

## Head 186 — TRANSPORT DEPARTMENT

**Controlling officer:** the Commissioner for Transport will account for expenditure under this Head.

Estimate 2016–17 .....	<b>\$2,858.5m</b>
Establishment ceiling 2016–17 (notional annual mid-point salary value) representing an estimated 1 536 non-directorate posts as at 31 March 2016 rising by 78 posts to 1 614 posts as at 31 March 2017.....	<b>\$744.4m</b>
In addition, there will be an estimated 29 directorate posts as at 31 March 2016 and as at 31 March 2017.	
Commitment balance .....	<b>\$281.9m</b>

### Controlling Officer's Report

#### Programmes

<b>Programme (1) Planning and Development</b>	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing).
<b>Programme (2) Licensing of Vehicles and Drivers</b>	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing) and Policy Area 25: Revenue Collection and Financial Control (Secretary for Financial Services and the Treasury).
<b>Programme (3) District Traffic and Transport Services</b>	These programmes contribute to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing).
<b>Programme (4) Management of Transport Services</b>	
<b>Programme (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities</b>	This programme contributes to Policy Area 14: Social Welfare (Secretary for Labour and Welfare).

#### Detail

##### Programme (1): Planning and Development

	2014–15 (Actual)	2015–16 (Original)	2015–16 (Revised)	<b>2016–17 (Estimate)</b>
Financial provision (\$m)	331.2	374.5	385.1 (+2.8%)	<b>414.8</b> (+7.7%)
				(or +10.8% on 2015–16 Original)

#### Aim

**2** The aims are to assist in the formulation of transport policies and infrastructure development programmes for safe and efficient passenger and goods movements and to implement the Government's policy on public transport development, franchising and regulation, all of which contribute towards the sustainable development of Hong Kong.

#### Brief Description

- 3** The work of the Department involves:
- conducting studies for transport planning for Hong Kong, which forms the basis for formulating transport policies and strategies and developing transport infrastructure, public transport development programmes and measures to deal with traffic congestion;
  - scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters;
  - providing traffic and transport input for the planning and implementation of new railways and strategic highway projects;

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- planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus (PLB) services, formulating regulatory measures for the services, and planning their related facilities;
- monitoring existing 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; and
- processing service development programmes and applications for fare adjustment for different public transport modes.

4 In 2015, the Department continued to implement the special helping measures brought forward by the Review on Ferry Services for Outlying Islands for the six major outlying island ferry routes. It handled fare increase applications from green minibuses, taxis as well as franchised and licensed ferry operators. It monitored MTR Corporation Limited's service readiness and full commissioning of the West Island Line (WIL) and implemented the public transport service re-organisation plan to tie in with the commissioning of WIL. It started to monitor MTR Corporation Limited's service readiness of the Kwun Tong Line Extension and South Island Line (East). It conducted and concluded negotiations with Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and New Lantao Bus Company (1973) Limited on the new franchises. The new franchises were granted to the two franchised bus operators in September 2015. It prepared for the negotiation with the Kowloon Motor Bus Company (1933) Limited on the new franchise for its bus network. It worked with the franchised bus companies in pursuing route rationalisation proposals through the annual route planning programmes, which covered proposals pursued under the "Area Approach" for Kowloon. It also reviewed the taxi service level and conducted a tender exercise for issuing 25 new Lantau taxi licences. In addition, it assisted the Transport and Housing Bureau (THB) to conduct the Public Transport Strategy Study in examining the roles and positioning of public transport services other than the heavy rail. It assisted THB to follow up on taking forward the recommendations of the Report on Study of Road Traffic Congestion in Hong Kong submitted by the Transport Advisory Committee in phases for alleviating road traffic congestion and started a public engagement exercise on introducing an Electronic Road Pricing pilot scheme in Central and its adjacent areas in conjunction with THB. It continued with a study to identify improvements on existing cycle tracks and associated facilities in nine new towns in the New Territories and review pre-selected bicycle prohibition zones on roads in Hong Kong.

5 The key performance measures in respect of planning and development are:

### *Indicators*

	2014 (Actual)	2015 (Actual)	2016 (Estimate)
public transport forward planning programmes processed.....	7	7	7
processing of bus service rationalisation packages.....	131	144#	138#
new or extension of licences for ferry services granted.....	29	62^	25
bus-bus interchange (BBI) schemes introduced.....	29	26	46¶
project definition statements/technical feasibility statements for inclusion of transport infrastructure projects in Public Works Programme processed.....	6	2	7

# The number of bus service rationalisation packages processed in 2015 has taken into account the implementation of rationalisation proposals upon the commissioning of WIL, while the estimate for 2016 has taken into account the planned rationalisation proposals for the commissioning of Kwun Tong Line Extension.

^ These licences include licensed ferry service and kaito ferry service. As kaito ferry licences are normally extended for a period of two years and as historically, the expiry of the majority of kaito licenses fall within the same year, there is an upsurge in the number of extension of kaito ferry licences in every two years. The figure of 2015 reflects such phenomenon.

¶ The estimated BBI schemes to be introduced in 2016 has taken into account 31 additional schemes of which Citybus Limited has committed to offer under its new franchise for the Hong Kong Island and cross-harbour bus network starting in June 2016.

