

**Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND HOUSING
BUREAU (TRANSPORT BRANCH)**

Controlling officer: the Permanent Secretary for Transport and Housing (Transport) will account for expenditure under this Head.

Estimate 2021–22 **\$540.9m**

Establishment ceiling 2021–22 (notional annual mid-point salary value) representing an estimated 200 non-directorate posts as at 31 March 2021 rising by one post to 201 posts as at 31 March 2022 **\$147.2m**

In addition, there will be an estimated 26 directorate posts as at 31 March 2021 and as at 31 March 2022.

Commitment balance..... **\$581.1m**

Controlling Officer’s Report

Programmes

- | | |
|---|--|
| Programme (1) Director of Bureau’s Office | This programme contributes to Policy Area 27: Intra-Governmental Services (Secretary for Transport and Housing). |
| Programme (2) Land and Waterborne Transport | This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing). |
| Programme (3) Air and Sea Communications and Logistics Development | This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Housing). |

Detail

Programme (1): Director of Bureau’s Office

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	16.6	17.7	17.3 (–2.3%)	17.7 (+2.3%)
				(or same as 2020–21 Original)

Aim

- 2 The aim is to ensure the smooth operation of the Office of the Secretary for Transport and Housing.

Brief Description

3 The Office of the Secretary for Transport and Housing is responsible for providing support to the Secretary for Transport and Housing in undertaking political work. This includes the support provided by the Under Secretary and the Political Assistant. The Office is also responsible for providing administrative support to the Secretary for Transport and Housing in carrying out his duties. The work includes the planning, co-ordination and implementation of all arrangements for the Secretary’s public, media and community functions.

Programme (2): Land and Waterborne Transport

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	124.3	138.6	133.6 (–3.6%)	140.0 (+4.8%)
				(or +1.0% on 2020–21 Original)

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Aim

4 The aims are to plan for and implement the construction and improvement of Hong Kong's transport infrastructure, promote the usage of public transport services by improving their quality and co-ordination; improve cross-boundary rail and road linkages; manage road use, alleviate road traffic congestion and promote road safety; promote the use of non-mechanised transport modes for short-distance commuting; and support environmental improvement measures in transport-related areas.

Brief Description

5 The Branch's main responsibility under this programme is to formulate policies on the development of transport infrastructure, the provision of transport services, the management of traffic, and the support of environmental improvement measures in transport-related areas.

6 In 2020–21, the Branch:

- oversaw the implementation of the Shatin to Central Link (SCL);
- continued to take forward the detailed planning work for the railway projects recommended under the Railway Development Strategy (RDS) 2014;
- examined the feasibility of establishing a new department specifically tasked to handle and supervise railway planning and delivery matters;
- oversaw the Feasibility Study on Route 11;
- oversaw the preparatory work for the Strategic Studies on Railways and Major Roads beyond 2030;
- oversaw the works for a number of road projects including mainly:
 - the Tuen Mun-Chek Lap Kok Link;
 - the Tseung Kwan O – Lam Tin Tunnel;
 - the Cross Bay Link, Tseung Kwan O;
 - the Central Kowloon Route;
 - the dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove, and improvement to local access to Ho Chung;
 - the widening of Tai Po Road (Sha Tin Section); and
 - the Trunk Road T2 and Cha Kwo Ling Tunnel;
- oversaw the planning or implementation of a number of road projects including mainly:
 - Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road;
 - the Tuen Mun Western Bypass; and
 - the widening of Castle Peak Road – Castle Peak Bay;
- oversaw the safety of highway roadworks;
- continued to formulate and oversee the implementation of cross-boundary transport arrangements, including jointly administer with the relevant Guangdong and Macao authorities the regulatory regime for cross-boundary vehicles;
- continued to promote walkability by overseeing various measures implemented by the Transport Department (TD), for example, extension of the walking route search function to different districts under TD's integrated mobile application "HKemobility", testing out of pedestrian enhancement measures in Central and Sham Shui Po, enhancing pedestrian connectivity between Wan Chai and Sheung Wan, and provision of covers for suitable walkways, etc.;
- continued to oversee the implementation and review of various programmes/schemes undertaken by the Highways Department related to enhancing walkability including:
 - the implementation of the ranked hillside escalator links and elevator systems (HEL) and assessment of new HEL proposals under the revised assessment mechanism;
 - the implementation of the "Universal Accessibility" Programme for the retrofitting of barrier-free access facilities at footbridges, elevated walkways and subways; and the expansion of ambit of the Programme to estates under the Tenants Purchase Scheme, Buy or Rent Option Scheme and public rental housing estates with properties divested under the Hong Kong Housing Authority; and
 - the pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay;

