

Head 186 — TRANSPORT DEPARTMENT

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

Estimate 2017–18	\$3,097.3m
Establishment ceiling 2017–18 (notional annual mid-point salary value) representing an estimated 1 614 non-directorate posts as at 31 March 2017 rising by 62 posts to 1 676 posts as at 31 March 2018.....	\$810.1m
In addition, there will be an estimated 29 directorate posts as at 31 March 2017 and as at 31 March 2018.	
Commitment balance	\$486.9m

Controlling Officer's Report

Programmes

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

Detail

Programme (1): Planning and Development

	2015–16 (Actual)	2016–17 (Original)	2016–17 (Revised)	2017–18 (Estimate)
Financial provision (\$m)	383.6	414.8	395.1 (–4.7%)	446.3 (+13.0%)
				(or +7.6% on 2016–17 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;

Head 186 — TRANSPORT DEPARTMENT

- planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus services, formulating regulatory measures for the services, and planning their related facilities;
- 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 2016, the Department completed a mid-term review of the special helping measures (SHM) provided to the six major outlying island ferry routes for the 2014–2017 licence period and proposed the continuation of the measures with appropriate enhancement for the 2017–2020 licence period. It also completed the negotiation with the incumbent operators for extension of the ferry licences of the six major outlying island ferry routes for another three years starting from mid-2017. 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 commissioning of the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)), and commenced the phased implementation of the public transport service re-organisation plans to tie in with the change in passenger patronage pattern of different public transport modes after the commissioning of these two new railways. It conducted negotiations with the Kowloon Motor Bus Company (1933) Limited (KMB) 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. It also completed 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 in phases on taking forward the recommendations of the Report on Study of Road Traffic Congestion in Hong Kong compiled by the Transport Advisory Committee for alleviating road traffic congestion, and conducted 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 reviewed pre-selected bicycle prohibition zones on roads in Hong Kong.

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

Indicators

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
public transport forward planning programmes processed.....	7	7	7
processing of bus service rationalisation packages.....	144	79#	150#
new or extension of licences for ferry services granted.....	62	33^	58^
bus-bus interchange (BBI) schemes introduced.....	26	37¶	26
project definition statements/technical feasibility statements for inclusion of transport infrastructure projects in Public Works Programme processed.....	4ω	2	4

The number of bus service rationalisation packages processed in 2015 was higher than that in 2016 as there was re-organisation of franchised bus services in 2015 upon the full commissioning of the West Island Line in the first quarter of that year. The estimate for 2017 has taken into account the public transport re-organisation plans formulated in connection with the commissioning of the KTE and the SIL(E) in the fourth quarter of 2016. The actual figure for 2017 will be subject to, among others, the actual public transport re-organisation that will be implemented in 2017 in connection with the two railway lines.

^ 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 every two years. The figure of 2017 reflects such pattern.

¶ The number of BBI schemes introduced in 2016 is higher than that in 2015 and the estimate for 2017 because it has taken into account 31 additional schemes offered by Citybus Limited (Franchise for Hong Kong Island and Cross-harbour Bus Network) under its new ten-year franchise which commenced in June 2016.

ω Adjusted from the actual figure shown in the 2016–17 Estimates.

Matters Requiring Special Attention in 2017–18

- 6 During 2017–18, 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 consult stakeholders on public transport service re-organisation proposals in connection with the commissioning of KTE and SIL(E) and implement the final re-organisation plans;
 - 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;

Head 186 — TRANSPORT DEPARTMENT

- conclude the negotiations with KMB for the granting of a new ten-year franchise for its bus network and monitor KMB on its gearing up for the commencement of the new franchise in July 2017;
- 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 highways and major new development projects;
- continue to update and enhance the transport model for planning purpose;
- subject to the funding approval from the Legislative Council for conducting the Strategic Studies on Railways and Major Roads beyond 2030, to commission the study on strategic highways;
- process the application for extension of the franchise for the “Star” Ferry;
- implement the SHM for the six major outlying island ferry routes for the 2017–2020 licence period and assist THB in making preparation for the review due for completion in 2019 on the merits and demerits of the provision of SHM on the existing basis as the long-term operational arrangement for these routes (vis-à-vis other possible arrangements including lengthening of the licence duration with fine-tuning of SHM provision and Government owning the vessel fleet and outsourcing the operation) as well as on whether the SHM or other arrangement should apply to any of the other outlying island ferry routes;
- continue to assist THB in taking forward in phases the recommendations of the Report on Study of Road Traffic Congestion in Hong Kong compiled 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 enhancing walkability in Hong Kong, including conducting a consultancy study on various walkability initiatives;
- assist THB in conducting a review on parking policy and standards with priority accorded to considering and meeting the parking need of commercial vehicles;
- continue to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories;
- assist THB in conducting a study on the overall strategy and feasible options for the rationalisation of traffic distribution among the three road harbour crossings and three land tunnels between Kowloon and Sha Tin, with a view to putting toll adjustment proposals to the Legislative Council Panel on Transport for discussion; and
- carry out pilot renovation projects to enhance the design and facilities of a covered public transport interchange and a ferry pier for providing passengers with a more comfortable waiting environment.