### *Matters Requiring Special Attention in 2016–17*

- 6 During 2016–17, the Department will:
- continue to plan and formulate bus route rationalisation proposals in conjunction with franchised bus companies through the annual route planning programme exercise and using the "Area Approach" where appropriate;
  - continue to monitor MTR Corporation Limited's service readiness of the Kwun Tong Line Extension and the South Island Line (East);
  - consult stakeholders on public transport service re-organisation proposals and implement the finalised plans upon the commissioning of the Kwun Tong Line Extension and the South Island Line (East);
  - continue to assist THB in carrying out the Public Transport Strategy Study;
  - continue to assist THB in reviewing the fare adjustment arrangement for franchised bus service;

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- commence the negotiations with the Kowloon Motor Bus Company (1933) Limited on the new franchise for its bus network and make arrangements for granting a new franchise when the negotiations are concluded;
- continue to encourage franchised bus companies to deploy environment-friendly buses at busy corridors and continue to support the Environmental Protection Department to carry out environmental initiatives including retrofitting selective catalytic reduction devices on eligible in-service franchised buses, as well as trial of hybrid buses and electric buses;
- provide timely traffic and transport input for the planning and implementation of new railways, strategic highway and major new development projects;
- continue to update and enhance the transport model for planning purpose;
- continue to implement the special helping measures for the six major outlying island ferry routes for the three-year licence period starting from mid-2014 and conduct a mid-term review on these measures;
- continue to assist THB in taking forward the recommendations of the Report on Study of Road Traffic Congestion in Hong Kong submitted by the Transport Advisory Committee for alleviating road traffic congestion in particular the planning of the Electronic Road Pricing pilot scheme in Central and its adjacent areas;
- assist THB in preparing for and commencing a review on parking policy and standards; and
- continue to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories.

### Programme (2): Licensing of Vehicles and Drivers

	2014–15 (Actual)	2015–16 (Original)	2015–16 (Revised)	<b>2016–17 (Estimate)</b>
Financial provision (\$m)	318.3	346.8	354.4 (+2.2%)	<b>394.1</b> (+11.2%)
				(or +13.6% on 2015–16 Original)

#### *Aim*

7 The aims are to operate an efficient vehicle and driver registration and licensing system, and to promote road safety through the efficient regulation of vehicles and drivers.

#### *Brief Description*

8 The work of the Department involves:

- handling the registration of vehicles, issue and renewal of vehicle and driving licences, transfer of vehicle ownership and issue and renewal of Closed Road Permits for cross-boundary vehicles;
- taking enforcement action on unauthorised operation of vehicles governed under the Passenger Service Licence (PSL) System;
- instituting prosecution action in relation to the Driving Offence Points (DOP) System, non-compliance cases of Mandatory Attendance of Driving Improvement Courses (MDIC), and traffic offences in the control areas of government tunnels and bridges;
- processing applications for PSLs and Hire Car Permits in respect of public service vehicles and other miscellaneous licences;
- inspecting the roadworthiness and emission condition of vehicles through government-operated vehicle examination centres;
- supervising the performance of the management contractor of the New Kowloon Bay Vehicle Examination Centre, regulating the operation of designated car testing centres, and monitoring the bus maintenance of franchised bus companies;
- promoting safer vehicles through reviewing and updating the relevant vehicle regulations and safety standards; and
- arranging written and road tests for drivers and driving instructors, monitoring the operation of designated driving schools, and promoting road safety through the driving improvement scheme.

9 In 2015, the Department continued to provide support to the Environment Bureau in continuing the implementation of the Ex-gratia Payment Scheme for Phasing out Pre-Euro IV Diesel Commercial Vehicles and the promotion of the use of environment-friendly private cars and commercial vehicles. To enhance the capacity of vehicle examination for private cars and light goods vehicles up to 1.9 tonnes, the Department invited and assessed applications for designation as a Car Testing Centre. New Car Testing Centres have been designated and are progressively coming into operation.

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10 The key performance measures in respect of licensing of vehicles and drivers are:

### *Targets*

	Target	2014 (Actual)	2015 (Actual)	2016 (Plan)
conducting road test				
within 82 days upon application for motorcycle, private car and light goods vehicle driving licence (% of all cases).....	95	42	45‡	—Ψ
within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence (% of all cases).....	95	99	100	95
conducting written test				
within 45 days upon application for learner driving licence (% of all cases).....	98	99	99	98
within 60 days upon application for taxi driving licence (% of all cases).....	98	100	100	98
announcing written test result within 15 minutes upon completion of the test (% of all cases).....	98	99	100	98
providing driving licence renewal service over the counter (% of all cases)				
within 70 minutes during peak hours§.....	98	99	99	—§
within 40 minutes during non-peak hours§.....	99	96	96	—§
providing driving licence renewal service over the counter within 70 minutes (% of all cases)§.....	98	—	—	98
providing vehicle licence renewal service over the counter (% of all cases)				
within 70 minutes during peak hoursλ.....	95	98	98	—λ
within 40 minutes during non-peak hoursλ.....	98	98	98	—λ
providing vehicle licence renewal service over the counter within 70 minutes (% of all cases)λ.....	95	—	—	98
providing non-counter licensing services within ten working days upon application (% of all cases).....	95	100	100	100
conducting annual examination of vehicles at government centres				
within ten working days upon application (% of all cases).....	100	100	100	100
conducting recheck examination of vehicles at government centres within four working days upon application (% of all cases).....	100	100	100	100

‡ After a continuous decline for ten years, the demand for driving tests has been on an increasing trend since 2010 at a yearly average increase of over ten per cent. In 2015, the number of applications increased by 10.3 per cent when compared with 2014. The achievement rate of the target to conduct road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licences in 2015, though slightly improved by three per cent over 2014, still fell short of the target of 95 per cent.

Ψ It is likely that the demand for driving tests will continue to increase in the coming year but the Department's ability to provide the service will continue to be constrained by the limited number of driving test centres available. The achievement rate of the target will therefore remain low. Starting from 2016, the Department will not forecast an achievement rate based on this consideration. The actual number of road tests arranged will continue to be provided to illustrate the Department's performance in the year and facilitate comparison between the Department's performance with that of the year before.

