities will be provided at or in the vicinity of new railway stations to facilitate passenger interchange. In addition, the TD also made improvements to pick-up / set-down points at major corridors, such as the one on Pok Fu Lam Road outside the exit of the HKU Station, to facilitate smooth operation of the nearby bus stops and passenger interchange between various public transport modes and the WIL. The TD will closely monitor the operation of various bus stops and pick-up / set-down points on major road corridors along the railway lines after the opening of the WIL and the SIL(E), and will consider measures to further improve the operation of bus stops as necessary.

CONTROLLING OFFICER'S REPLY

THB(T)439

(Question Serial No. 5076)

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 (Member Question No. 144):

It is indicated under Matters Requiring Special Attention that the Transport Department (TD) will encourage franchised bus companies to deploy environment-friendly buses at busy corridors. Will the TD advise this Committee on the following:

- (1) What are the related encouragement measures? What are the indicators showing such successful experiences in the past?
- (2) Apart from upgrading the emission standards of engines, the Administration has been subsidising retrofitting of environment-friendly devices such as catalytic converters on buses. To avoid wastage of resources, will the Administration allocate additional resources to maintain the effective operation of such devices?

Asked by: Hon. WU Chi-wai

Reply:

- (1) Franchised bus companies have responded positively to the Government's call for deploying environment-friendly buses at busy corridors. As at end-2013, all franchised buses running on Yee Wo Street, Hennessy Road, Queensway, Nathan Road and 99.7% of buses running on Des Voeux Road Central were of Euro II or above emission standards. The percentage of buses of Euro IV or above emission standards plying these roads ranged from 35% to 44%. It is expected that with the planned completion of the full-scale retrofit of Selective Catalytic Reduction (SCR) devices on eligible Euro II and Euro III buses and roll-out of new Euro V buses by end 2016, there will be more buses of Euro IV or above emission performance being deployed on the busy corridors.
- (2) All franchised buses are subject to vehicle examination by the TD in accordance with the Road Traffic Ordinance (Cap. 374). The TD will carry out routine inspections, including annual vehicle inspection and spot checks, so as to ensure the roadworthiness of franchised buses. The routine vehicle inspection of franchised buses covers a smoke

test, and whether environment-friendly devices such as SCR devices are properly installed.

Franchised bus companies have also put in place a comprehensive inspection and maintenance programme for their buses, which include regular inspections for both preventive and remedial purposes. In case defects are discovered, repairs will be carried out to rectify the situation as necessary. As environment-friendly devices to be retrofitted on buses will form part of the bus engine components, the above inspection and maintenance programme will cover them to ensure their reliable performance. There is therefore no need for the Government to allocate additional resources to maintain the effective operation of these devices.

CONTROLLING OFFICER'S REPLY**THB(T)440****(Question Serial No. 5077)**

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 (Member Question No. 145):

Under Matters Requiring Special Attention, the work of the Transport Department (TD) includes dissemination of real-time traffic information via the journey time indication system (JTIS) and the speed map panel (SMP) system. Please provide the following information on the development of the above systems in the coming five years:

- (1) location of additional facilities;
- (2) project cost of each item;
- (3) average expenditure on the day-to-day management; and
- (4) criteria in determining the locations for addition of the above facilities.

Asked by: Hon. WU Chi-wai

Reply:

The JTIS is installed along major routes leading to the three road-harbour crossings. As all major strategic locations leading to the road-harbour crossings have been installed with the JTIS, there is no plan to install additional facilities.

For the SMP system recently installed in the New Territories, which also includes journey time indication, the TD is reviewing its effectiveness. The TD is also studying the need for further expansion of the SMP system and will formulate a plan for further development if necessary.

If additional SMPs are needed, they will be installed in locations meeting the following criteria:

- (a) along strategic routes with high traffic flow;
- (b) at divergent points so that motorists can make informed route choices based on the real-time traffic information provided; and

(c) with adequate space for the erection of display panels.

The project cost and average expenditure on the day-to-day management of any new SMP will be assessed as and when there is a plan for further development.

CONTROLLING OFFICER'S REPLY

THB(T)441

(Question Serial No. 5135)

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 (Member Question No. 208):

It is stated in this Programme that the Transport Department (TD) will “continue to implement pedestrian schemes where appropriate to improve the environment for pedestrians”. Please advise this Committee whether studies will be carried out in 2014-15 for implementation of relevant improvement works at the locations listed below:

- (i) to provide a lift and pedestrian walkway from Lai King Hill Road to the Princess Margaret Hospital;
- (ii) to provide a footbridge linking Lai King Hill Road and the Yuet Lai Court; and
- (iii) to provide a footbridge linking Wah Sing Street and the Kwai Hing Government Offices.

If yes, please advise the details and expenditure. If no, please advise if there are any other proposals to improve the environment for pedestrians in the area.

Asked by: Hon. WU Chi-wai

Reply:

The Government established a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary technical feasibility studies for the proposed works projects. The assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council 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 Government is taking forward the top 13 ranked proposals which are at varying stages of progress.

It is revealed in the preliminary technical feasibility study for the proposed “Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road” (ranked 10th) that the project involves two dangerous private slopes. The Highways Department will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

We shall follow up with the remaining proposals, including the proposed lift and pedestrian walkway between Lai King Hill Road and the Princess Margaret Hospital (ranked 14th), after the smooth implementation of the higher-ranking proposals.

There is no plan to implement a footbridge link between Wah Sing Street and the Kwai Hing Government Offices. Pedestrians on Wah Sing Street can conveniently use the existing at-grade crossing facilities on Tai Lin Pai Road and Kwai Cheong Road and the footbridge across Kwai Chung Road for access to the Kwai Hing Government Offices.

