

## 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 2022–23** ..... **\$558.5m**

**Establishment ceiling 2022–23** (notional annual mid-point salary value) representing an estimated 201 non-directorate posts as at 31 March 2022 reducing by one post to 200 posts as at 31 March 2023 ..... **\$145.6m**

In addition, there will be an estimated 25 directorate posts as at 31 March 2022 and as at 31 March 2023.

**Commitment balance**..... **\$481.1m**

### Controlling Officer's Report

#### Programmes

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

	2020–21 (Actual)	2021–22 (Original)	2021–22 (Revised)	<b>2022–23 (Estimate)</b>
Financial provision (\$m)	16.5	17.7	17.7 (—)	<b>17.7 (—)</b>
				(or same as 2021–22 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

	2020–21 (Actual)	2021–22 (Original)	2021–22 (Revised)	<b>2022–23 (Estimate)</b>
Financial provision (\$m)	132.1	140.0	137.3 (–1.9%)	<b>140.5 (+2.3%)</b>
				(or +0.4% on 2021–22 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 2021–22, 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;
- prepared for the establishment of the Railways Department to strengthen the Government's supervision of railway planning and delivery, enhance the regulation on railway safety, as well as oversee the planning and implementation of new cross-boundary and local railway projects;
- embarked on discussions with the Shenzhen authorities on the planning of proposed cross-boundary railway projects, namely Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Northern Link Spur Line and extension of the East Rail Line to Luohu, Shenzhen;
- oversaw the Strategic Studies on Railways and Major Roads beyond 2030;
- oversaw 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;
  - the widening of Tai Po Road (Sha Tin Section);
  - the widening of Castle Peak Road – Castle Peak Bay; and
  - the flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road;
- oversaw the planning or implementation of a number of road projects including mainly:
  - the Tuen Mun Bypass;
  - the widening and addition of slip roads at Lung Fu Road/Tuen Mun Road/Wong Chu Road/Hoi Wing Road;
  - the widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane);
  - Route 11 (section between Yuen Long and North Lantau);
  - Tsing Yi – Lantau Link; and
  - the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen);
- 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, 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 new HEL proposals selected under the revised assessment mechanism;

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- the implementation of various phases of the “Universal Accessibility” Programme for the retrofitting of barrier-free access facilities at footbridges, elevated walkways and subways and the special scheme for retrofitting lifts at walkways in or connecting to the common areas of 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;
- oversaw the development and implementation of Smart Mobility initiatives and the application of technologies in traffic management;
- introduced the bill for the introduction of Free-Flow Tolling System (FFTS) at government tolled tunnels and Tsing Sha Control Area;
- oversaw the review of the Driving on Lantau Island Scheme;
- oversaw the completion of the review of parking standards under the Hong Kong Planning Standards and Guidelines;
- continued to oversee bus service rationalisation;
- oversaw the implementation of the subsidy scheme for retrofitting safety devices on existing franchised buses;
- oversaw the handling of matters related to the franchises for the networks of Citybus Limited (Franchise for the Airport and North Lantau bus network), Long Win Bus Company Limited and New World First Bus Services Limited on expiry of the existing franchises in 2023–24;
- oversaw the implementation of measures under the Anti-epidemic Fund for the public transport sector;
- introduced legislative amendments to allow alternative means of emergency exit for light buses;
- oversaw the formulation and implementation of various measures to enhance taxi service quality;
- oversaw the implementation of the Public Transport Fare Subsidy Scheme and completed 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 “water taxi” service that plies the Victoria Harbour.

### *Matters Requiring Special Attention in 2022–23*

7 During 2022–23, 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;
- continue to prepare for the establishment of the Railways Department to strengthen the Government’s supervision of railway planning and delivery, enhance the regulation on railway safety, as well as oversee the planning and implementation of new cross-boundary and local railway projects;
- continue to discuss with the Shenzhen authorities on the planning of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Northern Link Spur Line and extension of the East Rail Line to Luohu, Shenzhen;
- continue to 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;
  - the widening of Tai Po Road (Sha Tin Section);
  - the widening of Castle Peak Road – Castle Peak Bay; and
  - the flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road;