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- facilitated the Legislative Council’s scrutiny of the Bill related to the new generation of on-street parking meters which will accept multiple electronic payment means and provide real-time parking vacancy information;
- oversaw the development and implementation of Smart Mobility initiatives and the application of technologies in traffic management;
- oversaw the in-depth feasibility study for the Electronic Road Pricing Pilot Scheme in Central;
- introduced legislative amendments for designating the Tuen Mun - Chek Lap Kok Tunnel and the to-be-commissioned Tseung Kwan O - Lam Tin Tunnel as toll-free tunnels, and waiving the tolls of the Lantau Link and the Tseung Kwan O Tunnel;
- oversaw the updating and promulgation of the Road Users’ Code;
- oversaw the review of the Driving on Lantau Island Scheme;
- oversaw the review of parking standards under the Hong Kong Planning Standards and Guidelines;
- continued to oversee bus service rationalisation;
- rolled out the subsidy scheme for retrofitting safety devices on existing franchised buses;
- oversaw the implementation of the exemption of government tolls charged on franchised buses;
- oversaw the implementation of measures under the Anti-epidemic Fund for the public transport sector;
- introduced legislative amendments to relax the vehicle length and weight restriction of light buses;
- oversaw the formulation and implementation of various measures to enhance taxi service quality;
- oversaw the implementation and enhancement of the Public Transport Fare Subsidy Scheme and commenced a review of the Scheme;
- oversaw the development and implementation of a real-time arrival information system for green minibuses;
- oversaw the implementation of long-term operation model of outlying island ferry services, including provision of Special Helping Measures and launch of the Vessel Subsidy Scheme; and
- oversaw the introduction of the “Central-Hung Hom” ferry route and “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central.

Matters Requiring Special Attention in 2021–22

7 During 2021–22, the Branch will:

- continue to oversee the implementation of the SCL;
- continue to take forward the detailed planning work for the railway projects recommended under the RDS 2014;
- prepare for the establishment of the Railways Department to strengthen the Government’s supervision of railway planning and delivery as well as regulation on railway safety;
- continue to oversee the Feasibility Study on Route 11, and oversee the preparatory work for the investigation study of Route 11;
- oversee the Strategic Studies on Railways and Major Roads beyond 2030;
- continue to oversee the works for a number of road projects including mainly:
 - the Tseung Kwan O – Lam Tin Tunnel;
 - the Trunk Road T2 and Cha Kwo Ling Tunnel;
 - the Cross Bay Link, Tseung Kwan O;
 - the Central Kowloon Route; and
 - the widening of Tai Po Road (Sha Tin Section);
- continue to oversee the planning or implementation of a number of road projects including mainly:
 - the Tuen Mun Bypass; and
 - Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road;
- continue to oversee the safety of highway roadworks;
- continue to oversee the progress and development of Smart Mobility initiatives including the operation of the Smart Traffic Fund and the implementation of automated parking system pilot projects;
- consider legislative proposals on the regulatory framework for facilitating trial and use of autonomous vehicles in Hong Kong;