The TD will continue to carry out improvement works to enhance pedestrians’ safety as well as the walking environment and convenience in the area. Examples include the widening of footpath at the junction of Lai Cho Road and Joint Street, the provision of cautionary crossings and the widening of footpath on Shing Fong Street, and the construction of a new signalised crossing on Kwai Foo Road.

CONTROLLING OFFICER'S REPLY

THB(T)444

(Question Serial No. 5890)

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 (Member Question No. 61):

Has the Administration planned to convert as soon as possible the one-way traffic along Hing Wah Street between Lai Chi Kok Road and Cheung Sha Wan Road into two-way traffic? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. WONG Pik-wan, Helena

Reply:

The Transport Department (TD) is working on the detailed design of the traffic plan to convert the one-way traffic along Hing Wah Street between Lai Chi Kok Road and Cheung Sha Wan Road into two-way traffic. Tentatively, the construction works will commence in end 2014 for completion by mid-2016. The estimated expenditure of the works is about \$3 million.

CONTROLLING OFFICER'S REPLY

THB(T)446

(Question Serial No. 5869)

Head: (708) Capital Works Reserve Fund: Capital Subventions and Major Systems and Equipment

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 (Member Question No. 70):

In respect of Subhead 8137ZN "Replacement of lane control signal of the traffic control and surveillance system in the Tseung Kwan O Tunnel", please advise the use of the 2014-15 estimated expenditure and the expected project completion date.

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The estimated expenditure of the project 8137ZN in 2014-15 is \$2.608 million, which will be used to complete the replacement of the lane control signal of the traffic control and surveillance system in the Tseung Kwan O Tunnel. The target completion date of the project is December 2014.

CONTROLLING OFFICER'S REPLY

LWB(WW)0277

(Question Serial No. 1265)

Head: (186) Transport Department

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

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 (Member Question No. 37):

The Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) has been launched and extended by phases since 2012. Would the Administration advise this Committee on the amount reimbursed to the public transport operators since the launch of the Scheme? Please provide a breakdown by elderly and eligible persons with disabilities.

Asked by: Hon. CHAN Chi-chuen

Reply:

The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the Mass Transit Railway ("MTR"). Phase 2 of the Scheme was launched on 5 August 2012 covering four franchised bus operators (i.e. Kowloon Motor Bus, New World First Bus, Citybus and Long Win Bus). Phase 3 of the Scheme was launched on 3 March 2013 covering ferries and New Lantao Bus.

Since the launch of the Scheme and up to 19 March 2014, we had reimbursed the following amounts of revenue forgone to the public transport operators concerned:

Public transport operators	Reimbursement made as at 19 March 2014 (\$'000)	
	Elderly ^(Note 1)	Eligible persons with disabilities ^(Note 2)
MTR Corporation Limited	191,266	43,106
Franchised bus operators	347,376	131,859
Ferry operators	15,643	1,518

(Note 1) Elderly people aged 65 or above.

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1276)

Head: (186) Transport Department

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

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 (Member Question No.27):

Although the Administration intends to replace seven and procure six rehabuses, it is understood that such addition would not improve the concerned services. Will the Administration please advise:

1. What was the average waiting time for rebus scheduled route (SR) services last year? Is there any improvement in comparison with the preceding year? Will the Administration advise whether there is any plan to reduce the number of persons on the waiting list with the estimated number of persons on the waiting list for SR services in 2014 still remaining at the level of 60?
2. What were the percentages of numbers of orders not entertained out of the number of telephone orders made by citizens for rebus dial-a-ride (DAR) services in each of the past three years? How much time in advance on average will actually be required for a citizen to place an order for DAR service to make sure that the service will be provided?

Asked by: Hon. CHAN Chi-chuen

Reply:

There are at present 135 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 offices, 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 average waiting time for SR services was about two months in 2013, which was about the same as compared with that in the preceding year. The Administration plans to procure six additional rehabuses in 2014-15, three of which to be deployed for SR services. If the demand for SR services remains at the present level, the addition of the three rehabuses should be able to cater for all applicants currently on the waiting list for the services.

The percentages of the numbers of DAR orders not entertained out of the total number of DAR orders received in 2011, 2012 and 2013 were about 13.3%, 12.7% and 12.5% respectively. 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 difficult to provide a precise estimate on the number of days required in advance to secure the provision of DAR services.

CONTROLLING OFFICER'S REPLY**LWB(WW)0279****(Question Serial No. 0115)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (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 (Member Question No. 7):

Under the Programme "Transport Services for Persons with Disabilities and Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities", what is the respective subsidy amount to the transport operators concerned? Please provide a breakdown.

Asked by: Hon. CHAN Kam-lamReply:

The above Programme (5) includes Rehabus services and the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities ("the Scheme"). For the provision of Rehabus services, the subvention for 2014-15 is estimated to be about \$68.81 million. The 2014-15 estimate for reimbursing the relevant public transport operators their revenue forgone as a result of implementing the Scheme is \$594 million, broken down as follows :-

Public transport operators	Estimates 2014-15 (\$'000)
MTR Corporation Limited	175,905
Franchised bus operators	395,933
Ferry operators	22,349
Total	594,187

CONTROLLING OFFICER'S REPLY

LWB(WW)0280

(Question Serial No. 0116)

Head: (186) Transport Department

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

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 (Member Question No. 8):

Please provide information on the utilisation of rehabus services:

	2014 Estimate	2013	2012	2011	2010
<u>Government Subvention Per Year</u>					
<u>Scheduled route services</u>					
Average daily passenger trips					
Number of vehicles					
Number of persons on waiting list as at year-end					
<u>Dial-a-ride services</u>					
Average daily passenger trips					
Number of vehicles					
Number of orders received					
Number of orders not entertained					

Asked by: Hon. CHAN Kam-lam

Reply:

The requested information on the utilisation of rebus services is as follows:

	2014-15 Estimate	2013-14	2012-13	2011-12	2010-11
<u>Government Subvention Per Year</u> ^{Note 1}	\$68.81 million	\$55.97 million	\$55.93 million	\$61.16 million	\$46.51 million

	2014 Estimate	2013	2012	2011	2010
<u>Scheduled route services</u> ^{Note 2}					
Average daily passenger trips	1 214	1 179	1 139	1 084	1 054
Number of vehicles	87	84	80	77	74
Number of persons on waiting list as at year-end	60	60	62	58	73

	2014 Estimate	2013	2012	2011	2010
<u>Dial-a-ride services</u>					
Average daily passenger trips	1 230	1 190	1 152	1 117	1 129
Number of vehicles ^{Note 3}	39	36	34	33	32
Number of orders received	N.A.	108 920	118 918	126 827	123 246
Number of orders not entertained	N.A.	13 635	15 105	16 839	13 755

Note 1

Includes capital and recurrent subvention for rebus services in the financial year concerned.