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- continue to oversee the planning or implementation of a number of road projects including mainly:
  - the Tuen Mun Bypass;
  - the widening and addition of slip roads at Lung Fu Road/Tuen Mun Road/Wong Chu Road/Hoi Wing Road;
  - the widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane);
  - Route 11 (section between Yuen Long and North Lantau);
  - Tsing Yi – Lantau Link; and
  - the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen);
- 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 projects;
- continue to oversee the completion of installation of the new generation of on-street parking meters which accept multiple electronic payment means and provide real-time parking vacancy information;
- introduce legislative amendments to establish a regulatory framework for facilitating trial and use of autonomous vehicles in Hong Kong;
- 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;
- continue to oversee the preparatory work for the implementation of FFTS, including the issuance of toll tags in mid-2022, with a view to progressively rolling out FFTS at the government tolled tunnels and Tsing Sha Control Area from end 2022;
- prepare legislative amendments for the Government’s takeover of Western Harbour Crossing upon franchise expiry;
- continue to oversee TD’s Study on “Congestion Charging” to examine the hierarchy and level of tolls of government tolled tunnels and Control Areas. With due regard to the traffic conditions of the tunnels and their adjoining roads upon implementation of “Congestion Charging”, the Government will determine how the Electronic Road Pricing Pilot Scheme in Central should be taken forward;
- introduce legislative amendments to facilitate the serving of Fixed Penalty Notices for traffic contraventions by electronic means so as to enhance the overall efficiency of traffic enforcement;
- continue to formulate legislative proposal 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, such as HEL, “Universal Accessibility” Programme and pedestrian environment improvement schemes;
- 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;
- continue to oversee the handling of matters related to the franchises for the networks of Citybus Limited (Franchise for the Airport and North Lantau bus network), Long Win Bus Company Limited and New World First Bus Services Limited on expiry of the existing franchises in 2023–24;
- 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;

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- continue to oversee the implementation of the Public Transport Fare Subsidy Scheme; and
- continue to oversee the implementation of a real-time arrival information system for green minibuses.

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

	2020–21 (Actual)	2021–22 (Original)	2021–22 (Revised)	2022–23 (Estimate)
Financial provision (\$m)	238.1	383.2	303.9 (–20.7%)	400.3 (+31.7%)
				(or +4.5% on 2021–22 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.

10 In 2021–22, the Branch:

- expanded air services arrangements with Luxembourg and Mongolia 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 the Hong Kong International Airport (HKIA);
- oversaw the implementation and optimisation of the air traffic control system by the CAD;
- worked with the AA in taking forward the Three-Runway System (3RS) project at the HKIA, including detailed design and construction, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement;
- worked with the CAD to prepare the legislation on regulating the operations of small unmanned aircraft 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, enhance the existing schemes and establish new schemes under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives;
- through the 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;
- completed a study with the Task Force on Commercial Principals under the HKMPB to devise the details of introducing tax concessions to attract specific shipping businesses, namely ship managers, agents and brokers to choose Hong Kong as their base of operation;

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- administered 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;
- organised the fifth Hong Kong Maritime Week (HKMW) 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 (HKTDC) as an anchor event of HKMW 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 to dispose of the relevant sites starting 2021 by public tender;
- completed the residual dredging works for the Kwai Tsing Container Basin and its approach channel;
- 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; and
- disposed of a site in Kwai Tsing area in December 2021 to support port and logistics development.

### *Matters Requiring Special Attention in 2022–23*

11 During 2022–23, 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 oversee the work of the CAD on rationalisation and optimisation of 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 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 the HKIA;
- continue to work with the AA in taking forward the 3RS project at the HKIA and targeting to commission the Third Runway in 2022;
- continue to oversee the work of the Air Accident Investigation Authority in 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 for the implementation of the new regulatory regime on small unmanned aircraft in Hong Kong with effect from June 2022;
- continue to work with the CAD in taking forward the development of cross-boundary helicopter services;
- 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;

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- introduce tax concessions to attract specific shipping businesses, namely ship managers, agents and brokers, to Hong Kong based on the study by the Task Force on Commercial Principals;
- work closely with the Task Force on Smart Port Development set up in November 2021 as well as the maritime and port industry in promoting application of technology to drive the development of “Smart Port Initiative” with a view to enhancing the competitiveness of the Hong Kong Port;
- continue to promote Hong Kong as an international maritime centre and a regional logistics hub to the Mainland China and/or overseas jurisdictions in collaboration with HKTDC and Invest Hong Kong so as to foster stronger connections with various maritime and port cities;
- 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 work with the Hong Kong Logistics Development Council and industry associations to devise and implement initiatives to promote and support modern logistics development;
- continue to take forward legislative proposals to improve marine safety, enhance marine services efficiency and enable the implementation of new and revised international maritime standards in Hong Kong;
- continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments, including the continuous disposal of another logistics site in Kwai Tsing area in early 2022 by public tender to support port and logistics development; and
- follow up with relevant departments on port-related issues including typhoon shelters, shipyards and maintenance dredging works for principal fairways and port basin.