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- continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward progressively the recommendations made by the Transport Advisory Committee in its Study on Road Traffic Congestion;
- take forward legislative proposals for the introduction of free-flow tolling at government tolled tunnels and Tsing Sha Control Area with the use of toll tags;
- continue to oversee TD's Study on "Congestion Charging" to examine the hierarchy and level of tolls of government tolled tunnels and Control Areas;
- continue to consider legislative proposals for raising the penalty levels of certain traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) and Road Traffic Ordinance (Cap. 374) for enhancing road safety;
- continue to oversee the implementation of recommendations arising from the consultancy study on parking for commercial vehicles to address the anticipated parking demand;
- continue to oversee the addition of public car parks in suitable "Government, Institution or Community" facilities and public open space projects in line with the principle of "single site, multiple uses";
- in conjunction with the relevant Guangdong and Macao authorities as appropriate, continue to formulate and oversee the implementation of cross-boundary transport arrangements;
- continue to examine the introduction of a mandatory registration scheme for vehicle mechanics and vehicle maintenance workshops;
- continue to promote walkability, including overseeing the implementation and review of various programmes/schemes related to enhanced walkability;
- continue to oversee the improvement works to existing cycle tracks and cycle parking facilities in new towns;
- continue to oversee the implementation of the subsidy scheme for retrofitting safety devices on existing franchised buses;
- introduce legislative amendments to allow alternative means of emergency exit for light buses;
- continue to oversee the formulation and implementation of various measures to enhance taxi service quality;
- continue to oversee the formulation and implementation of various measures to combat the illegal carriage of passengers by motor vehicles for hire or reward;
- continue to oversee the implementation of the Public Transport Fare Subsidy Scheme, conduct the review of the Scheme and follow up on relevant findings of the review; and
- continue to oversee the development and implementation of a real-time arrival information system for green minibuses.

Programme (3): Air and Sea Communications and Logistics Development

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	194.6	290.7	239.7 (–17.5%)	383.2 (+59.9%)
				(or +31.8% on 2020–21 Original)

Aim

8 The aims are to maintain and further develop Hong Kong's position as a centre of international and regional aviation by ensuring continued compliance with relevant international obligations and standards, providing sufficient airport capacity to meet the demands and high standard of civil aviation management, and facilitating the continued development of safe air links to a wide range of destinations to meet the needs of the travelling public and shippers; entrench Hong Kong's role as an international maritime centre; promote shipping safety and ensure continued compliance with relevant international standards of ships registered in Hong Kong or registered elsewhere which visit our port; uphold the competitiveness of Hong Kong Port so as to sustain Hong Kong's economic growth and meet the demands of trade; and strengthen the role of Hong Kong as the preferred international transportation and logistics hub in Asia.

Brief Description

9 The Branch's main responsibility under this programme is to formulate and implement policies on all aspects of civil aviation, maritime and port development, and logistics development.

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10 In 2020–21, the Branch:

- expanded air services arrangements with Bahrain as part of the continuous efforts to expand Hong Kong's air services network;
- oversaw the work relating to the rationalisation and optimisation of the airspace in the Pearl River Delta region undertaken by the Civil Aviation Department (CAD) in partnership with the civil aviation authorities of the Mainland and Macao;
- oversaw the operation of the regulatory regime for air transport licensing for our local airlines;
- worked with the Airport Authority Hong Kong (AA) on initiatives to enhance airport services, and the airport's connectivity and competitiveness, as well as to strengthen the anti-epidemic control measures to ensure the public health and safety of users and staff of Hong Kong International Airport (HKIA);
- oversaw the implementation and optimisation of the air traffic control system by the CAD;
- worked with the CAD and the AA in enhancing the capacity of the existing two-runway system;
- worked with the AA in taking forward the Three-Runway System (3RS) at the HKIA, including detailed design and construction, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement;
- completed the review of the long-term establishment of Air Accident Investigation Authority, which was established on 10 September 2018 under the Branch and is independent from the CAD, for ongoing compliance with the standards of the International Civil Aviation Organization on civil aviation accident/incident investigations;
- worked with the CAD to review the regulatory regime for unmanned aircraft systems in Hong Kong;
- worked with the CAD on the development of cross-boundary helicopter services;
- worked with the industry to promote Hong Kong's aircraft leasing regime;
- worked with the AA and the CAD on co-operation initiatives in civil aviation training and oversaw the work to develop the Hong Kong International Aviation Academy into the aviation training hub for Hong Kong and the region;
- worked with the maritime and aviation industries and relevant education institutions to implement various incentive and scholarship schemes as well as to enhance the existing schemes under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives;
- through Hong Kong Maritime and Port Board (HKMPB), worked closely with the industry to foster the development of Hong Kong's high value-added maritime services and port business, with a view to reinforcing Hong Kong's status as an international maritime centre;
- introduced new tax measures to provide tax exemption and half profits tax rate for qualifying ship leasing and leasing management activities respectively;
- set up the Task Force on Commercial Principals under the HKMPB to study and devise the details of introducing tax measures to attract more shipping principals to choose Hong Kong as their base of operation;
- launched the Pilot Subsidy Scheme for Third-party Logistics Service Providers with a view to encouraging the logistics industry to enhance productivity through the application of technology;
- sponsored and supported international conferences and professional industry events to promote Hong Kong as a preferred base for operating maritime business, and co-organised the Asian Logistics, Maritime and Aviation Conference with the Hong Kong Trade Development Council highlighting Hong Kong's status as a regional logistics hub and an international aviation and maritime centre;
- took forward legislative proposals to enable the implementation of new and revised international maritime standards in Hong Kong;
- worked with industry associations to devise and implement initiatives to support the development of the logistics sector;
- worked with relevant departments to identify suitable sites for modern logistics development and examine their feasibility;
- continued to follow up on the findings and recommendations of the Study on the Strategic Development Plan for Hong Kong Port 2030 and "Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing" for port enhancement, concluded the feasibility studies for two port back-up sites in the Kwai Tsing area with a view to disposing of the relevant sites by phases starting 2021 by public tender;