Note 2

Scheduled route services operate during peak periods on weekdays only. No service on Sundays and public holidays.

Note 3

Vehicles used for scheduled route services are also deployed for dial-a-ride services on Sundays and public holidays and when they are outside peak periods on weekdays.

CONTROLLING OFFICER'S REPLY

LWB(WW)0281

(Question Serial No. 2511)Head: (186) Transport DepartmentSubhead(No. & title): (-) Not SpecifiedProgramme: (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 (Member Question No.10):

1. The situation of orders for rehasub 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 rehasub 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.
4. What measures does the Administration have to improve the situation?

Asked by: Hon. CHEUNG Chiu-hung, FernandoReply:

The information sought is as follows:

1. Rehasub 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. Rehasub 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 number of orders for DAR services not entertained in the past five years 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				
	2009	2010	2011	2012	2013
1. Receiving Medical Treatment	6 246	7 026	8 817	7 795	7 430
2. Attending Social Activities	2 385	3 056	3 701	2 898	2 534
3. Attending School/ Training	629	782	1 131	1 340	1 295
4. Going Home/ to Rehabilitation Centre	1 510	2 429	2 672	2 630	1 818

Intended Purpose of Using DAR Services	No. of orders for DAR services not entertained				
	5. Going to Work	81	106	140	81
6. Others	254	356	378	361	350
Total Number of Cases:	11 105	13 755	16 839	15 105	13 635

2. The total number of rebus drivers who retired or resigned from service from 2009 to 2013 were 21 and 78 respectively. The HKSR does not keep records on the reasons of drivers' resignation.
3. There are various factors leading to DAR orders not entertained, including competing demands during peak hours. HKSR does not keep records on the number of DAR orders not entertained due to driver shortage.
4. The Administration plans to procure six additional rebus in 2014-15. Three of these additional rebus will be deployed on SR services and the remaining three on DAR services. Rebus used for SR services will be flexibly deployed for DAR services during off-peak periods. Furthermore, the Administration will allocate an additional recurrent provision of \$4.2 million in 2014-15 to Rebus for meeting the recurrent cost of the six new rebus and employing nine additional drivers and two additional management staff with a view to further enhancing its service and management. If the demand for the SR and DAR services remains at the present level, it is expected that the current waiting list for SR services will be cleared and the number of DAR booking orders that cannot be entertained currently will be reduced by 35% in 2014-15.

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 services to more persons with disabilities in need.

The Administration will continue to review from time to time the fleet size, routes and mode of operation of Rebus with a view to achieving sustainable improvement and 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.

CONTROLLING OFFICER'S REPLY

LWB(WW)0282

(Question Serial No. 0772)

Head: (186) Transport Department

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

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 (Member Question No. 45):

It is mentioned in Matters Requiring Special Attention in 2014-15 that the Bureau will extend the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to eligible persons with disabilities aged below 12 and to green minibuses in phases. In this regard, will the Administration inform this Committee of: the daily average number of beneficiaries and daily average amount of reimbursement provided to the various public transport operators since the implementation of the Scheme, with a breakdown by mode of transport from Monday to Sunday; and the estimated expenditure on fare subsidies over the next three financial years?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The Scheme was implemented in phases: Phase 1 of the Scheme was launched on 28 June 2012 covering the Mass Transit Railway ("MTR"); Phase 2 of the Scheme was launched on 5 August 2012 covering four franchised bus operators (i.e. Kowloon Motor Bus, New World First Bus, Citybus and Long Win Bus); and Phase 3 of the Scheme was launched on 3 March 2013 covering ferries and New Lantao Bus. Up to end-January 2014, the average daily passenger trips taken by the elderly and eligible persons with disabilities under the Scheme were as follows:

Public transport operators	Average daily passenger trips (up to end-January 2014 ^(Note 1))	
	Elderly ^(Note 2)	Eligible persons with disabilities ^(Note 3)
MTR Corporation Limited	224 400	35 600
Franchised bus operators	384 700	47 900
Ferry operators	5 300	500

(Note 1) We have no breakdown on the days of the week.

(Note 2) Elderly people aged 65 or above.

(Note 3) Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group.

As at 19 March 2014, we had reimbursed the following amounts of revenue forgone to the public transport operators concerned:

Public transport operators	Reimbursement made as at 19 March 2014 (\$'000)
MTR Corporation Limited	234,372
Franchised bus operators	479,235
Ferry operators	17,161

For 2014-15, the estimated amount for reimbursing the relevant public transport operators their revenue forgone as a result of implementing the Scheme is \$594.187 million. The estimated average daily passenger trips to be taken by beneficiaries under the Scheme in 2014 is 790 000. This has taken into account the planned extension of the Scheme to cover eligible persons with disabilities aged below 12 in May/June 2014.

We plan to extend the Scheme to cover also green minibuses in phases starting from the first quarter of 2015. We will in due course take the concrete phased implementation plan into account when estimating the amounts to be reimbursed to the public transport operators for 2015-16 and 2016-17.

