

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

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

Estimate 2023–24 **\$464.8m**

Establishment ceiling 2023–24 (notional annual mid-point salary value) representing an estimated 200 non-directorate posts as at 31 March 2023 rising by two posts to 202 posts as at 31 March 2024... **\$150.7m**

In addition, there will be an estimated 25 directorate posts as at 31 March 2023 and as at 31 March 2024.

Commitment balance..... **\$591.3m**

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 Logistics).
Programme (2) Land and Waterborne Transport	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics).
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 Logistics).

Detail

Programme (1): Director of Bureau's Office

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	17.1	17.7	17.7 (—)	20.1 (+13.6%)
				(or +13.6% on 2022–23 Original)

Aim

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

Brief Description

3 The Office of the Secretary for Transport and Logistics is responsible for providing support to the Secretary for Transport and Logistics 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 Logistics 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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	136.9	140.5	137.6 (–2.1%)	146.9 (+6.8%)
				(or +4.6% on 2022–23 Original)

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 Bureau'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 2022–23, the Bureau:

- oversaw the implementation of the Shatin to Central Link;
- continued to take forward the detailed planning and implementation of 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;
- continued to discuss with the Shenzhen authorities the planning of proposed cross-boundary railway projects including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Northern Link Spur Line, and enhancement of Lo Wu Control Point and its transport connections;
- oversaw the Strategic Studies on Railways and Major Roads beyond 2030;
- oversaw the construction 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;
 - the flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road; and
 - the widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane);
- oversaw the planning or implementation of a number of road projects including mainly:
 - Tuen Mun Bypass;
 - the extension works to major roads in Tuen Mun (e.g. Lung Fu Road and Hoi Wing Road);
 - Route 11 (section between Yuen Long and North Lantau);
 - Tsing Yi – Lantau Link;
 - the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen);
 - the improvement of Lion Rock Tunnel;
 - Trunk Road T4 in Sha Tin;
 - the improvement works at Tsuen Tsing Interchange; and
 - the dualling of Hiram's Highway from Marina Cove to Sai Kung Town;
- oversaw the safety of highway roadworks;
- continued to formulate and oversee the implementation of cross-boundary transport arrangements, including jointly administering 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, for example, progressively completing pedestrian connectivity between Wan Chai and Sheung Wan, and providing covers for suitable walkways, etc.;

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

- 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;
 - 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 Road Traffic (Amendment) (Autonomous Vehicles) Bill;
- continued to oversee bus service rationalisation;
- continued to oversee 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;
- continued to oversee 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 implementation of designated transport services for COVID-19 patients to designated clinics and community isolation facilities;
- oversaw the formulation and implementation of various measures to enhance taxi service quality;
- oversaw the implementation of taxi fare adjustment;
- continued to oversee the implementation of the Public Transport Fare Subsidy Scheme;
- oversaw the implementation of a real-time arrival information system for green minibuses;
- continued to oversee the implementation of long-term operation model of outlying island ferry services, including provision of Special Helping Measures and implementation of the Vessel Subsidy Scheme; and
- reviewed the fare adjustment mechanism of the MTR Corporation Limited.

Matters Requiring Special Attention in 2023–24

7 During 2023–24, the Bureau will:

- continue to take forward the detailed planning and implementation of the railway projects recommended under the RDS 2014 and the Oyster Bay Station project;
- 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 the planning of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), Northern Link Spur Line, and enhancement of Lo Wu Control Point and its transport connections;
- 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 Trunk Road T2 and Cha Kwo Ling Tunnel;
 - the Central Kowloon Route;
 - the widening of Tai Po Road (Sha Tin Section);
 - the widening of Castle Peak Road – Castle Peak Bay;
 - the flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road; and
 - the widening of Fuk Hang Tsuen Road (between Castle Peak Road – Lam Tei and Fuk Hang Tsuen Lane);