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- § The achievement rate for the provision of driving licence renewal service over the counter during non-peak hours in 2015 is the same as that in 2014 (i.e. falling behind the performance target by three per cent). This is mainly due to the increasing number of applicants visiting the Department's Licensing Offices during the non-peak hours from 09:00 to 11:00 in the past few years, to a level which has caught up with the number of applicants visiting during peak hours. In view of the consistent trend of even distribution of applicants among the operating hours of the Licensing Offices as well as the increasing number and complexity of the applications to be processed, it is more realistic to extend the performance target for peak hours to all operating hours, without defining certain operating hours as non-peak hours. Hence, starting from 2016, the targets "providing driving licence renewal service over the counter within 70 minutes during peak hours" and "providing driving licence renewal service over the counter within 40 minutes during non-peak hours" will be merged to become a new target "providing driving licence renewal service over the counter within 70 minutes".
- λ In view of the consistent trend of even distribution of applicants among the operating hours of the Licensing Offices, it is more realistic to extend the performance target for peak hours to all operating hours, without defining certain operating hours as non-peak hours. Hence, starting from 2016, the targets "providing vehicle licence renewal service over the counter within 70 minutes during peak hours" and "providing vehicle licence renewal service over the counter within 40 minutes during non-peak hours" will be merged to become a new target "providing vehicle licence renewal service over the counter within 70 minutes".

### Indicators

	2014 (Actual)	2015 (Actual)	2016 (Estimate)
written tests arranged for			
private car, motorcycle and light goods vehicle			
drivers.....	65 300	67 821	<b>67 800</b>
taxi drivers .....	7 400	8 988	<b>9 000</b>
road tests arranged for			
private car drivers .....	48 900	53 461	<b>53 500</b>
motorcycle and light goods vehicle drivers .....	93 300	99 128	<b>99 100</b>
other drivers .....	15 400	16 318	<b>16 300</b>
vehicle licence transactions.....	1 761 000	1 810 000	<b>1 810 000</b>
driving licence transactions.....	1 342 000	1 462 000	<b>1 517 000</b>
new DOP summonses issued .....	2 358	2 098	<b>2 100</b>
new MDIC summonses issued.....	994	815	<b>900</b>
summonses issued for traffic offences in control areas of			
government tunnels and bridges.....	3 923	4 023	<b>4 000</b>
inquiries on unauthorised operation by vehicles governed			
under the PSL System .....	25	40	<b>40</b>
vehicles inspected at government centres			
public service vehicles .....	46 000	47 000	<b>47 000</b>
light goods vehicles (exceeding 1.9 tonnes Gross			
Vehicle Weight (GVW)) .....	78 000	72 000	<b>72 000</b>
medium and heavy goods vehicles .....	53 000	49 000	<b>49 000</b>
private cars and light goods vehicles (not exceeding			
1.9 tonnes GVW) inspected at designated centres .....	320 000	347 000	<b>355 000</b>
daily spot checks on franchised buses in service .....	14	14	<b>14</b>

### Matters Requiring Special Attention in 2016–17

11 During 2016–17, the Department will continue to:

- provide efficient and courteous licensing services for the issue and renewal of licences and permits,
- conduct process re-engineering of licensing services to improve efficiency and customer service,
- pursue legislative amendments on motor vehicle construction regulations,
- support the implementation of the Ex-gratia Payment Scheme for Phasing out Pre-Euro IV Diesel Commercial Vehicles and the Tax Incentives Scheme for Environment-friendly Commercial Vehicles, and
- conduct written and road tests for applicants of new Private Driving Instructors' licences.

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### Programme (3): District Traffic and Transport Services

	2014–15 (Actual)	2015–16 (Original)	2015–16 (Revised)	<b>2016–17 (Estimate)</b>
Financial provision (\$m)	447.9	489.1	482.6 (–1.3%)	<b>478.1</b> (–0.9%)
				(or –2.2% on 2015–16 Original)

#### *Aim*

12 The aim is to enable safe and orderly movement of pedestrians and road traffic and provision of efficient and effective public transport services by implementing traffic management schemes, improving road and pedestrian facilities, installing and operating intelligent transport systems, monitoring and regulating public transport operations, formulating and implementing road safety strategies and measures, and maintaining regular dialogue with District Councils and other public bodies.

#### *Brief Description*

13 The work of the Department involves:

- regulating and monitoring the operation of public transport services;
- maintaining close liaison with public transport operators and the related trades and associations including the goods vehicle and cross-boundary bus trades;
- providing professional transport advice to improve access to public transport and provision of transport facilities for persons with disabilities;
- maintaining close contact with public transport operators during emergencies and disseminating timely traffic and transport information to the public;
- planning and introducing new green minibus services;
- planning and implementing public transport services and facilities to tie in with the commissioning of new infrastructure projects, including new railways and land boundary control points;
- planning and implementing special traffic and transport arrangements to facilitate public events including international conventions and exhibitions, sports, cultural, festive and social events;
- designing and implementing road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety;
- planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments;
- evaluating and introducing new technologies, including intelligent transport systems, to enhance the management and operation of the transportation system of Hong Kong and deploying information technology to improve the business and planning process; and
- deploying intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems on strategic roads, the traffic and incident management system (TIMS), the car journey time indication system (JTIS), speed map panels (SMPs), the red light camera (RLC) system and the speed enforcement camera (SEC) system to enhance the effectiveness of traffic management, efficient use of limited road space, timely dissemination of real-time traffic information and road safety enforcement.