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- completed the residual dredging works for the Kwai Tsing Container Basin and its approach channel; and
- continued to follow up on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012, including the recommendations of the Commission of Inquiry, with a view to enhancing marine safety and governance of the Marine Department.

Matters Requiring Special Attention in 2021–22

11 During 2021–22, the Branch will:

- continue to pragmatically liberalise Hong Kong’s air services regime with aviation partners to strengthen our status as an international and regional aviation centre;
- continue to seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta region in partnership with the civil aviation authorities of the Mainland and Macao;
- continue to maintain an effective civil aviation management system and take forward legislative work to update the legal framework for regulating civil aviation and conducting independent safety investigation with reference to international standards and best practice;
- continue to work with the AA on initiatives to enhance airport services, and the airport’s connectivity and competitiveness, as well as to strengthen the anti-epidemic control measures to ensure the public health and safety of users and staff of HKIA;
- continue to work with the AA in taking forward the 3RS at the HKIA, including detailed design and construction, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement;
- conduct independent investigation of civil aviation accidents and serious incidents, as well as incidents where air safety lessons can be drawn, in accordance with the international standards and recommended practices;
- work with the stakeholders in enhancing the aviation safety of Hong Kong in accordance with the international standard by means of engaging with the industry as well as participating in international forums and seminars;
- continue to work with the CAD in expeditiously preparing the draft subsidiary legislation on regulating the operations of small unmanned aircraft in Hong Kong;
- continue to work with the CAD in taking forward the development of cross-boundary helicopter services, including commencing preparation for the provision of such services between Guangdong and Hong Kong;
- continue to work with the industry to promote Hong Kong’s aircraft leasing regime;
- continue to work with the AA and the CAD on co-operation initiatives in civil aviation training, and oversee the work of the Hong Kong International Aviation Academy in providing aviation-related training for the industry in Hong Kong and the region;
- continue to formulate and implement manpower development strategies, training and promotion initiatives under the MATF with the advice from the Manpower Development Committee of the HKMPB and the Tripartite Taskforce on Manpower Training (Aviation);
- continue to work closely with HKMPB and the maritime and port industries to support the further development of Hong Kong’s maritime cluster, in particular the high value-added maritime services, and to maintain the competitiveness of Hong Kong Port;
- continue to work closely with the Task Force on Commercial Principals as well as the maritime industry in formulating tax concessionary measures to attract shipping principals to Hong Kong;
- continue to organise promotion visits to the Mainland China and/or overseas jurisdictions and/or related promotional activities to foster stronger connections with various maritime and port cities with a view to promoting Hong Kong as an international maritime centre and a regional logistics hub;
- continue to administer the Pilot Subsidy Scheme for Third-party Logistics Service Providers to encourage the logistics industry to enhance productivity through the application of technology;
- continue to take forward legislative proposals to enable the implementation of new and revised international maritime standards in Hong Kong;
- continue to work closely with different stakeholders in identifying practicable measures to implement the new international requirements to enhance aviation security on air cargo;
- continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments; and
- continue to follow up on the findings and recommendations of the Study on the Strategic Development Plan for Hong Kong Port 2030 and “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing”, and follow up on the disposal of the two port back-up sites in Kwai Tsing area by phases starting 2021 by public tender to support port and logistics development.