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

- continue to oversee the planning or implementation of a number of road projects including mainly:
 - Tuen Mun Bypass;
 - the extension works to major roads in Tuen Mun (e.g. Lung Fu Road and Hoi Wing Road);
 - Route 11 (section between Yuen Long and North Lantau);
 - Tsing Yi – Lantau Link;
 - the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen);
 - the improvement of Lion Rock Tunnel;
 - Trunk Road T4 in Sha Tin;
 - the improvement works at Tsuen Tsing Interchange; and
 - the dualling of Hiram’s Highway from Marina Cove to Sai Kung Town;
- continue to oversee the safety of highway roadworks;
- continue to oversee the progress and development of various Smart Mobility initiatives including the operation of new on-street parking meters, and the implementation of the Smart Traffic Fund and automated parking system projects;
- continue to oversee the facilitation of trial and use of autonomous vehicles in Hong Kong, and the provision of a new regulatory regime;
- 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 Report on Study of Road Traffic Congestion in Hong Kong;
- roll out progressively the Free-Flow Tolling System at the government tolled tunnels and Tsing Sha Control Area;
- take forward the legislative exercise for the Government’s takeover of Western Harbour Crossing upon franchise expiry and adjust the tolls for the three road harbour crossings, and in due course holistically review the traffic flow of the crossings with a view to drawing up details of the time-varying tolls to be introduced. With due regard to the related traffic conditions upon implementing the time-varying tolls as our policy initiative, the Government will determine how the Electronic Road Pricing Pilot Scheme in Central should be taken forward;
- oversee the preparatory works for the serving of Fixed Penalty Notices for traffic contraventions by electronic means so as to enhance the overall efficiency of traffic enforcement;
- introduce legislative amendments to enable the issuance of electronic fixed penalty notices against traffic offences to enhance the efficiency of traffic enforcement and strengthen the deterrent effect, so as to promote better driving attitude;
- introduce road-safety related legislative amendments, including tightening the requirements on the use of mobile communication devices and child restraining devices, the fitting and wearing requirements of seatbelt and the wearing of helmets by cyclists;
- introduce legislative amendments to update the construction and maintenance of vehicle requirements for improving road safety;
- introduce legislative amendments to tighten the regulation on the non-licensing of vehicles with a view to deterring the registered owners from abandoning their unwanted and unlicensed vehicles;
- 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 taking into account evolvments in the vehicle market;
- 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;

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

- 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;
- oversee the handling of matters related to the new franchises for the networks of Citybus Limited (Franchise for the Urban and New Territories bus network), Citibusb Limited (Franchise for the Airport and North Lantau bus network) and Long Win Bus Company Limited commencing 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; and
- continue to oversee the implementation of the Public Transport Fare Subsidy Scheme.

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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	316.1	400.3	262.3 (–34.5%)	297.8 (+13.5%)
				(or –25.6% on 2022–23 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 Bureau'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 2022–23, the Bureau:

- expanded air services arrangements with Israel and 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 the Hong Kong International Airport (HKIA);
- oversaw the operation of the air traffic control system by the CAD;
- worked with the AA to commission the Third Runway at the HKIA and continued to assist the AA to implement the Three-Runway System (3RS) project, including construction, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement;
- worked with the CAD to implement a new regulatory regime on the operations of small unmanned aircraft in Hong Kong;
- 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 and enhance the existing ones 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;
- worked closely with the Task Force on Smart Port Development as well as the maritime and port industry to promote application of technology with a view to enhancing the competitiveness of the Hong Kong Port;
- introduced tax concessions to attract specific shipping businesses, namely ship managers, agents and brokers to choose Hong Kong as their base of operation;
- 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 sixth Hong Kong Maritime Week (HKMW) to promote Hong Kong as a preferred base for 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 enhance marine services efficiency and 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 as well as the disposal of the logistics sites including the site in Kwai Tsing area via open tender in July 2022;
- 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; 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 2023–24

11 During 2023–24, the Bureau 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;
- continue to work with the AA in taking forward the remaining works of the 3RS project at the HKIA, targeting to complete the 3RS in 2024;
- 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 regulatory regime on small unmanned aircraft in Hong Kong;
- work with the industry to enhance and 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;

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

- 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, the Tripartite Taskforce on Manpower Training (Aviation) and the Hong Kong Logistics Development Council;
- 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 with HKMPB and the industry on the implementation and promotion of the tax concessions to attract specific shipping businesses, namely ship managers, agents and brokers, to set up their presence in Hong Kong;
- continue to work closely with the Task Force on Smart Port Development as well as the maritime and port industry to enhance port efficiency and data sharing in the shipping and port industry through a new data sharing platform for trial by phases;
- 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 improve the intermodal operations and to facilitate the flow of goods and logistics information in the Greater Bay Area;
- continue to work with the Hong Kong Logistics Development Council and industry associations to devise and implement short, medium and long term measures and initiatives to promote and support modern logistics development, including the high-end and high value-added logistics services so as to strengthen the competitiveness of Hong Kong's logistics industry and further enhance Hong Kong's role as an international 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 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 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.