Programme (2): Licensing of Vehicles and Drivers

	2015–16 (Actual)	2016–17 (Original)	2016–17 (Revised)	2017–18 (Estimate)
Financial provision (\$m)	356.7	394.1	376.7 (–4.4%)	379.9 (+0.8%)
				(or –3.6% on 2016–17 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;

Head 186 — TRANSPORT DEPARTMENT

- 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 2016, 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 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. 23 new Car Testing Centres have been designated and come into operation.

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

Targets

	Target	2015 (Actual)	2016 (Actual)	2017 (Plan)
conducting road test				
within 82 days upon application for motorcycle, private car and light goods vehicle driving licence (% of all cases)Δ	—	45	—	—
within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence (% of all cases).....	95	100	100	95
conducting written test				
within 45 days upon application for learner driving licence (% of all cases)	98	99	100	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	100	100	98
providing driving licence renewal service over the counter (% of all cases)				
within 70 minutes during peak hoursΔ.....	—	99	—	—
within 40 minutes during non-peak hoursΔ.....	—	96	—	—
providing driving licence renewal service over the counter within 70 minutes (% of all cases)§	98	—	100	98
providing vehicle licence renewal service over the counter (% of all cases)				
within 70 minutes during peak hoursΔ.....	—	98	—	—
within 40 minutes during non-peak hoursΔ.....	—	98	—	—
providing vehicle licence renewal service over the counter within 70 minutes (% of all cases)§	95	—	99	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

Head 186 — TRANSPORT DEPARTMENT

	Target	2015 (Actual)	2016 (Actual)	2017 (Plan)
conducting recheck examination of vehicles at government centres within four working days upon application (% of all cases).....	100	100	100	100

Δ Targets removed as from 2016.

§ New targets as from 2016.

Indicators

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
written tests arranged for private car, motorcycle and light goods vehicle drivers.....	67 821	66 704‡	66 700
taxi drivers	8 988	9 260	9 300
road tests arranged for private car drivers	53 461	53 434	53 400
motorcycle and light goods vehicle drivers	99 128	100 970	101 000
other drivers	16 318	14 835β	14 800
vehicle licence transactions.....	1 810 000	1 768 000	1 768 000
driving licence transactions.....	1 462 000	1 507 000	1 688 000
new DOP summonses issued	2 098	1 782	2 200
new MDIC summonses issued.....	815	719	700
summonses issued for traffic offences in control areas of government tunnels and bridges.....	4 023	4 121	4 200
inquiries on unauthorised operation by vehicles governed under the PSL System	40	35	35
vehicles inspected at government centres public service vehicles	47 000	47 000	47 000
light goods vehicles (exceeding 1.9 tonnes Gross Vehicle Weight (GVW))	72 000	73 000	73 000
medium and heavy goods vehicles	49 000	47 000	47 000
private cars and light goods vehicles (not exceeding 1.9 tonnes GVW) inspected at designated centres	347 000	323 000	350 000
daily spot checks on franchised buses in service	14	14	14

‡ The number of written test applications received in 2016 was fewer than estimated. The waiting times for all tests were kept well within the pledge of 45 days.

β The number of road test applications from drivers of commercial vehicles (other than taxi) received in 2016 was fewer than estimated. The waiting times for all road tests arranged for commercial vehicles were kept well within the pledge of 82 days.

Matters Requiring Special Attention in 2017–18

11 During 2017–18, the Department will continue to:

- provide efficient and courteous licensing services for the issue and renewal of licences and permits with particular attention given to the upsurge in renewal applications of the ten-year driving licences,
- 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
- review the need to issue new Private Driving Instructors' licences.