14 In 2015, the Department continued to regulate and monitor public transport services. It worked with franchised bus operators to implement the bus route rationalisation plans. It continued to design and implement traffic management measures to improve traffic and enhance road safety. The ATC, JTIS and SMPs systems and equipment were maintained with high serviceability ratios. The Department reviewed the traffic restriction in South Lantau, and proposed increasing the daily number of tour coaches that would be permitted to enter the closed roads; and permitting a limited number of private cars to enter the closed roads on weekdays for leisure and recreational purposes. The Department also formulated proposals regarding domestic public transport arrangements in connection with the Hong Kong-Zhuhai-Macao Bridge and consulted the relevant trades.

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15 The key performance measures in respect of district traffic and transport services are:

### *Targets*

	Target	2014 (Actual)	2015 (Actual)	2016 (Plan)
maintaining serviceability of ATC systems				
central computer system (%) .....	99.5	99.9	99.9	<b>99.9</b>
on-street signal controllers (%).....	99.5	99.9	99.9	<b>99.9</b>

### *Indicators*

	2014 (Actual)	2015 (Actual)	2016 (Estimate)
implementing route planning programme items for			
franchised buses <sup>θ</sup> .....	103	135 <sup>δ</sup>	<b>128</b>
introducing new green minibus service routes.....	1	5	<b>5</b>
signalised road junctions (cumulative) .....	1 863	1 879	<b>1 901</b>
junctions with RLC systems installed (cumulative) .....	155	189	<b>195</b>
locations with SEC systems installed (cumulative).....	120	120	<b>120</b>
closed circuit television cameras (cumulative).....	669	687	<b>705</b>
average vehicular speed (km/hour) for <sup>φ</sup>			
Urban.....	21 <sup>Δ</sup>	22	<b>22</b>
New Territories .....	36 <sup>Δ</sup>	40	<b>40</b>
injury accidents involving motor vehicles per million			
vehicle-km .....	1.07	1.07 <sup>ψ</sup>	<b>1.07</b>
locations with clusters of injury accidents investigated.....	100	100	<b>100</b>
area studies for enhancing road safety .....	2	2	<b>2</b>
road safety publicity projects initiated and participated .....	9	9	<b>9</b>
road safety enhancement measures planned (no. of			
locations) .....	90	90	<b>90</b>
route modification and other improvement items including			
construction of shelters, provision/relocation of			
stops/stands for			
franchised operators .....	1 515	1 571	<b>1 519</b>
non-franchised operators.....	1 464	1 457	<b>1 410</b>
schemes co-ordinated to improve access to public transport			
for persons with disabilities.....	4	4	<b>3</b>

<sup>θ</sup> Revised description of the previous indicator “implementing route development programme items for franchised buses” as from 2016.

<sup>δ</sup> There were more rationalisation packages implemented in 2015 due to the implementation of items related to the commissioning of the WIL.

<sup>φ</sup> The average vehicular speed is measured during the morning peak period from 08:00 to 09:30 from September to December along routes that are representative of the road network.

<sup>Δ</sup> In previous years, the vehicular speed survey was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the Occupy Movement. The survey was conducted after the Occupy Movement had ended and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>ψ</sup> Provisional actual subject to adjustment.

### *Matters Requiring Special Attention in 2016–17*

16 During 2016–17, the Department will:

- review the relaxation of traffic restriction in South Lantau and examine whether the roads and the car parking capacity in South Lantau can cope with further relaxation;
- develop plans, in conjunction with the Highways Department, to provide covers on certain public walkways connecting to major public transport interchanges or railway stations to provide a better walking environment for pedestrians;
- enhance the service of the HKeTransport to facilitate its use by the elderly;
- commence the planning for installation of field detection facilities in strategic routes to strengthen real-time traffic information collection and incident detection capability;
- continue to rationalise and improve bus services to improve quality and efficiency, and to help relieve congestion and reduce road-side emission;

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- continue to implement the TIMS;
- continue to replace the ATC and closed circuit television systems for Tai Po and North Districts;
- continue to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points;
- continue to monitor the traffic-related issues of pedestrian schemes and the impact of these schemes on the vicinity to improve the environment for pedestrians;
- continue to collaborate with the Highways Department on the investigation and detailed design for the proposed elevated pedestrian corridor in Yuen Long Town, and provide traffic and transport input for the investigation study on the proposed pedestrian footbridge system in Mong Kok;
- continue to collaborate with the Highways Department on the technical feasibility and investigation studies on the higher-ranking proposals for the hillside escalator links and elevator systems, and provide traffic and transport input for the investigation and design of other higher-ranking proposals which are found preliminarily technically feasible;
- provide traffic and transport input for the retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways which are found technically feasible under the Universal Accessibility Programme;
- continue to examine and implement measures to enhance road safety through legislation, publicity and use of technology;
- continue to examine the proposal to raise the mandatory requirement of using child restraint device in private cars;
- commence a study on installation of smart devices at signalised pedestrian crossings to extend the pedestrian green time for the elderly and persons with disabilities;
- monitor franchised bus operators' provision of real-time bus arrival information and disburse government subsidies for the installation of display panels for such information; and
- disburse government subsidies to franchised bus operators for provision of seats at bus stops and termini.

### Programme (4): Management of Transport Services

	2014–15 (Actual)	2015–16 (Original)	2015–16 (Revised)	<b>2016–17 (Estimate)</b>
Financial provision (\$m)	271.3	318.3	315.2 (-1.0%)	<b>333.3</b> (+5.7%)
				(or +4.7% on 2015–16 Original)

### *Aim*

17 The aims are to ensure the efficient management of transport infrastructure and services in respect of government and private tunnels, bridges, parking meters, government carparks, the Central to Mid-Levels Escalator System, the Austin Road Cross Boundary Coach Terminus, the Tsing Ma Control Area and the Tsing Sha Control Area and to ensure efficient handling of emergency traffic and transport incidents.