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

ANALYSIS OF FINANCIAL PROVISION

	2021–22 (Actual) (\$m)	2022–23 (Original) (\$m)	2022–23 (Revised) (\$m)	2023–24 (Estimate) (\$m)
Programme				
(1) Director of Bureau's Office	17.1	17.7	17.7	20.1
(2) Land and Waterborne Transport	136.9	140.5	137.6	146.9
(3) Air and Sea Communications and Logistics Development	316.1	400.3	262.3	297.8
	470.1	558.5	417.6 (–25.2%)	464.8 (+11.3%)
				(or –16.8% on 2022–23 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2023–24 is \$2.4 million (13.6%) higher than the revised estimate for 2022–23. It is mainly due to the net increase of two posts.

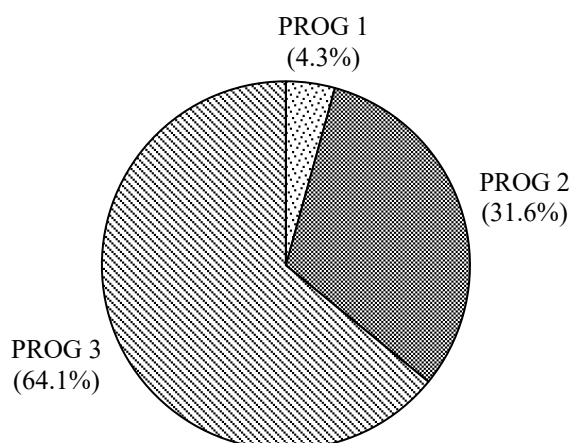
Programme (2)

Provision for 2023–24 is \$9.3 million (6.8%) higher than the revised estimate for 2022–23. It is mainly due to the full-year effect of filling of vacancies and increase in other operating expenses.

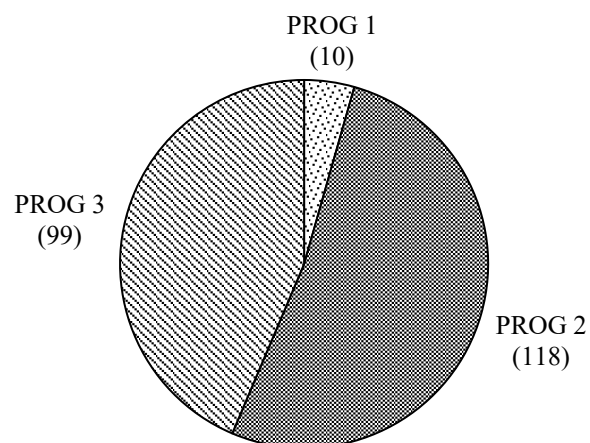
Programme (3)

Provision for 2023–24 is \$35.5 million (13.5%) higher than the revised estimate for 2022–23. It is mainly due to the increase in non-recurrent expenditure for MATF.