Programme (3): District Traffic and Transport Services

	2015–16 (Actual)	2016–17 (Original)	2016–17 (Revised)	2017–18 (Estimate)
Financial provision (\$m)	483.2	478.1	456.9 (–4.4%)	478.3 (+4.7%)

(or comparable with
2016–17 Original)

Head 186 — TRANSPORT DEPARTMENT

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 2016, the Department continued to regulate and monitor public transport services. It worked with franchised bus operators to implement 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 launched the first phase of “Driving on Lantau Island” Scheme and permitted additional number of coaches and a limited number of private cars to enter South Lantau on weekdays for leisure and recreational purposes. It also formulated proposals for the provision of local public transport services to tie in with the commissioning of the Hong Kong-Zhuhai-Macao Bridge.

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

Targets

	Target	2015 (Actual)	2016 (Actual)	2017 (Plan)
maintaining serviceability of ATC systems				
central computer system (%)	99.5	99.9	99.9	99.9
on-street signal controllers (%)	99.5	99.9	99.9	99.9

Indicators

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
implementing route planning programme items for			
franchised buses	135	808	1876
introducing new green minibus service routes	5	3	2
signalised road junctions (cumulative)	1 879	1 893	1 913
junctions with RLC systems installed (cumulative)	189	195	195

Head 186 — TRANSPORT DEPARTMENT

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
locations with SEC systems installed (cumulative)	120	125	131
closed circuit television cameras (cumulative)	687	705	713
average vehicular speed (km/hour) forφ			
Urban.....	22	21	21
New Territories	40	38	38
injury accidents involving motor vehicles per million			
vehicle-km	1.07	1.05ψ	1.05
locations with clusters of injury accidents investigated.....	100	100	100
area studies for enhancing road safety	2	2	2
road safety publicity projects initiated and participated	9	9	9
road safety enhancement measures planned (no. of			
locations)	90	90	90
route modification and other improvement items including			
construction of shelters, provision/relocation of			
stops/stands, installation of display panels for real-time			
bus arrival information and provision of seats by◇			
franchised operators	1 571	1 455 [ⓐ]	2 452 [ⓐ]
non-franchised operators.....	1 457	1 409	1 386
schemes co-ordinated to improve access to public transport			
for persons with disabilities.....	4	3	3

δ The figure in 2015 is higher than that in 2016 as there was re-organisation of franchised bus services in 2015 upon the full commissioning of the West Island Line in the first quarter of that year. The figure for 2016 and the estimate for 2017 have taken into account the public transport re-organisation plans formulated in connection with the commissioning of KTE and SIL(E) in the fourth quarter of 2016. The actual figure for 2017 will be subject to, among others, the actual public transport re-organisation that will be implemented in connection with the two railway lines.

φ 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.

ψ Provisional actual subject to adjustment.

◇ Revised description of the previous indicators “route modification and other improvement items including construction of shelters, provision/relocation of stops/stands for franchised operators and non-franchised operators” as from 2017.

ⓐ The decrease in the number of items on successful implementation of route modification and shelter construction in 2016 over 2015 was mainly due to site constraints and the community reaction to proposals put forward. There was also a decrease in the number of stops/stands relocation necessitated by construction works in 2016 as a result of the completion and near completion of some major infrastructure projects in the urban areas such as the West Island Line, KTE and SIL(E).

ⓐ The Government allocated a sum of \$88.27 million to provide subsidies to franchised bus companies for expediting the provision of seats and display panels for real-time arrival information at suitable bus stops with shelters. Installation works for the first batch of seats and display panels will be carried out by phases in 2017. The estimate for 2017 has taken into account the implementation timetable of this initiative.

Matters Requiring Special Attention in 2017–18

16 During 2017–18, the Department will:

- continue to closely monitor the traffic condition as well as provision of parking spaces in South Lantau and review the timetable for implementing the second phase of the “Driving on Lantau Island” Scheme;
- continue to 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;
- continue the planning and design for installation of field detection facilities along some strategic routes to strengthen collection of real-time traffic information and incident detection capability;
- continue to rationalise and improve franchised bus services to improve service quality and efficiency, and to help relieve congestion and reduce road-side emissions;
- continue to develop 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;

Head 186 — TRANSPORT DEPARTMENT

- continue to monitor the traffic-related issues of pedestrian schemes and the impact of these schemes in the vicinity to improve the environment for pedestrians;
- continue to collaborate with the Highways Department in the 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 in taking forward the higher-ranking proposals for the hillside escalator links and elevator systems, including the provision of traffic and transport input for the investigation, design and construction of the higher-ranking proposals which are preliminarily found technically feasible;
- continue to provide traffic and transport input for the retrofitting of barrier-free access facilities at existing footbridges, elevated walkways and subways 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;
- continue to study the 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;
- disburse government subsidies to franchised bus operators for provision of seats at bus stops and termini;
- upgrade the transport information system to improve the processing of traffic data for better dissemination of traffic and transport information to the public; and
- disburse government subsidies to Hong Kong Tramways for the replacement of certain sections of existing tram tracks with the use of new rail jacket technology.