### *Brief Description*

- 18 The work of the Department involves:
- handling the tendering of management contracts for the above government transport infrastructure and services;
  - overseeing and monitoring the performance of the contractors that operate and maintain the above transport infrastructure and services;
  - co-ordinating the maintenance and renovation of ferry piers;
  - handling traffic and transport incidents in the territory and disseminating timely information about the traffic and transport situation to the public; and
  - providing input on the legislative, management and operational aspects of planning of new strategic highways, bridges and tunnels to be constructed in the territory and across the boundary.

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19 In 2015, the Department met the targets in respect of the management of transport infrastructure. It awarded a contract for the new parking meter system trial scheme and new management contracts for the parking meter system and the Austin Road Cross Boundary Coach Terminus. It began the tendering work for the management contract of Cross-Harbour Tunnel and the new management contract for the Eastern Harbour Crossing upon expiry of the latter's Build-Operate-Transfer franchise on 7 August 2016. It also co-ordinated the renovation of the Cheung Chau Ferry Pier. For major transport infrastructure such as the Scenic Hill Tunnel and the Chek Lap Kok Tunnel, the Central-Wan Chai Bypass and Island Eastern Corridor Link, the Department has begun preparation work for tendering out their management. The Department also pressed on with the preparation work for awarding contracts for the electronic payment system at manual toll booths of government tolled roads and tunnels.

20 The key performance measures in respect of the management of transport services are:

### *Targets*

	Target	2014 (Actual)	2015 (Actual)	2016 (Plan)
attending to traffic accidents and vehicle breakdown inside government tunnel areas within two minutes (% of all cases).....	97	100	100	<b>99</b>
carbon monoxide concentration inside government tunnels below 70 ppm at all times (% of all readings).....	100	100	100	<b>100</b>
visibility inside government tunnels within the standard of Environmental Protection Department at all times (% of all readings).....	100	100	100	<b>100</b>
attending to traffic accidents and vehicle breakdown on the Lantau Link within five minutes (% of all cases).....	97	100	100	<b>99</b>

### *Indicators*

	2014 (Actual)	2015 (Actual)	2016 (Estimate)
defective parking meters repaired within 60 minutes upon report (% of cases).....	99.9	99.9	<b>99.9</b>
incidents handled by Transport Incident Management Section .....	5 041	5 115	<b>5 100</b>
awarding management contract for government carparks (cumulative % completed).....	100	—	<b>80@</b>
awarding management contract for parking meter system (cumulative % completed).....	90	100	—
awarding management contract for Aberdeen Tunnel (cumulative % completed)Φ.....	100	—	—
awarding management contract for Austin Road Cross Boundary Coach Terminus (cumulative % completed) .....	90	100	—
awarding management contract for Cross-Harbour Tunnel (cumulative % completed).....	—	30	<b>100</b>
awarding management contract for the New Kowloon Bay Vehicle Examination Centre (cumulative % completed)....	—	10	<b>100</b>
awarding management contract for Eastern Harbour Crossing (cumulative % completed) .....	—	90	<b>100</b>
awarding management contract for the Scenic Hill Tunnel and the Chek Lap Kok Tunnel (cumulative % completed)Λ .....	—	10	<b>50</b>
awarding contracts for the electronic payment system at manual toll booths of government tolled roads and tunnels (cumulative % completed)Λ .....	—	10	<b>90</b>

@ The next working cycle for contract renewal starts in 2016.

Φ Indicator to be removed as the management contract was awarded in 2014.

Λ New indicators as from 2016.

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### *Matters Requiring Special Attention in 2016–17*

21 During 2016–17, the Department will:

- conduct tendering exercises and/or award new management contracts for:
  - Cross-Harbour Tunnel,
  - New Kowloon Bay Vehicle Examination Centre,
  - the electronic payment system at the manual toll booths of government tolled roads and tunnels,
  - the government carparks under the Department’s management, and
  - the Scenic Hill Tunnel and the Chek Lap Kok Tunnel;
- prepare for and implement the takeover of the Eastern Harbour Crossing upon expiry of its Build-Operate-Transfer franchise on 7 August 2016 including conducting tendering exercise for awarding the management contract for the road tunnel, pursuing legislative amendments to enable the operation and management of the Eastern Harbour Crossing as a government tunnel; and
- continue to conduct the new parking meter trial scheme.

### **Programme (5): Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities**

	2014–15 (Actual)	2015–16 (Original)	2015–16 (Revised)	<b>2016–17 (Estimate)</b>
Financial provision (\$m)	672.7	1,005.5	990.5 (–1.5%)	<b>1,238.2</b> (+25.0%)
				(or +23.1% on 2015–16 Original)

### *Aim*

22 The aims are to ensure the efficient management and operation of the rebus services to improve the mobility of persons with disabilities and to administer effectively the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) to encourage the elderly and eligible persons with disabilities to participate more in community activities.

### *Brief Description*

23 The work of the Department involves:

- handling and monitoring the efficient utilisation of subvention for the Hong Kong Society for Rehabilitation for the operation of rebus services, and
- administering the Scheme including reimbursing the participating public transport operators for the revenue forgone.

24 In 2015, the Department arranged the purchase of six additional rebuses to meet passenger demand, and extended the Scheme to green minibuses in phases from March 2015.