CONTROLLING OFFICER'S REPLY

LWB(WW)0283

(Question Serial No. 2805)Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (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 (Member Question No. 29):

What were the respective amounts reimbursed to the public transport operators concerned for their revenue forgone under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) in 2013-14?

Asked by: Hon. POON Siu-pingReply:

The Scheme was implemented in phases. Phase 1 of the Scheme was launched on 28 June 2012 covering the Mass Transit Railway ("MTR"). Phase 2 of the Scheme was launched on 5 August 2012 covering four franchised bus operators (i.e. Kowloon Motor Bus, New World First Bus, Citybus and Long Win Bus). Phase 3 of the Scheme was launched on 3 March 2013 covering ferries and New Lantao Bus.

For 2013-14, the estimated amount for reimbursing the relevant public transport operators for their revenue forgone as a result of implementing the Scheme is as follows:

Public transport operators	2013-14 (Revised Estimate) (\$'000)
MTR Corporation Limited	147,961
Franchised bus operators	340,166
Ferry operators	18,010

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1158)

Head: (186) Transport Department

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

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 (Member Question No. 90):

Under *Matters Requiring Special Attention in 2014-15*, it is mentioned that the Administration will continue to monitor the operation 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 Administration has provided to each ferry operator since implementation of the Scheme;
- (4) Whether the Administration will consider extending the Scheme to cover Kaito ferry services approved by the Transport Department to enhance convenience for the elderly and persons with disabilities in remote areas and encourage them to engage in outdoor activities.

Asked by: Hon. TANG Ka-piu

Reply:

The information sought is provided as follows:

- (1) & (2) At present, over 1.02 million elderly people^(Note 1) and 130 000 eligible persons with disabilities^(Note 2) may benefit from the Scheme. On 3 March 2013, the Scheme was extended to cover ferries. Up to end-January 2014, the average daily passenger trips taken by the elderly people on the ferry services under the Scheme was 5 300, whereas that for eligible persons with disabilities was 500.
- (3) Since the launch of the Scheme on ferry services from 3 March 2013 till 19 March 2014, the Administration had reimbursed to the ferry operators concerned about \$17 million for their revenue forgone.
- (4) Most of the 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 Administration. As the Administration reimburses revenue forgone to relevant public transport operators on an accountable basis, it is not appropriate to extend the Scheme to cover Kaito ferry services.

(Note 1) Elderly people aged 65 or above

(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1046)

Head: (186) Transport Department

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

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 (Member Question No. 173):

Under *Matters Requiring Special Attention in 2014-15*, the Administration will continue to monitor the operation 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 Mass Transit Railway (MTR) services under the Scheme since its implementation (in 2012-13 and 2013-14), and the average daily passenger trips.
- (2) The amount of reimbursement the Administration has provided to the MTR Corporation Limited (MTRCL) since implementation of the Scheme (in 2012-13 and 2013-14).

Asked by: Hon. WONG Kwok-hing

Reply:

The information sought is as follows –

- (1) At present, over 1.02 million elderly people^(Note 1) and 130 000 eligible persons with disabilities^(Note 2) may benefit from the Scheme. The average daily passenger trips of the elderly and eligible persons with disabilities who used MTR services under the Scheme in 2012 and 2013 were 242 700 and 263 200 respectively.
- (2) Since the launch of the Scheme on MTRCL from 28 June 2012 till 19 March 2014, the Administration had reimbursed to MTRCL about \$86 million in 2012-13 and about \$148 million in 2013-14 for its revenue forgone.

^(Note 1) Elderly people aged 65 or above

^(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group

CONTROLLING OFFICER'S REPLY

LWB(WW)0286

(Question Serial No. 1047)

Head: (186) Transport Department

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

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 (Member Question No. 174):

Under *Matters Requiring Special Attention in 2014-15*, the Administration will continue to monitor the operation 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 franchised bus services under the Scheme since its implementation (in 2012-13 and 2013-14), and the average daily passenger trips.
- (2) The amount of reimbursement the Administration has provided to each franchised bus operator since implementation of the Scheme (in 2012-13 and 2013-14).

Asked by: Hon. WONG Kwok-hing

Reply:

The information sought is provided as follows :

- (1) At present, over 1.02 million elderly people^(Note 1) and 130 000 eligible persons with disabilities^(Note 2) may benefit from the Scheme. The average daily passenger trips of the elderly and eligible persons with disabilities who used franchised bus services under the Scheme in 2012 and 2013 were 396 300 and 439 000 respectively.
- (2) Since the launch of the Scheme on franchised bus services from 5 August 2012 till 19 March 2014, the Administration had reimbursed to the franchised bus operators concerned about \$139 million in 2012-13 and about \$340 million in 2013-14 for their revenue forgone.

^(Note 1) Elderly people aged 65 or above

^(Note 2) Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group

CONTROLLING OFFICER'S REPLY

LWB(WW)0287

(Question Serial No. 1073)Head: (186) Transport DepartmentSubhead(No. & title): (-) Not SpecifiedProgramme: (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 (Member Question No.55):

In respect of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) implemented in 2013-14, please provide the information with the following tables:

- (1) Number of Mass Transit Railway (MTR), bus and ferry trips taken by the elderly and the amounts involved during weekdays and holidays under the Scheme:

		Franchised Bus	MTR	Ferry
Weekdays	No. of trips			
	Amount involved			
	Government expenditure			
Holidays	No. of trips			
	Amount involved			
	Government expenditure			

- (2) Number of MTR, bus and ferry trips taken by eligible persons with disabilities and the amounts involved during weekdays and holidays under the Scheme:

		Franchised Bus	MTR	Ferry
Weekdays	No. of trips			
	Amount involved			
	Government expenditure			
Holidays	No. of trips			
	Amount involved			
	Government expenditure			

- (3) The Department will extend the Scheme to children aged below 12 with 100 percent disabilities receiving Comprehensive Social Security Assistance or Disability Allowance. Please provide the number of beneficiaries and the implementation date.
- (4) Under the three phases of the Scheme, what are the amounts of payment made to public transport operators and Octopus Cards Limited for solving technical issues? What is the estimated expenditure for extending the Scheme to green minibuses (GMBs)?