Programme (4): Management of Transport Services

	2015–16 (Actual)	2016–17 (Original)	2016–17 (Revised)	2017–18 (Estimate)
Financial provision (\$m)	315.0	333.3	311.0 (–6.7%)	467.1 (+50.2%)
				(or +40.1% on 2016–17 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 government transport infrastructure and services mentioned in paragraph 17;
 - 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 on 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.

Head 186 — TRANSPORT DEPARTMENT

19 In 2016, the Department completed various tasks relating to the takeover of the Eastern Harbour Crossing upon the expiry of its Build-Operate-Transfer franchise on 7 August 2016 including the award of the management contract and pursuing the legislative amendments to enable the operation and management of the Eastern Harbour Crossing as a government tunnel. The Department met the targets in respect of the management of transport infrastructure. It awarded contracts for the new parking meter system trial scheme, the electronic payment system at manual toll booths of government tolled roads and tunnels, and new management contracts for the Cross-Harbour Tunnel and the New Kowloon Bay Vehicle Examination Centre. It began the tendering work for the management contracts of government carparks, the Kai Tak Tunnel, the Lion Rock Tunnel, the Shing Mun Tunnels and the Tseung Kwan O Tunnel. For major transport infrastructure under construction such as the Scenic Hill Tunnel, the Airport Tunnel (formerly named as Chek Lap Kok Tunnel), and the Central-Wan Chai Bypass and Island Eastern Corridor Link, the Department has begun preparation work for tendering out their management.

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

Targets

	Target	2015 (Actual)	2016 (Actual)	2017 (Plan)
attending to traffic accidents and vehicle breakdown inside government tunnel areas within two minutes (% of all cases).....	97	100	99	99
carbon monoxide concentration inside government tunnels below 70 ppm at all times (% of all readings).....	100	100	100	100
visibility inside government tunnels within the standard of Environmental Protection Department at all times (% of all readings).....	100	100	100	100
attending to traffic accidents and vehicle breakdown on the Lantau Link within five minutes (% of all cases).....	97	100	98	99

Indicators

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
defective parking meters repaired within 60 minutes upon report (% of cases)	99.9	99.9	99.9
incidents handled by Transport Incident Management Section.....	5 115	5 120	5 200
awarding management contract for government carparks (cumulative % completed)	—	80@	100
awarding management contract for parking meter system (cumulative % completed)Φ	100	—	—
awarding management contract for Austin Road Cross Boundary Coach Terminus (cumulative % completed)Φ.....	100	—	—
awarding management contract for Cross-Harbour Tunnel (cumulative % completed)	30	100	—
awarding management contract for the New Kowloon Bay Vehicle Examination Centre (cumulative % completed).....	10	100	—
awarding management contract for Eastern Harbour Crossing (cumulative % completed).....	90	100	—
awarding management contract for the Scenic Hill Tunnel and the Airport Tunnel (cumulative % completed)μ	10	50	100
awarding contracts for the electronic payment system at manual toll booths of government tolled roads and tunnels (cumulative % completed).....	10	90	100
awarding management contract for the Central-Wan Chai Bypass and Island Eastern Corridor Link (cumulative % completed)Λ.....	—	10	70
awarding management contract for the connecting road of Liantang/Heung Yuen Wai Boundary Control Point (cumulative % completed)θ	—	—	30
awarding management contract for the Kai Tak Tunnel and the Lion Rock Tunnel (cumulative % completed)θ	—	—	30
awarding management contract for the Shing Mun Tunnels and the Tseung Kwan O Tunnel (cumulative % completed)θ.....	—	—	30

Head 186 — TRANSPORT DEPARTMENT

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
awarding management contract for the Tate's Cairn Tunnel (cumulative % completed)φ	—	10	80

- @ The current working cycle for contract renewal started in 2016.
 Φ Indicators to be removed as the management contracts were awarded in 2015.
 μ Revised description of the previous indicator “awarding management contract for the Scenic Hill Tunnel and the Chek Lap Kok Tunnel” as from 2017.
 Λ New indicator as from 2016.
 θ New indicators as from 2017.
 φ New indicator as from 2017. The Build-Operate-Transfer franchise of the Tate’s Cairn Tunnel will expire on 11 July 2018 and will become a government tunnel, thus preparation for awarding the management, operation and maintenance of the tunnel to a contractor has to commence in time.