25 The key performance measures are:

### *Indicators*

	2014 (Actual)	2015 (Actual)	<b>2016 (Estimate)</b>
vehicles for			
rebus scheduled routes .....	87	95 $\Omega$	<b>99<math>\alpha</math></b>
rebus full-day dial-a-ride services .....	39	43 $\Omega$	<b>48<math>\alpha</math></b>
passenger trips for			
rebus scheduled routes .....	357 000 $\beta$	366 800	<b>389 900</b>
rebus dial-a-ride services .....	462 400 $\beta$	472 800	<b>476 200</b>
no. of persons waiting for scheduled route services .....	58	33 $\gamma$	<b>33</b>
average daily passenger trips taken under the Scheme			
elderly .....	690 000	893 000 $\psi$	<b>980 000</b>
eligible persons with disabilities .....	100 000	129 000 $\psi$	<b>144 000</b>

$\Omega$  Including the 12 additional rebuses procured in 2014–15 and 2015–16.

$\alpha$  Including the nine additional rebuses to be procured in 2016–17.

$\beta$  Adjusted from the provisional actual figure shown in the 2015–16 Estimates.

## Head 186 — TRANSPORT DEPARTMENT

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- γ Drop from previous year due to early delivery of rehabuses originally scheduled for delivery in early 2016 resulting from streamlined procurement procedures.
- ψ Provisional actual subject to adjustment.

### *Matters Requiring Special Attention in 2016–17*

**26** During 2016–17, the Department will:

- replace ten rehabuses and procure nine additional rehabuses,
- continue to monitor the operation of the Scheme, and
- extend the Scheme to the remaining green minibuses.

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### ANALYSIS OF FINANCIAL PROVISION

Programme	2014–15 (Actual) (\$m)	2015–16 (Original) (\$m)	2015–16 (Revised) (\$m)	2016–17 (Estimate) (\$m)
(1) Planning and Development .....	331.2	374.5	385.1	414.8
(2) Licensing of Vehicles and Drivers.....	318.3	346.8	354.4	394.1
(3) District Traffic and Transport Services..	447.9	489.1	482.6	478.1
(4) Management of Transport Services .....	271.3	318.3	315.2	333.3
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities .....	672.7	1,005.5	990.5	1,238.2
	2,041.4	2,534.2	2,527.8 (–0.3%)	2,858.5 (+13.1%)
				<b>(or +12.8% on 2015–16 Original)</b>

#### Analysis of Financial and Staffing Provision

##### Programme (1)

Provision for 2016–17 is \$29.7 million (7.7%) higher than the revised estimate for 2015–16. This is mainly due to the full-year effect of filling of vacancies in 2015–16, a net increase of six posts in 2016–17, increased requirement in operating expenses and increase in non-recurrent expenditure.

##### Programme (2)

Provision for 2016–17 is \$39.7 million (11.2%) higher than the revised estimate for 2015–16. This is mainly due to the full-year effect of filling of vacancies in 2015–16, a net increase of 50 posts in 2016–17, increased requirement in operating expenses and increase in capital expenditure.

##### Programme (3)

Provision for 2016–17 is \$4.5 million (0.9%) lower than the revised estimate for 2015–16. This is mainly due to the decrease in capital expenditures, partly offset by the full-year effect of filling of vacancies in 2015–16, creation of eight posts in 2016–17, increased requirement in operating expenses and increase in non-recurrent expenditure.

##### Programme (4)

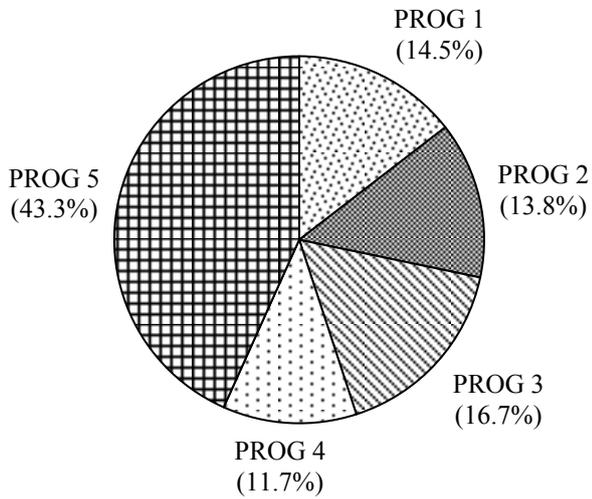
Provision for 2016–17 is \$18.1 million (5.7%) higher than the revised estimate for 2015–16. This is mainly due to the full-year effect of filling of vacancies in 2015–16, creation of 14 posts on 2016–17, increased requirement in operating expenses and increase in capital expenditure.

##### Programme (5)

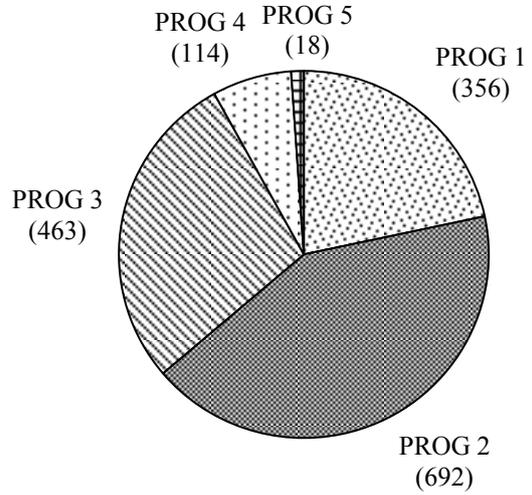
Provision for 2016–17 is \$247.7 million (25.0%) higher than the revised estimate for 2015–16. This is mainly due to increased requirement in operating expenses, additional provision for the Scheme and increase in expenditure on procurement and replacement of rehabuses, partly offset by the decrease in non-recurrent expenditure.