Asked by: Hon. WONG Kwok-kin

Reply:

- (1) & (2) The number of trips on franchised buses, MTR and ferries taken by the elderly^(Note 1) and eligible persons with disabilities^(Note 2) under the Scheme and the estimated government expenditure for reimbursing the relevant public transport operators for their revenue forgone as a result of implementing the Scheme in 2013-14 are provided in the following two tables respectively :

- (a) Average daily passenger trips in 2013^(Note3)

	Franchised Bus	MTR	Ferry
Elderly	389 000	227 700	5 300
Eligible persons with disabilities	50 000	35 500	500

- (b) The 2013-14 revised estimate for reimbursing the revenue forgone

	Franchised Bus (\$'000)	MTR (\$'000)	Ferry (\$'000)
Elderly	244,512	120,628	16,353
Eligible persons with disabilities	95,654	27,333	1,657

- (3) The Administration is working proactively with the public transport operators concerned and the Octopus Cards Limited with a view to extending the Scheme to eligible children with disabilities aged below 12^(Note 4) in May/June 2014. The estimated number of beneficiaries is about 9 000.
- (4) The accumulated non-recurrent expenditure (including the 2013-14 revised estimate) for setting up the centralised settlement platform and related system enhancement for the Scheme is \$7.36 million.

There are at present over 150 GMB operators involving more than 480 routes and 3 000 vehicles. Many of them are small in business scale with different financial positions and accounting arrangements. The Transport Department is exploring with the GMB trade and the Octopus Cards Limited to resolve the technical, operational, accounting and auditing issues, and the expenditure involved on the basis of extending the Scheme to GMBs, in phases, starting from the first quarter of 2015.

^(Note 1) Elderly people aged 65 or above.

^(Note 2) Recipients under the Comprehensive Social Security Assistance (CSSA) Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance (DA) in the same age group.

^(Note3) We have no breakdown on the days of the week.

^(Note 4) Recipients under the CSSA Scheme aged below 12 with 100% disabilities and recipients of DA in the same age group.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2203)

Head: (186) Transport Department

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

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 (Member Question No. 45):

In 2014-15, the Transport Department will extend the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to green minibuses (GMBs) in phases. Please inform this Committee the earliest date of implementation, the details of those green minibus routes planned for implementation first and the timetable.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

There are at present over 150 GMB operators involving more than 480 routes and 3 000 vehicles. Many of these operators are small in business scale with different financial positions and accounting arrangements. The Transport Department (TD) is exploring with the GMB trade and the Octopus Cards Limited to resolve the technical, operational, accounting and auditing issues involved in our proposed extension of the Scheme to GMBs, in phases, starting from the first quarter of 2015. TD will also need to separately discuss and agree with individual operators on the detailed arrangements. The exact number of GMB operators / GMB routes to be included in the first phase of the extension will be decided when there is a clear picture about the degree of technical readiness of the GMB operators.

CONTROLLING OFFICER'S REPLY

LWB(WW)1021

(Question Serial No. 6373)Head: (186) Transport DepartmentSubhead(No. & title): (-) Not SpecifiedProgramme: (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 (Member Question No. 157):

Regarding the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme), please advise:

1. the numbers 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 3 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 3 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, FernandoReply:

The information sought is provided below:

1. In the past 3 years, the average daily passenger trips of elderly and persons with disabilities, who used the MTR^(Note 1), franchised bus and ferry services, were as follows:

Public transport operators	Calendar year	Average daily passenger trips ^(Note 2)	
		Elderly ^(Note 3)	Persons with Disabilities ^(Note 4)
MTR Corporation Limited	2011	222 000	35 500
	2012	252 000	42 000
	2013	288 000	48 000
Franchised bus operators	2011	364 000	Not available
	2012	407 000	41 800
	2013	479 000	51 400
Ferry operators	2011	9 900	Not available
	2012	7 800	Not available
	2013	8 000	500

2. The Scheme was implemented by phases in 2012-13. Phase 1 of the Scheme was launched on 28 June 2012 covering the MTR services (excluding the Airport Express, East Rail Line services to and from Lo Wu, Lok Ma Chau and Racecourse Stations, and first-class service of East Rail Line). Phase 2 was launched on 5 August 2012 covering the routes of Kowloon Motor Bus, New World First Bus, Citybus and Long Win Bus (excluding “A” routes to and from the airport and racecourse routes). Phase 3 was launched on 3 March 2013 covering ferries and New Lantao Bus (excluding “A” routes to and from the airport and the routes on a pre-booking and group hire basis). The Scheme does not apply to trips at a nominal fare of \$2 or below. According to such service scope, the average daily passenger trips taken by the elderly^(Note 5) and eligible persons with disabilities^(Note 6) under the Scheme since the respective launch date of different phases were as follows:

Public transport operators	Average daily passenger trips (up to end-January 2014)	
	Elderly	Eligible persons with disabilities
MTR Corporation Limited	224 400	35 600
Franchised bus operators	384 700	47 900
Ferry operators	5 300	500

3. Since the launch of the Scheme and up to 19 March 2014, we had reimbursed the following amounts of revenue forgone to the public transport operators concerned:

Public transport operators	Reimbursement made as at 19 March 2014 (\$'000)
MTR Corporation Limited	234,372
Franchised bus operators	479,235
Ferry operators	17,161

4. According to the relevant public transport operators, they do not have separate figures on the average costs and marginal costs per passenger trip under the Scheme.