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ANALYSIS OF FINANCIAL PROVISION

	2019–20 (Actual) (\$m)	2020–21 (Original) (\$m)	2020–21 (Revised) (\$m)	2021–22 (Estimate) (\$m)
Programme				
(1) Director of Bureau’s Office	16.6	17.7	17.3	17.7
(2) Land and Waterborne Transport	124.3	138.6	133.6	140.0
(3) Air and Sea Communications and Logistics Development	194.6	290.7	239.7	383.2
	<u>335.5</u>	<u>447.0</u>	<u>390.6</u> (–12.6%)	<u>540.9</u> (+38.5%)
				(or +21.0% on 2020–21 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2021–22 is \$0.4 million (2.3%) higher than the revised estimate for 2020–21. It is mainly due to the slight increase in operating expenses.

Programme (2)

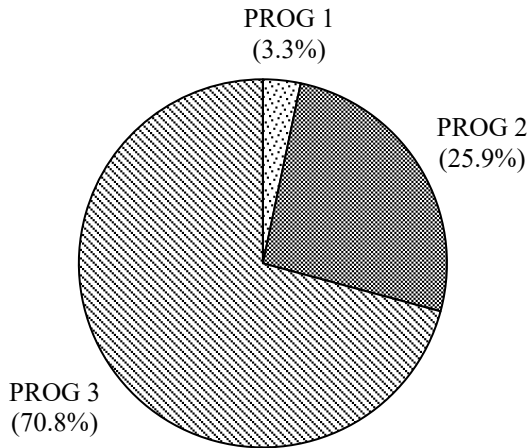
Provision for 2021–22 is \$6.4 million (4.8%) higher than the revised estimate for 2020–21. It is mainly due to the full-year effect of filling of vacancies in 2020–21 and increase in other operating expenses, partly offset by a net decrease of one post.

Programme (3)

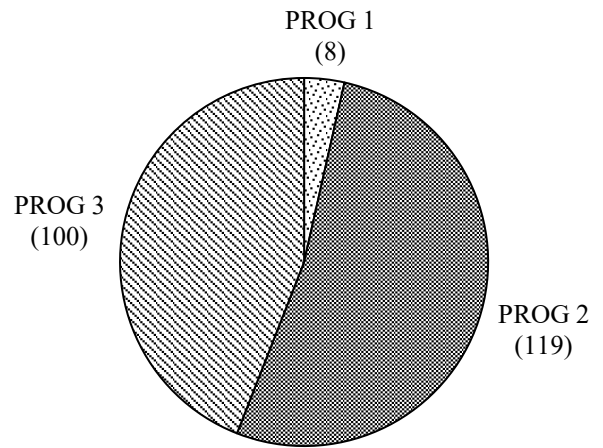
Provision for 2021–22 is \$143.5 million (59.9%) higher than the revised estimate for 2020–21. It is mainly due to the net increase of two posts, full-year effect of filling of vacancies in 2020–21, increase in other operating expenses and increase in non-recurrent expenditure.