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**ANALYSIS OF FINANCIAL PROVISION**

	2020–21 (Actual) (\$m)	2021–22 (Original) (\$m)	2021–22 (Revised) (\$m)	2022–23 (Estimate) (\$m)
<b>Programme</b>				
(1) Director of Bureau's Office .....	16.5	17.7	17.7	17.7
(2) Land and Waterborne Transport .....	132.1	140.0	137.3	140.5
(3) Air and Sea Communications and Logistics Development .....	238.1	383.2	303.9	400.3
	<u>386.7</u>	<u>540.9</u>	<u>458.9</u> (–15.2%)	<u>558.5</u> (+21.7%)
				(or +3.3% on 2021–22 Original)

**Analysis of Financial and Staffing Provision**

**Programme (1)**

Provision for 2022–23 is the same as the revised estimate for 2021–22.

**Programme (2)**

Provision for 2022–23 is \$3.2 million (2.3%) higher than the revised estimate for 2021–22. It is mainly due to the increase in operating expenses, partly offset by a net decrease of one post.

**Programme (3)**

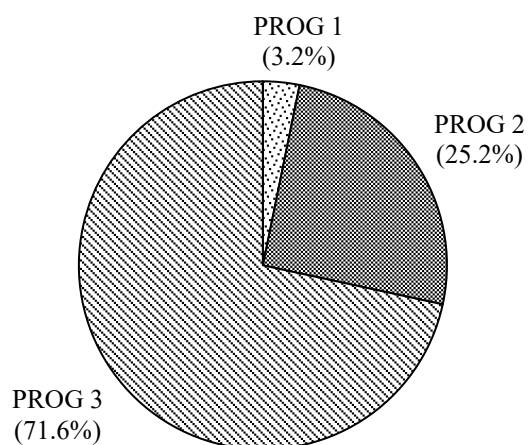
Provision for 2022–23 is \$96.4 million (31.7%) higher than the revised estimate for 2021–22. It is mainly due to the full-year effect of filling of vacancies in 2021–22, increase in other operating expenses and increase in non-recurrent expenditure.



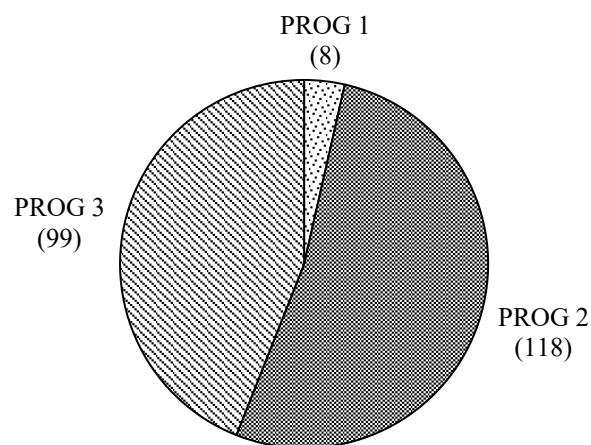
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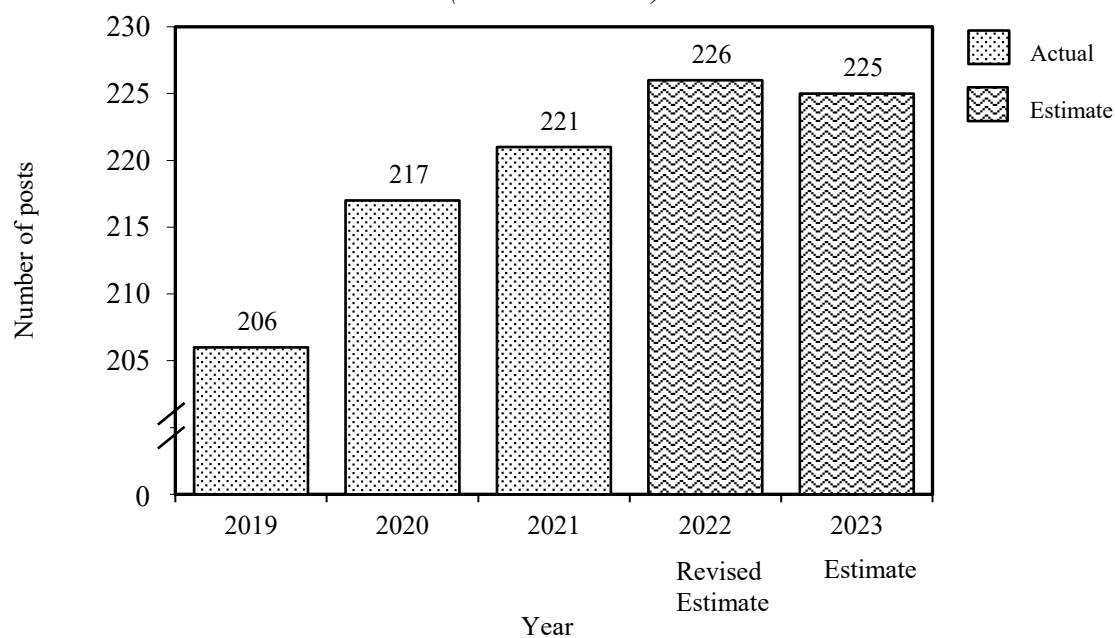
*Allocation of provision  
to programmes  
(2022-23)*