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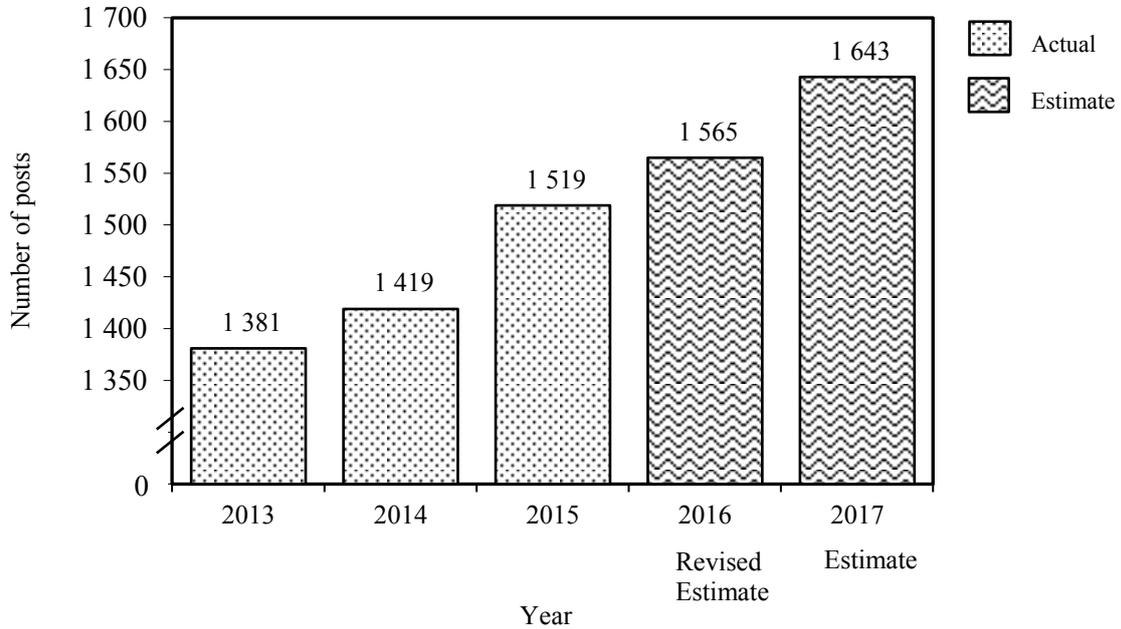
*Allocation of provision to programmes (2016-17)*



*Staff by programme (as at 31 March 2017)*



*Changes in the size of the establishment (as at 31 March)*



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Sub-head (Code)	Actual expenditure 2014-15	Approved estimate 2015-16	Revised estimate 2015-16	<b>Estimate 2016-17</b>	
	\$'000	\$'000	\$'000	<b>\$'000</b>	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	1,375,536	1,460,668	1,476,976	<b>1,582,942</b>
166	Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities .....	581,169	903,180	890,206	<b>1,117,580</b>
	Total, Recurrent .....	<u>1,956,705</u>	<u>2,363,848</u>	<u>2,367,182</u>	<b><u>2,700,522</u></b>
Non-Recurrent					
700	General non-recurrent .....	49,086	68,654	68,350	<b>82,068</b>
	Total, Non-Recurrent .....	<u>49,086</u>	<u>68,654</u>	<u>68,350</u>	<b><u>82,068</u></b>
	Total, Operating Account .....	<u>2,005,791</u>	<u>2,432,502</u>	<u>2,435,532</u>	<b><u>2,782,590</u></b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment .....	8,336	30,286	21,942	<b>27,189</b>
661	Minor plant, vehicles and equipment (block vote) .....	15,548	59,570	59,295	<b>29,941</b>
	Total, Plant, Equipment and Works .....	<u>23,884</u>	<u>89,856</u>	<u>81,237</u>	<b><u>57,130</u></b>
Subventions					
927	Hong Kong Society for Rehabilitation - rehabuses (block vote) .....	11,732	11,845	11,001	<b>18,787</b>
	Total, Subventions .....	<u>11,732</u>	<u>11,845</u>	<u>11,001</u>	<b><u>18,787</u></b>
	Total, Capital Account .....	<u>35,616</u>	<u>101,701</u>	<u>92,238</u>	<b><u>75,917</u></b>
	Total Expenditure .....	<u><u>2,041,407</u></u>	<u><u>2,534,203</u></u>	<u><u>2,527,770</u></u>	<b><u><u>2,858,507</u></u></b>

## Head 186 — TRANSPORT DEPARTMENT

### Details of Expenditure by Subhead

The estimate of the amount required in 2016–17 for the salaries and expenses of the Transport Department is \$2,858,507,000. This represents an increase of \$330,737,000 over the revised estimate for 2015–16 and \$817,100,000 over the actual expenditure in 2014–15.

#### Operating Account

##### Recurrent

**2** Provision of \$1,582,942,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport Department.

**3** The establishment as at 31 March 2016 will be 1 565 permanent posts. It is expected that there will be a net increase of 78 permanent posts in 2016–17. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2016–17, but the notional annual mid-point salary value of all such posts must not exceed \$744,420,000.