Matters Requiring Special Attention in 2017–18

21 During 2017–18, the Department will:

- prepare/conduct tendering exercises and/or award new management contracts for:
 - the government carparks under the Department’s management,
 - the Scenic Hill Tunnel and the Airport Tunnel,
 - the Kai Tak Tunnel and the Lion Rock Tunnel,
 - the Shing Mun Tunnels and the Tseung Kwan O Tunnel,
 - the Central-Wan Chai Bypass and Island Eastern Corridor Link, and
 - the connecting road of Liantang/Heung Yuen Wai Boundary Control Point;
- prepare for the takeover of the Tate’s Cairn Tunnel upon expiry of its Build-Operate-Transfer franchise on 11 July 2018 including conducting tendering exercise for awarding the management contract for the tunnel, pursuing legislative amendments to enable the operation and management of the Tate’s Cairn Tunnel as a government tunnel;
- continue to conduct the new parking meter trial scheme; and
- provide “stop-and-go” electronic payment facilities at the manual toll booths of seven government tolled roads and tunnels by phases from mid-2017.

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

	2015–16 (Actual)	2016–17 (Original)	2016–17 (Revised)	2017–18 (Estimate)
Financial provision (\$m)	969.4	1,238.2	1,108.8 (–10.5%)	1,325.7 (+19.6%)
				(or +7.1% on 2016–17 Original)

Aim

22 The aims are to ensure the efficient management and operation of the rehabus 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 rehabus services, and
- administering the Scheme including reimbursing the participating public transport operators for the revenue forgone.

24 In 2016, the Department arranged the purchase of nine additional rehabuses to meet passenger demand, and continued to extend the Scheme to more green minibus routes.

Head 186 — TRANSPORT DEPARTMENT

25 The key performance measures are:

Indicators

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
vehicles for			
rehabus scheduled routes	95	99 ^α	103^τ
rehabus full-day dial-a-ride services	43	48 ^α	52^τ
passenger trips for			
rehabus scheduled routes	366 800	388 100	406 500
rehabus dial-a-ride services	472 800	511 600	537 000
no. of persons waiting for scheduled route services (including carers)η.....	33	30	30
average daily passenger trips taken under the Scheme			
elderly	893 000	972 000 ^ψ	1 058 000
eligible persons with disabilities	129 000	140 000 ^ψ	155 000

^α Including the nine additional rehabuses procured in 2016–17.

^τ Including the eight additional rehabuses to be procured in 2017–18.

^η Revised description of the previous indicator “no. of persons waiting for scheduled route services” as from 2017.

^ψ Provisional actual subject to adjustment.

Matters Requiring Special Attention in 2017–18

26 During 2017–18, the Department will:

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

Head 186 — TRANSPORT DEPARTMENT

ANALYSIS OF FINANCIAL PROVISION

Programme	2015–16 (Actual) (\$m)	2016–17 (Original) (\$m)	2016–17 (Revised) (\$m)	2017–18 (Estimate) (\$m)
(1) Planning and Development	383.6	414.8	395.1	446.3
(2) Licensing of Vehicles and Drivers	356.7	394.1	376.7	379.9
(3) District Traffic and Transport Services	483.2	478.1	456.9	478.3
(4) Management of Transport Services	315.0	333.3	311.0	467.1
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	969.4	1,238.2	1,108.8	1,325.7
	2,507.9	2,858.5	2,648.5 (–7.3%)	3,097.3 (+16.9%)
				(or +8.4% on 2016–17 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2017–18 is \$51.2 million (13.0%) higher than the revised estimate for 2016–17. This is mainly due to the full-year effect of filling of vacancies in 2016–17, a net increase of 15 posts in 2017–18, increased requirement in operating expenses and increase in non-recurrent expenditure.

Programme (2)

Provision for 2017–18 is \$3.2 million (0.8%) higher than the revised estimate for 2016–17. This is mainly due to the full-year effect of filling of vacancies in 2016–17 and a net increase of 33 posts in 2017–18, partly offset by decreased requirement in operating expenses and decrease in capital expenditure.

Programme (3)

Provision for 2017–18 is \$21.4 million (4.7%) higher than the revised estimate for 2016–17. This is mainly due to the full-year effect of filling of vacancies in 2016–17, a net increase of nine posts in 2017–18, increased requirement in operating expenses and increase in non-recurrent expenditure, partly offset by decrease in capital expenditure.