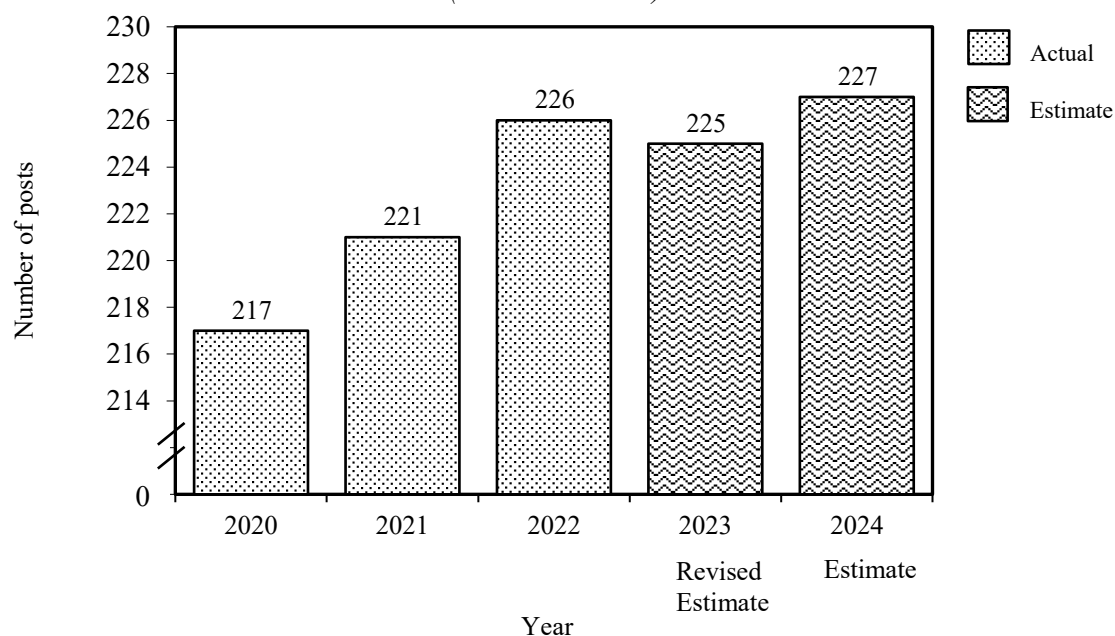
*Allocation of provision
to programmes
(2023-24)*



*Staff by programme
(as at 31 March 2024)*



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



Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

Sub-head (Code)		Actual expenditure 2021–22	Approved estimate 2022–23	Revised estimate 2022–23	Estimate 2023–24
		\$'000	\$'000	\$'000	\$'000
Operating Account					
	Recurrent				
000	Operational expenses	372,560	393,912	325,833	338,549
	Total, Recurrent.....	372,560	393,912	325,833	338,549
	Non-Recurrent				
700	General non-recurrent	97,565	164,631	91,792	125,134
	Total, Non-Recurrent.....	97,565	164,631	91,792	125,134
	Total, Operating Account	470,125	558,543	417,625	463,683
Capital Account					
	Plant, Equipment and Works				
661	Minor plant, vehicles and equipment (block vote).....	—	—	—	1,067
	Total, Plant, Equipment and Works.....	—	—	—	1,067
	Total, Capital Account.....	—	—	—	1,067
	Total Expenditure	470,125	558,543	417,625	464,750

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

Details of Expenditure by Subhead

The estimate of the amount required in 2023–24 for the salaries and expenses of the Transport and Logistics Bureau is \$464,750,000. This represents an increase of \$47,125,000 over the revised estimate for 2022–23 and a decrease of \$5,375,000 against the actual expenditure in 2021–22.

Operating Account

Recurrent

2 Provision of \$338,549,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport and Logistics Bureau.

3 The establishment as at 31 March 2023 will be 225 posts including four supernumerary posts. It is expected that there will be a net increase of two posts in 2023–24. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2023–24, but the notional annual mid-point salary value of all such posts must not exceed \$150,713,000.

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

	2021–22 (Actual) (\$'000)	2022–23 (Original) (\$'000)	2022–23 (Revised) (\$'000)	2023–24 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	190,184	191,950	190,418	195,943
- Allowances	7,644	6,905	8,437	7,852
- Job-related allowances.....	17	10	10	10
Personnel Related Expenses				
- Mandatory Provident Fund contribution	569	372	517	380
- Civil Service Provident Fund contribution	16,249	18,003	17,312	19,232
Departmental Expenses				
- General departmental expenses	157,897	176,672	109,139	115,132
	<u>372,560</u>	<u>393,912</u>	<u>325,833</u>	<u>338,549</u>

Capital Account

Plant, Equipment and Works

5 Provision of \$1,067,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* is for the procurement and replacement of equipment and systems.

Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2022	Revised estimated expenditure for 2022–23	Balance
			\$'000	\$'000	\$'000	\$'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	6,666	1,700	1,234
	802	Pilot Subsidy Scheme for providing subsidy to qualified third-party logistics service providers.....	345,000	93,605	46,512	204,883
	807	Maritime and Aviation Training Fund# ...	500,000#	144,203	28,580	327,217
	884	Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project.....	184,400	111,481	15,000	57,919
		Total	1,039,000	355,955	91,792	591,253

The approved commitment for the item was \$300 million. An increase in commitment of \$200 million is sought in the context of the Appropriation Bill 2023.