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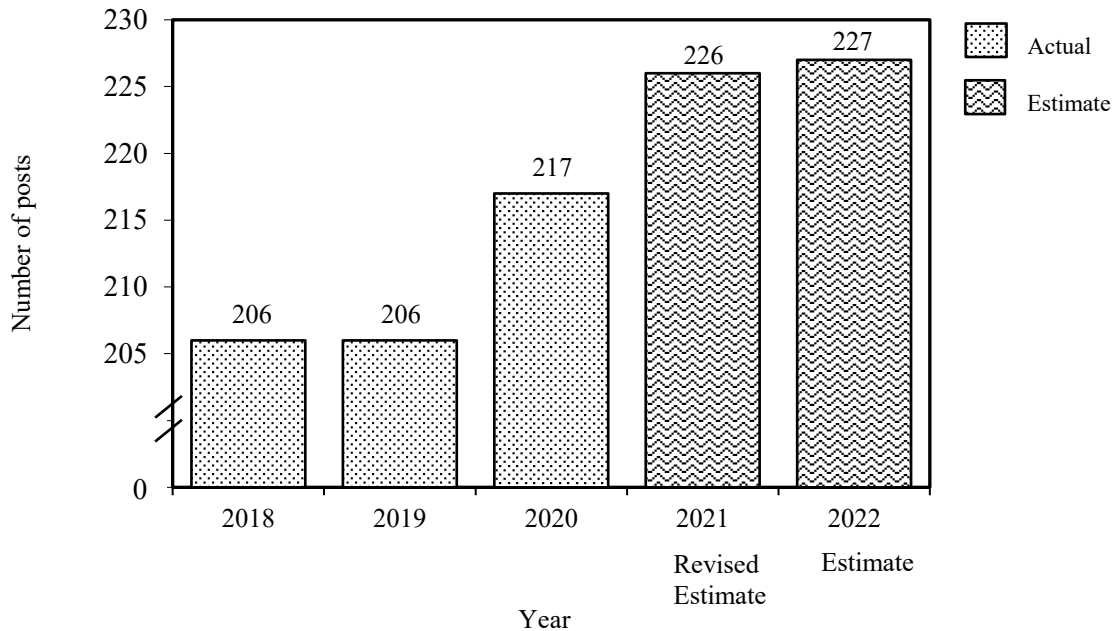
*Allocation of provision
to programmes
(2021-22)*



*Staff by programme
(as at 31 March 2022)*



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



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Sub-head (Code)	Actual expenditure 2019–20	Approved estimate 2020–21	Revised estimate 2020–21	Estimate 2021–22	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	280,034	325,733	306,480	374,214
	Total, Recurrent.....	<u>280,034</u>	<u>325,733</u>	<u>306,480</u>	<u>374,214</u>
Non-Recurrent					
700	General non-recurrent	55,418	121,237	84,124	166,646
	Total, Non-Recurrent.....	<u>55,418</u>	<u>121,237</u>	<u>84,124</u>	<u>166,646</u>
	Total, Operating Account	<u>335,452</u>	<u>446,970</u>	<u>390,604</u>	<u>540,860</u>
	Total Expenditure	<u><u>335,452</u></u>	<u><u>446,970</u></u>	<u><u>390,604</u></u>	<u><u>540,860</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2021–22 for the salaries and expenses of the Transport Branch is \$540,860,000. This represents an increase of \$150,256,000 over the revised estimate for 2020–21 and \$205,408,000 over the actual expenditure in 2019–20.

Operating Account

Recurrent

2 Provision of \$374,214,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport Branch. The increase of \$67,734,000 (22.1%) over the revised estimate for 2020–21 is mainly due to increased salary provision for a net increase of one post in 2021–22, the full-year effect of filling of vacancies in 2020–21 and the additional provision for the increase in other operating expenses.

3 The establishment as at 31 March 2021 will be 226 posts including five supernumerary posts. It is expected that there will be a net increase of one post in 2021–22. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2021–22, but the notional annual mid-point salary value of all such posts must not exceed \$147,169,000.

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

	2019–20 (Actual) (\$'000)	2020–21 (Original) (\$'000)	2020–21 (Revised) (\$'000)	2021–22 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	174,348	194,984	186,798	193,891
- Allowances	7,395	7,860	7,526	7,639
- Job-related allowances.....	2	3	3	3
Personnel Related Expenses				
- Mandatory Provident Fund contribution	577	508	603	463
- Civil Service Provident Fund contribution	11,447	14,309	13,037	16,316
Departmental Expenses				
- General departmental expenses	86,265	108,069	98,513	155,902
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	280,034	325,733	306,480	374,214
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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment \$'000	Accumulated expenditure to 31.3.2020 \$'000	Revised estimated expenditure for 2020–21 \$'000	Balance \$'000
<i>Operating Account</i>						
700	<i>General non-recurrent</i>					
801	Review of Land Requirement of the Modern Logistics, Port Backup and Vehicle Repairing Industries		9,600	1,065	3,660	4,875
802	Pilot Subsidy Scheme for providing subsidy to qualified third-party logistics service providers.....		345,000	—	35,259	309,741
807	Maritime and Aviation Training Fund		300,000	97,904	22,405	179,691
884	Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project		184,400	74,760	22,800	86,840
Total			<u>839,000</u>	<u>173,729</u>	<u>84,124</u>	<u>581,147</u>