Programme (4)

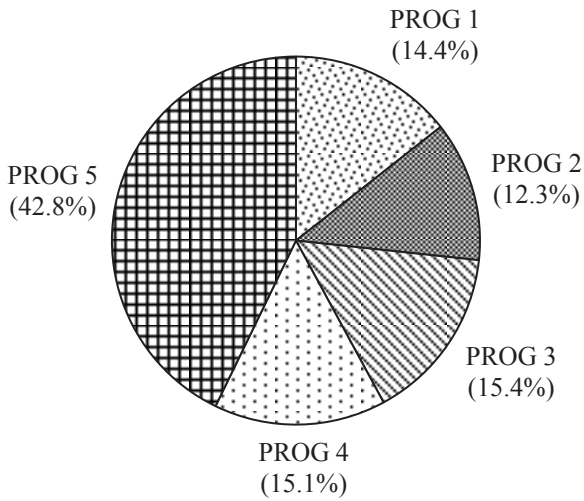
Provision for 2017–18 is \$156.1 million (50.2%) higher than the revised estimate for 2016–17. This is mainly due to the full-year effect of filling of vacancies in 2016–17, a net increase of five posts in 2017–18, increased requirement in operating expenses and increase in capital expenditure.

Programme (5)

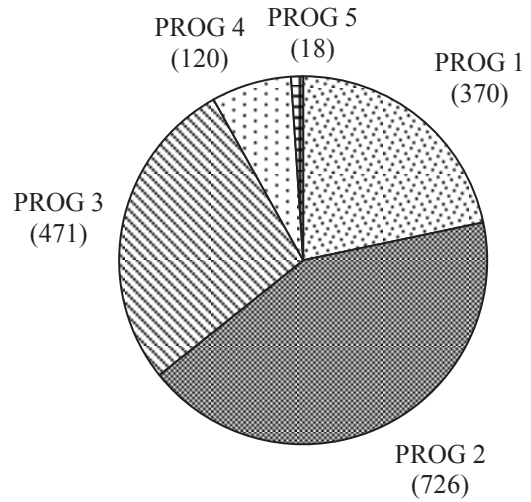
Provision for 2017–18 is \$216.9 million (19.6%) higher than the revised estimate for 2016–17. This is mainly due to increased requirement in operating expenses, additional provision for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities and increase in non-recurrent expenditure, partly offset by decrease in expenditure on procurement and replacement of rehabuses.

Head 186 — TRANSPORT DEPARTMENT

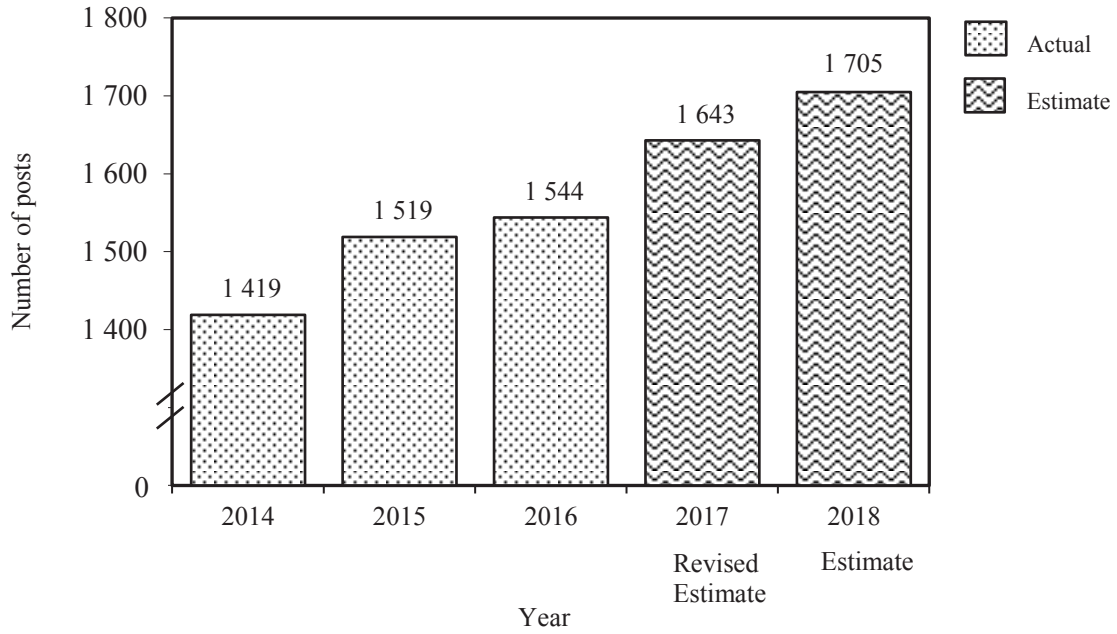
Allocation of provision to programmes (2017-18)