*Staff by programme  
(as at 31 March 2023)*



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



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Sub-head (Code)		Actual expenditure 2020–21	Approved estimate 2021–22	Revised estimate 2021–22	Estimate 2022–23
		\$'000	\$'000	\$'000	\$'000
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	302,016	374,214	359,396	<b>393,912</b>
	Total, Recurrent.....	302,016	374,214	359,396	<b>393,912</b>
Non-Recurrent					
700	General non-recurrent .....	84,662	166,646	99,466	<b>164,631</b>
	Total, Non-Recurrent.....	84,662	166,646	99,466	<b>164,631</b>
	Total, Operating Account .....	386,678	540,860	458,862	<b>558,543</b>
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	Total Expenditure .....	386,678	540,860	458,862	<b>558,543</b>
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### Details of Expenditure by Subhead

The estimate of the amount required in 2022–23 for the salaries and expenses of the Transport Branch is \$558,543,000. This represents an increase of \$99,681,000 over the revised estimate for 2021–22 and \$171,865,000 over the actual expenditure in 2020–21.

#### *Operating Account*

#### Recurrent

2 Provision of \$393,912,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport Branch.

3 The establishment as at 31 March 2022 will be 226 posts including four supernumerary posts. It is expected that there will be a net decrease of one post in 2022–23. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2022–23, but the notional annual mid-point salary value of all such posts must not exceed \$145,624,000.

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

	2020–21 (Actual) (\$'000)	2021–22 (Original) (\$'000)	2021–22 (Revised) (\$'000)	2022–23 (Estimate) (\$'000)
Personal Emoluments				
- Salaries .....	184,859	193,891	189,348	191,950
- Allowances .....	7,818	7,639	7,704	6,905
- Job-related allowances.....	—	3	10	10
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	607	463	516	372
- Civil Service Provident Fund contribution .....	13,938	16,316	15,919	18,003
Departmental Expenses				
- General departmental expenses .....	94,794	155,902	145,899	176,672
	<u>302,016</u>	<u>374,214</u>	<u>359,396</u>	<u>393,912</u>

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**Commitments**

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2021	Revised estimated expenditure for 2021–22	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Operating Account</i></b>						
700		<i>General non-recurrent</i>				
	801	Review of Land Requirement of the Modern Logistics, Port Backup and Vehicle Repairing Industries .....	9,600	4,625	2,600	2,375
	802	Pilot Subsidy Scheme for providing subsidy to qualified third-party logistics service providers.....	345,000	35,259	58,346	251,395
	807	Maritime and Aviation Training Fund .....	300,000	121,206	24,720	154,074
	884	Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project .....	184,400	97,300	13,800	73,300
		Total .....	839,000	258,390	99,466	481,144