(Note 1) MTR services include all heavy rail services (excluding services to Lo Wu and Lok Ma Chau and Airport Express Line), Light Rails services and MTR bus.

(Note 2) The figures are based on passenger trips taken by elderly persons and persons with disabilities who used Octopus to pay their fares. For trips taken using single journey ticket or cash payment, the public transport operators do not have the breakdown by passenger types.

(Note 3) MTR Corporation Limited, most ferry operators and all franchised bus operators have been offering elderly fare concessions to persons aged 65 or above, except that Citybus (Franchise for Hong Kong Island and Cross-harbour Routes) offers elderly fare concessions to persons aged 60 or above.

(Note 4) Before the launch of the Scheme on franchised buses and ferries on 5 August 2012 and 3 March 2013 respectively, the franchised bus and ferry operators do not keep separate figures on passenger trips taken by persons with disabilities.

(Note 5) Elderly people aged 65 or above.

(Note 6) Recipients under the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disabilities and recipients of Disability Allowance in the same age group.

CONTROLLING OFFICER'S REPLY

LWB(WW)1022

(Question Serial No. 4092)

Head: (186) Transport Department

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

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 (Member Question No.249):

Will the Administration advise this Committee :

1. the total number of rehabuses in Hong Kong in each of the past 3 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 3 years;
3. the daily average number and percentage of rehabuses which were not in service in each of the past 3 years;
4. the turnover of rebus drivers in the past 3 years;
5. whether the Administration has any solution to the wastage of rebus drivers; and
6. whether it has been considered to expand the provision of rebus scheduled route (SR) services to other rehabilitation organisations. If yes, please provide details. If not, please provide the reasons.

Asked by: Hon. CHEUNG Kwok-che

Reply:

1. The total number of rehabuses operated by the Hong Kong Society for Rehabilitation (HKSR) in the past 3 years, broken down by vehicle age, is tabulated below:

Year	2011	2012	2013
Vehicle Age (as at endDecember)			
5 years or less	82	92	98
6 to 10 years	27	31	31
11 to 12 years	10	0	0
Total	119	123	129

2. The total number of rebus drivers of HKSR as at end-December in the past 3 years from 2011 to 2013 were 127, 132 and 127 respectively.
3. The daily average number and percentage 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.) in the past 3 years from 2011 to 2013 were 24.6 (20.6%), 23.2 (18.9%) and 25.1 (19.5%) respectively.
4. The total number of rebus drivers retired and resigned from 2011 to 2013 were 13 and 68 respectively.
5. To alleviate the impact of driver turnover on rebus services, 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 Rebus services where applicable. These measures will continue to be adopted in order to fully utilise the Rebus fleet and provide services to more persons with disabilities in need.

Furthermore, the Administration will allocate an additional recurrent provision of \$4.2 million in 2014-15 to Rebus for meeting the recurrent cost of the 6 new rebus to be procured in the year and employing 9 additional drivers and 2 management staff with a view to further enhancing its service and management.

The Administration will continue to review from time to time the fleet size, routes and mode of operation of Rebus with a view to achieving sustainable improvement. The Administration will also continue to 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.

6. The Rebus has all along been providing scheduled route 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.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4093)

Head: (186) Transport Department

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

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 (Member Question No.250):

1. The Administration plans to add six rehabuses in 2013, but they will only be delivered in early 2015. This will waste two years of time, thus making users to suffer. Will the Administration have any improvement measures to reduce the lead-time for the procurement and modification of rehabuses; and what will be the estimated increase of daily passenger trips per rebus?
2. The information provided by the Administration indicates that there are 60 persons on the waiting list for rebus scheduled route (SR) services in 2013. How is the number of persons on the waiting list estimated?
3. Some persons with disabilities indicate that orders for rebus dial-a-ride (DAR) services are not entertained frequently. Will the Administration conduct an in-depth study for the solution? If yes, please provide the details. If not, please provide the reasons.

Asked by: Hon. CHEUNG Kwok-che

Reply:

1. 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 dial-a-ride (DAR) services to facilitate persons with disabilities in attending medical appointments and taking part in other social activities.

The six additional rehabuses procured in 2013-14 have been in full operation since February 2014. It is estimated that each of the new rehabuses will bring about an additional 11.5 daily passenger trips for SR services and that of 6.7 for DAR services on average.

The Administration plans to procure another six additional rehabuses in 2014-15 which are expected to be in full operation in early 2015. Three of the six additional rehabuses will be deployed on SR services and the remaining three on DAR services. Rehabuses used for SR services will be flexibly deployed for DAR services during off-peak periods.

2. The number of persons on the waiting list for SR services is estimated based on previous passenger demand and the additional resources to be deployed on the services.
3. Apart from the procurement of six additional rehabuses in 2014-15, the Administration will allocate an additional recurrent provision of \$4.2 million to Rebus for meeting the recurrent cost of these six new

rehabuses and employing nine additional drivers and two additional management staff with a view to further enhancing its service and management. If the demand for the SR and DAR services remains at the present level, the additional rehabuses to be procured in 2014-15 should be able to cater for all applicants currently on the waiting list for SR services and reduce the number of DAR booking orders that cannot be entertained currently by 35%.

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 Administration will continue to review from time to time the fleet size, routes and mode of operation of Rehabus with a view to achieving sustainable improvement and 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.