**4** An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2014–15 (Actual) (\$'000)	2015–16 (Original) (\$'000)	2015–16 (Revised) (\$'000)	<b>2016–17 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries.....	718,051	768,965	771,914	<b>830,875</b>
- Allowances .....	13,203	12,298	17,571	<b>18,389</b>
- Job-related allowances.....	87	120	115	<b>150</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	3,234	2,645	3,788	<b>4,013</b>
- Civil Service Provident Fund contribution.....	17,743	21,421	22,222	<b>29,643</b>
Departmental Expenses				
- Light and power.....	4,410	4,209	4,827	<b>4,887</b>
- Contract maintenance .....	200,383	215,356	235,489	<b>242,459</b>
- Workshop services.....	183,842	189,300	178,454	<b>191,086</b>
- General departmental expenses .....	177,160	184,753	179,276	<b>193,588</b>
Subventions				
- Special transport facilities for persons with disabilities.....	57,423	61,601	63,320	<b>67,852</b>
	1,375,536	1,460,668	1,476,976	<b>1,582,942</b>

**5** Provision of \$1,117,580,000 under *Subhead 166 Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities* is for reimbursement of revenue forgone to the participating public transport operators under the Scheme. The increase of \$227,374,000 (25.5%) over the revised estimate for 2015–16 is due to additional provision for reimbursing the revenue forgone to the participating public transport operators.

#### Capital Account

##### Plant, Equipment and Works

**6** Provision of \$29,941,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$29,354,000 (49.5%) against the revised estimate for 2015–16. This is mainly due to the decreased requirement for works at public transport interchanges, new and replacement equipment and vehicles.

##### Subventions

**7** Provision of \$18,787,000 under *Subhead 927 Hong Kong Society for Rehabilitation-rehabuses (block vote)* is for the procurement of rehabuses run by the Hong Kong Society for Rehabilitation with essential accessories and modifications to facilitate the carriage of persons with disabilities, each costing above \$200,000 but not exceeding \$10 million. The increase of \$7,786,000 (70.8%) over the revised estimate for 2015–16 is mainly due to the increased requirement for replacement and additional rehabuses.

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		Commitments			
Sub-head (Code)	Item (Code)    Ambit	Approved commitment	Accumulated expenditure to 31.3.2015	Revised estimated expenditure for 2015–16	Balance
		\$'000	\$'000	\$'000	\$'000
<b><i>Operating Account</i></b>					
700	<i>General non-recurrent</i>				
845	Setting up of a centralised settlement platform and related system enhancement for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities .....	17,197	10,966	4,497	1,734
852	Provision of special helping measures for the six major outlying island ferry routes .....	190,359	18,922	63,853	107,584
880	Enhancing the HKeTransport service to facilitate the use by the elderly .....	3,800	—	—	3,800
881	Study on installation of smart devices at signalised pedestrian crossings for the elderly .....	4,000	—	—	4,000
890	Upgrading public transport ancillary facilities to benefit passengers through provision of one-off subsidy to franchised bus operators for installing seats and display panels for provision of real-time bus arrival information at bus stops/terminie .....	88,270€	—	—	88,270
897	Consultancy study on parking policy and standard review .....	9,900	—	—	9,900
898	Consultancy study on the co-ordination of other public transport services with Shatin to Central Link.....	6,400	—	—	6,400
		319,926	29,888	68,350	221,688
<b><i>Capital Account</i></b>					
603	<i>Plant, vehicles and equipment</i>				
841	Replacement of two brake testers in Kowloon Bay Vehicle Examination Centre.....	4,060	2,633	300	1,127
842	Provision of one heavy recovery vehicle HRV1 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel .....	4,080	340	—	3,740
847	Provision of one heavy recovery vehicle HRV2 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel .....	4,080	340	—	3,740
848	Provision of one heavy recovery vehicle HRV3 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel .....	4,080	340	—	3,740

## Head 186 — TRANSPORT DEPARTMENT

### Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2015	Revised estimated expenditure for 2015–16	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account—Cont'd.</i>						
603		<i>Plant, vehicles and equipment—Cont'd.</i>				
849		Provision of one tunnel wall cleansing vehicle TWCV1 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel ...	5,760	480	—	5,280
850		Provision of one tunnel wall cleansing vehicle TWCV2 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel ...	5,760	480	—	5,280
874		Provision of one tunnel washer vehicle for the Central-Wan Chai Bypass and Island East Corridor Link .....	4,788	—	—	4,788
875		Provision of one heavy recovery vehicle HRV1 for the Central-Wan Chai Bypass and Island East Corridor Link.....	3,528	—	—	3,528
876		Provision of one heavy recovery vehicle HRV2 for the Central-Wan Chai Bypass and Island East Corridor Link.....	3,528	—	—	3,528
877		Provision of one heavy recovery vehicle HRV3 for the Central-Wan Chai Bypass and Island East Corridor Link.....	3,528	—	—	3,528
878		Replacement of one tunnel washer vehicle for the Cross-Harbour Tunnel (AM3463).....	4,788	—	100	4,688
879		Replacement of one heavy recovery vehicle for the Tsing Ma Control Area (AM4364) .....	3,880	—	194	3,686
886		Replacement of one heavy recovery vehicle for the Tseung Kwan O Tunnel (AM5979).....	4,284	408	1,286	2,590
887		Procurement of one tunnel washer for Aberdeen Tunnel .....	6,048	576	1,816	3,656
888		Replacement of one tunnel washer for Tseung Kwan O Tunnel (AM5818).....	6,048	576	1,816	3,656
889		Replacement of one tunnel washer for Kai Tak Tunnel (AM5761).....	6,048	576	1,816	3,656
			<u>74,288</u>	<u>6,749</u>	<u>7,328</u>	<u>60,211</u>
		Total .....	<u>394,214</u>	<u>36,637</u>	<u>75,678</u>	<u>281,899</u>

ε This is a new item, funding for which is sought in the context of the Appropriation Bill 2016.