Staff by programme (as at 31 March 2018)



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



Head 186 — TRANSPORT DEPARTMENT

Sub-head (Code)	Actual expenditure 2015-16	Approved estimate 2016-17	Revised estimate 2016-17	Estimate 2017-18	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses.....	1,479,234	1,582,942	1,519,137	1,687,208
166	Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	870,649	1,117,580	998,410	1,197,917
	Total, Recurrent.....	<u>2,349,883</u>	<u>2,700,522</u>	<u>2,517,547</u>	<u>2,885,125</u>
Non-Recurrent					
700	General non-recurrent.....	65,855	82,068	67,331	82,067
	Total, Non-Recurrent.....	<u>65,855</u>	<u>82,068</u>	<u>67,331</u>	<u>82,067</u>
	Total, Operating Account.....	<u>2,415,738</u>	<u>2,782,590</u>	<u>2,584,878</u>	<u>2,967,192</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	21,942	27,189	15,521	27,047
661	Minor plant, vehicles and equipment (block vote).....	59,262	29,941	30,588	86,138
	Total, Plant, Equipment and Works	<u>81,204</u>	<u>57,130</u>	<u>46,109</u>	<u>113,185</u>
Subventions					
927	Hong Kong Society for Rehabilitation - rehabuses (block vote).....	11,001	18,787	17,507	16,969
	Total, Subventions.....	<u>11,001</u>	<u>18,787</u>	<u>17,507</u>	<u>16,969</u>
	Total, Capital Account	<u>92,205</u>	<u>75,917</u>	<u>63,616</u>	<u>130,154</u>
	Total Expenditure.....	<u><u>2,507,943</u></u>	<u><u>2,858,507</u></u>	<u><u>2,648,494</u></u>	<u><u>3,097,346</u></u>

Head 186 — TRANSPORT DEPARTMENT

Details of Expenditure by Subhead

The estimate of the amount required in 2017–18 for the salaries and expenses of the Transport Department is \$3,097,346,000. This represents an increase of \$448,852,000 over the revised estimate for 2016–17 and \$589,403,000 over the actual expenditure in 2015–16.

Operating Account

Recurrent

2 Provision of \$1,687,208,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport Department. The increase of \$168,071,000 (11.1%) over the revised estimate for 2016–17 is mainly due to increased salary provision for a net increase of 62 permanent posts in 2017–18, the full-year effect of filling of vacancies in 2016–17 and the additional provision for the increase in operating expenses.

3 The establishment as at 31 March 2017 will be 1 643 permanent posts. It is expected that there will be a net increase of 62 permanent posts in 2017–18. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2017–18, but the notional annual mid-point salary value of all such posts must not exceed \$810,144,000.

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

	2015–16 (Actual) (\$'000)	2016–17 (Original) (\$'000)	2016–17 (Revised) (\$'000)	2017–18 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	769,429	830,875	800,399	865,972
- Allowances	17,168	18,389	21,984	21,984
- Job-related allowances.....	142	150	243	265
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	3,755	4,013	3,347	3,430
- Civil Service Provident Fund contribution.....	23,162	29,643	29,746	40,210
Departmental Expenses				
- Light and power	4,371	4,887	4,031	3,722
- Contract maintenance	230,671	242,459	224,407	316,501
- Workshop services.....	180,613	191,086	185,885	188,802
- General departmental expenses	186,603	193,588	179,198	170,158
Subventions				
- Special transport facilities for persons with disabilities.....	63,320	67,852	69,897	76,164
	1,479,234	1,582,942	1,519,137	1,687,208

5 Provision of \$1,197,917,000 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 \$199,507,000 (20%) over the revised estimate for 2016–17 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 \$86,138,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$55,550,000 (181.6%) over the revised estimate for 2016–17. This is mainly due to the increased requirement for new and replacement equipment and vehicles.