CONTROLLING OFFICER'S REPLY

LWB(WW)1024

(Question Serial No. 5718)

Head: (186) Transport Department

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

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 (Member Question No.330):

The number of rehabuses, number of applicants on the waiting list and average waiting time in the past five years (i.e. from 2009-10 to 2013-14) respectively (please fill in the following table):

	Number of rehabuses		Number of applicants for SR services on the waiting list as at end-March of the financial year	Average waiting time for SR services
	Scheduled route (SR) services	Dial-a-ride (DAR) services		DAR services
2009-10				
2010-11				
2011-12				
2012-13				
2013-14 (as at January 2014)				

Asked by: Hon. CHEUNG Kwok-che

Reply:

There are at present 135 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 requested information on Rebus services in the past five financial years is as follows:

	Number of rehabuses (Note)		Number of applicants for SR services on the waiting list as at end-March of the financial year	Average waiting time for SR services
	SR services	DAR services		
2009-10	74	32	41	About 2 months
2010-11	77	33	42	About 2 months
2011-12	80	34	42	About 2 months
2012-13	84	36	31	About 2 months
2013-14 (as at February 2014)	87	39	34	About 2 months

Note: Excluding rehabuses in the maintenance reserve pool.

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 number of days required in advance to secure the provision of DAR services.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6658)

Head: (186) Transport Department

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

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 (Member Question No.387):

How many booking orders for the rehabus dial-a-ride (DAR) services were not entertained in 2012-13 and 2013-14 respectively? Are there any improvement measures? What is their expected effectiveness?

Asked by: Hon. LEUNG Kwok-hung

Reply:

Rehabus 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 number of booking orders for the Rehabus dial-a-ride (DAR) services that were not entertained in 2012-13 and 2013-14 (up to January 2014) was 14 198 and 11 238 respectively.

The Administration plans to procure six additional rehabuses in 2014-15. Three of these additional rehabuses will be deployed on scheduled route (SR) services and the remaining three on DAR services. Rehabuses used for SR services will be flexibly deployed for DAR services during the off-peak periods. The Administration will allocate an additional recurrent provision of \$4.2 million in 2014-15 to Rehabus for meeting the recurrent cost of the 6 new rehabuses and employing 9 additional drivers and 2 management staff with a view to further enhancing its service and management. Assuming that the demand for DAR services remains at the present level, it is expected the number of booking orders that cannot be entertained currently will be reduced by about 35%.

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 Administration will continue to review from time to time the fleet size, routes and mode of operation of Rehabus with a view to achieving sustainable improvement and 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.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6659)

Head: (186) Transport Department

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

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 (Member Question No.268):

How many additional rehabuses and replacement rehabuses will be procured in 2014-15? 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 2013-14?

Asked by: Hon. LEUNG Kwok-hung

Reply:

There are at present 135 rehabuses providing point-to-point transport services for persons with disabilities (including elderly 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 Administration plans to procure six additional rehabuses and replace seven rehabuses in 2014-15. Three of these additional rehabuses will be deployed on SR services and the remaining three on DAR services. 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 2013-14 (up to January 2014). If the demand for SR services remains at the present level, the three additional rehabuses will be able to cater for all 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 number of days required in advance to secure the provision of DAR services.

The Administration will allocate an additional recurrent provision of \$4.2 million in 2014-15 to Rebus for meeting the recurrent cost of the six new rehabuses and employing nine additional drivers and two additional management staff with a view to further enhancing its service and management. 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 currently can be reduced by about 35%.

The total passenger trips for SR and DAR services in 2013-14 (up to January 2014) were about 292 262 and 363 339 respectively.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5148)

Head: (186) Transport Department

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

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 (Member Question No. 53):

In 2014-15, the Transport Department will extend the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to children aged below 12 with 100% disabilities receiving Comprehensive Social Security Assistance (CSSA) or Disability Allowance (DA) and green minibuses (GMBs) in phases. In this connection, will the Administration inform this Committee of the specific arrangements, timetable and estimates of expenditure of the work?

Asked by: Hon. TIEN Pei-chun, James

Reply:

For the extension of the Scheme to eligible children with disabilities aged below 12^(Note), the Administration is working proactively with the public transport operators concerned and Octopus Cards Limited (OCL) with a view to rolling it out in May/June 2014.

There are currently over 150 GMB operators involving more than 480 routes and 3 000 vehicles. Many of these operators are small in business scale with different financial positions and accounting arrangements. The Transport Department (TD) is exploring with the GMB trade and OCL to resolve the technical, operational, accounting and auditing issues involved in our proposed extension of the Scheme to GMBs, in phases, starting from the first quarter of 2015. TD will also need to separately discuss and agree with individual operators on the detailed arrangements. . The exact number of GMB operators / GMB routes to be included in different phases of the extension will be decided when there is a clear picture about the degree of technical readiness of the GMB operators.

^(Note) Recipients under the CSSA Scheme aged below 12 with 100% disabilities and recipients of DA in the same age group.

CONTROLLING OFFICER'S REPLY**FSTB(Tsy)056****(Question Serial No. 0393)**

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 Financial Services and the Treasury

This question originates from: Estimates on Expenditure Volume Page

Question (Member Question No. 36):

Regarding the Personalized Vehicle Registration Marks (PVRM) Scheme, please provide the following information:

1. Since the implementation of the 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.

Asked by: Hon. CHAN Kam-lam

Reply:

Since the first auction under the Personalized Vehicle Registration Marks (PVRM) Scheme conducted in September 2006 up till February 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)
2006 (Since September)	657	215	38,979	1,400	25,609
2007	2 127	1 026	22,863	700	48,629
2008	2 458	1 641	15,305	1,400	37,619
2009	2 825	1 891	14,255	1,200	40,270
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
2014 (Up to February)	237	176	17,148	1,520	4,064

CONTROLLING OFFICER'S REPLY

S-THB(T)04

(Question Serial No. S0126)

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 (Member Question No.):

Owing to the lower than anticipated patronage, the New World First Ferry Services Limited plans to increase the fares of the ferry service operated at Hung Hom Pier resulting in pressure on the local residents relying on the service. In this regard, we wish to raise the following question:

Will the Government help stimulate the patronage of ferry service?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

Inner harbour ferry services play a supplementary role in the public transport system. The Government has all along helped boost the patronage of these ferry services through planning and provision of public transport services to and from ferry piers; pedestrian walkway and footbridges to facilitate convenient access to ferry piers from adjacent areas; and public transport interchanges / bus stops / green minibus stops / taxi stands outside ferry piers as far as practicable to facilitate convenient interchange by ferry passengers. All major inner harbour ferry services are also covered under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities.