Subventions

7 Provision of \$16,969,000 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.

Head 186 — TRANSPORT DEPARTMENT

		Commitments			
Sub-head (Code)	Item (Code) Ambit	Approved commitment	Accumulated expenditure to 31.3.2016	Revised estimated expenditure for 2016–17	Balance
		\$'000	\$'000	\$'000	\$'000
<i>Operating Account</i>					
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	13,743	1,306	2,148
852	Provision of special helping measures for the six major outlying island ferry routes	190,359	82,000	63,253	45,106
853	Relocation of Transport Department's operation centres to the West Kowloon Government Offices.....	56,049	—	160	55,889
854	Replacement of the existing tram tracks with the use of new rail jacket technology	19,658p	—	—	19,658
855	Consultancy study on enhancing the walkability in Hong Kong	21,620p	—	—	21,620
880	Enhancing the HKeTransport service to facilitate the use by the elderly	3,800	—	1,200	2,600
881	Study on installation of smart devices at signalised pedestrian crossings for the elderly	4,000	—	900	3,100
890	Upgrading public transport ancillary facilities to benefit passengers through provision of one-off subsidy to franchised bus operators for installing seats and display panels for provision of real-time bus arrival information at bus stops/termini	88,270	—	—	88,270
897	Consultancy study on parking for commercial vehicles	9,900	—	—	9,900
898	Consultancy study on the co-ordination of other public transport services with Shatin to Central Link.....	6,400	—	512	5,888
		417,253	95,743	67,331	254,179
<i>Capital Account</i>					
603	<i>Plant, vehicles and equipment</i>				
842	Provision of one heavy recovery vehicle HRV1 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel	4,510	340	1,230	2,940
847	Provision of one heavy recovery vehicle HRV2 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel	4,510	340	1,230	2,940

Head 186 — TRANSPORT DEPARTMENT

Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2016	Revised estimated expenditure for 2016–17	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account—Cont'd.</i>						
603		<i>Plant, vehicles and equipment—Cont'd.</i>				
848		Provision of one heavy recovery vehicle HRV3 for the Scenic Hill Tunnel and the Hong Kong Boundary Crossing Facilities – Airport Tunnel	4,510	340	1,230	2,940
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	1,080	4,200
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	1,080	4,200
856		Replacement of high voltage and low voltage power supply system in the Tseung Kwan O Tunnelp.....	70,560p	—	—	70,560
857		Replacement of manual toll collection system and installation of e-payment system in Tate's Cairn Tunnelp.....	27,050p	—	—	27,050
858		Replacement of automatic fire alarm system in Cheung Tsing Tunnelp	26,334p	—	—	26,334
859		Replacement of automatic fire alarm system in the Kai Tak Tunnelp.....	22,680p	—	—	22,680
860		Replacement of low voltage power supply system in the Kai Tak Tunnelp.....	35,280p	—	—	35,280
874		Provision of one tunnel washer vehicle for the Central-Wan Chai Bypass and Island Eastern Corridor Link	4,788	—	1,300	3,488
875		Provision of one heavy recovery vehicle HRV1 for the Central-Wan Chai Bypass and Island Eastern Corridor Link.....	5,104	—	1,764	3,340
876		Provision of one heavy recovery vehicle HRV2 for the Central-Wan Chai Bypass and Island Eastern Corridor Link.....	5,104	—	1,764	3,340
877		Provision of one heavy recovery vehicle HRV3 for the Central-Wan Chai Bypass and Island Eastern Corridor Link.....	5,104	—	1,764	3,340
878		Replacement of one tunnel washer vehicle for the Cross-Harbour Tunnel (AM3463)	4,788	100	1,284	3,404
879		Replacement of one heavy recovery vehicle for the Tsing Ma Control Area (AM4364)	4,510	194	1,376	2,940

Head 186 — TRANSPORT DEPARTMENT

Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2016	Revised estimated expenditure for 2016–17	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account—Cont'd.</i>						
603		<i>Plant, vehicles and equipment—Cont'd.</i>				
886		Replacement of one heavy recovery vehicle for the Tseung Kwan O Tunnel (AM5979).....	4,510	1,694	—	2,816
887		Procurement of one tunnel washer for Aberdeen Tunnel	6,048	2,392	—	3,656
888		Replacement of one tunnel washer for Tseung Kwan O Tunnel (AM5818).....	6,048	2,392	—	3,656
889		Replacement of one tunnel washer for Kai Tak Tunnel (AM5761).....	6,048	2,392	—	3,656
			<u>259,006</u>	<u>11,144</u>	<u>15,102</u>	<u>232,760</u>
		Total	<u>676,259</u>	<u>106,887</u>	<u>82,433</u>	<u>486,939</u>

ρ This is a new item, funding for which is sought in the context of the Appropriation Bill 2017.