The Government has also been providing various helping measures to reduce the operating costs of these ferry services, which include taking over the responsibility of pier maintenance, waiving fuel duty and reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme. In addition, ferry service operators are allowed to sublet shops at the piers to increase non-fare box revenue to cross-subsidise their operations.

CONTROLLING OFFICER'S REPLY

S-THB(T)05

(Question Serial No. S0127)

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 (Member Question No.):

Owing to the lower than anticipated patronage, the New World First Ferry Services Limited plans to increase the fares of the ferry service operated at the Hung Hom Pier, resulting in pressure on local residents who rely on the service. In this regard, we wish to raise the following question:

Since residents of outlying islands enjoy subsidy when using ferry services, will the Government consider providing such subsidy to urban residents relying on ferry services as well?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

It is the Government's established policy that public transport services should be run by the private sector in accordance with prudent commercial principles to achieve operating efficiency. As there has long been a lack of growth in patronage and given the escalating operating costs of the ferry services, the Government has been implementing various helping measures to reduce the operating costs of the ferry services, which include taking over the responsibility of pier maintenance, waiving fuel duty and reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme. In addition, ferry service operators are allowed to sublet shops at the piers to increase non-fare box revenue to cross-subsidise their operations. These measures are applicable to all ferry services.

In 2010, the Government applied for, and the Finance Committee (FC) of the Legislative Council (LegCo) approved funding of \$114.963 million to provide Special Helping

Measures (SHMs)¹ for the operators of the six major outlying island ferry routes² during the three-year licence period from mid-2011 to mid-2014. After the mid-term review on the SHMs conducted in early 2013, the FC of the LegCo approved funding of \$190.359 million in July 2013 to maintain these SHMs during the next three-year licence period from mid-2014 to mid-2017³.

The reason for the provision of the SHMs to the above six major routes is that ferry is basically the only external mode of transport for these outlying islands⁴. Its service is indispensable. Nor is there any suitable alternative transport service. The objective of the SHMs is to ensure the continuation of such essential ferry services through enhancing their long-term financial viability and maintaining fare stability.

As for the inner harbour ferry services (e.g. the ferry service operating at the Hung Hom Ferry Pier), alternative transport services such as cross-harbour MTR and franchised bus services are readily available. The Government has no plan to extend the SHMs to these services.

¹ The package of SHMs includes: (a) reimbursing the operators of the concerned ferry services for the vessel survey fee and private mooring charge; (b) reimbursing the pier electricity, water and cleansing charges; (c) reimbursing the balance of revenue foregone due to 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 the vessel maintenance cost; (e) reimbursing the revenue foregone due to provision of child fare concessions; (f) reimbursing the vessel insurance cost; and (g) launching “Visiting Scheme to Outlying Islands”.

² The six major outlying island ferry services 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”.

³ The licence periods of the six major outlying island ferry routes have been extended for three years. The extended licence period of “Central – Mui Wo” route is valid from 1 April 2014 to 31 March 2017. The extended licence periods of the remaining five routes will be valid from 1 July 2014 to 30 June 2017.

⁴ Only the Lantau Island is also linked by a road network, but its cross-district land-based public transport services are limited.

CONTROLLING OFFICER'S REPLY

S-THB(T)06

(Question Serial No. S0128)

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 (Member Question No.):

Ferry services are parts of the harbour and the collective memory of Hong Kong people. More importantly, developing ferry services will help relieve the land transport and enhance environmental protection. A comprehensive review is therefore expected to be carried out on the ferry policy. Will the Administration review the ferry policy again?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

Upon the completion of the new railway development strategy beyond 2020 later this year, and having regard to the planning and progress of implementation of the major transport infrastructure, we will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update our strategy for public transport services to meet the travelling needs of the community.

CONTROLLING OFFICER'S REPLY

S-THB(T)07

(Question Serial No. S0180)

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 (Member Question No.):

Will the Government follow overseas experience by releasing real-time utilisation of car parks via government websites and the existing mobile applications of the Transport Department (TD) for the convenience of the public and help boost the utilisation of car parks? To better utilise limited land resources, it is also suggested to convert some car parks with low utilisation rates into multi-purpose venues for public use. If there are such plans and other related measures, what are the details? If no, what are the reasons?

Asked by: Hon MOK, Charles Peter

Reply:

As the current utilisation of Government multi-storey car parks is not full even during the peak period of the day, motorists intending to use these car parks are usually able to find parking spaces without any difficulty. We will continue to closely monitor the utilisation of Government car parks, and will examine the feasibility of releasing information about these car parks via appropriate channels for the convenience of the public.

To better utilise land resources, the Government conducts land use reviews of different types of land from time to time, including the Government, Institution or Community sites currently used for multi-storey car parks. If necessary, the Government may consider converting them into other suitable uses.

CONTROLLING OFFICER'S REPLY

(Question Serial No. S0166)

Head: (186) Transport Department

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

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 pointed out in the reply to Question No. LWB(WW)0284 that most of the 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 Administration. Actually, we are referring to those Kaito ferry services with regular sailings, of which the schedules and routes are approved by the Transport Department. Why does the Administration not consider covering these regulated Kaito ferry services under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme)?

Asked by: Hon. TANG Ka-piu

Reply:

In order to facilitate convenient access to service information by passengers, the Transport Department publishes on its website the fares and timetable of those Kaito ferry services which are provided to the Department by operators concerned. However, 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 Administration. The operators are free to adjust their service frequency, fare and timetable according to operational considerations. As the Administration reimburses revenue forgone to relevant public transport operators on an accountable basis, it is not appropriate to extend the Scheme to cover Kaito ferry services.