

## Head 186 — TRANSPORT DEPARTMENT

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

Estimate 2023–24 .....	<b>\$17,044.4m</b>
Establishment ceiling 2023–24 (notional annual mid-point salary value) representing an estimated 1 891 non-directorate posts as at 31 March 2023 reducing by one post to 1 890 posts as at 31 March 2024.....	<b>\$1,105.2m</b>
In addition, there will be an estimated 36 directorate posts as at 31 March 2023 and as at 31 March 2024.	
Commitment balance.....	<b>\$10,618.2m</b>

### Controlling Officer’s Report

#### Programmes

<b>Programme (1) Planning and Development</b>	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics).
<b>Programme (2) Licensing of Vehicles and Drivers</b>	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics) and Policy Area 25: Revenue Collection and Financial Control (Secretary for Financial Services and the Treasury).
<b>Programme (3) District Traffic and Transport Services</b>	These programmes contribute to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics).
<b>Programme (4) Management of Transport Services</b>	
<b>Programme (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities</b>	This programme contributes to Policy Area 14: Social Welfare (Secretary for Labour and Welfare).
<b>Programme (6) Public Transport Fare Subsidy Scheme</b>	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics).

#### Detail

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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	<b>2023–24 (Estimate)</b>
Financial provision (\$m)	1,277.2	2,815.7	1,812.5 (–35.6%)	<b>1,987.6</b> (+9.7%)
				(or –29.4% on 2022–23 Original)

#### *Aim*

2 The aims are to assist in the formulation of transport policies and infrastructure development programmes for safe and efficient passenger, pedestrian 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 development proposals and town planning matters;

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- providing traffic and transport inputs for the planning and implementation of new railways and strategic highway projects;
- 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;
- processing service planning programmes and applications for fare adjustment for different public transport modes; and
- monitoring the Franchised Bus Toll Exemption Funds established by the franchised bus companies for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and road.

4 In 2022, the Department monitored the commissioning of the East Rail Line cross-harbour extension and the subsequent changes in passenger demand for other road-based public transport services; and implemented the appropriate service adjustments. It worked with the franchised bus companies in pursuing route rationalisation proposals through the annual route planning programmes. It also completed the negotiation on the new franchises for the bus networks of Citybus Limited (Franchise for Airport and North Lantau Bus Network) (CTB(F2)), Long Win Bus Company Limited (Long Win) and New World First Bus Services Limited (NWFB). Three new ten-year franchises were granted to CTB(F2), Long Win and Citybus Limited (Franchise for the Urban and New Territories bus network) respectively, which will commence upon expiry of the relevant existing franchises in 2023. The new franchise granted to Citybus Limited (CTB) covers the bus networks of two current franchises, namely CTB (Franchise for Hong Kong Island and Cross-harbour bus network) and NWFB. In terms of ferry services, the Department continued the provision of the Special Helping Measures (SHM) to all outlying island ferry routes and took forward the Vessel Subsidy Scheme (VSS) to subsidise purchase of new and greener vessels by eligible ferry operators. It also took forward the renovation project of Peng Chau Ferry Pier following the completion of the pilot renovation project of the Yung Shue Wan Ferry Pier. It also handled fare increase applications from franchised bus, green minibus, taxi as well as franchised and licensed ferry operators, and assisted the Transport and Logistics Bureau (TLB) in reviewing the fare adjustment mechanism of the MTR Corporation Limited. It continued the study on the hierarchy and level of tolls of government tolled tunnels and control areas of tunnels, and continued to improve existing cycle tracks and associated facilities in nine new towns in the New Territories. The Department has continued to take forward a host of measures to increase car parking spaces, including the provision of public parking spaces at government, institution or community facilities and public open space projects and taking forward automated parking system projects. Furthermore, the Department commenced a comprehensive Traffic and Transport Strategy Study in December 2021 to map out a long-term Transport Strategy Blueprint.

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

### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
public transport forward planning programmes processed .....	7	7	7
processing of bus service rationalisation packages .....	252	321	124#
new or extension of licences for ferry services granted .....	33 <sup>^</sup>	20 <sup>^</sup>	22 <sup>^</sup>
bus-bus interchange (BBI) schemes introduced .....	27	39 <sup>¶</sup>	33
project definition statements/technical feasibility statements for inclusion of transport infrastructure projects in Public Works Programme processed .....	18 <sup>v</sup>	13 <sup>v</sup>	10 <sup>v</sup>

# After processing the bus service rationalisation packages arising from the commissioning of the East Rail Line cross-harbour extension and to cope with the change in travelling pattern after the COVID-19 pandemic, it is anticipated that fewer rationalisation packages will be processed in 2023.

<sup>^</sup> These licences include licensed ferry service and kaito ferry service. A ferry licence may be granted or extended for up to five years. The numbers of ferry licences granted or extended in 2022, and planned to be granted or extended in 2023, are lower than that in 2021 as fewer licences are due to expire in 2022 and 2023.

<sup>¶</sup> In 2022, more new BBI schemes were introduced in association with the introduction of more new routes and rationalisation packages.

<sup>v</sup> The number of project definition statements/technical feasibility statements processed in 2021 was relatively high, which reflects the Department's effort in the proactive implementation of, inter alia, a host of new public car park projects under the "single site, multiple use" principle since 2020. With the completion of initial planning processes of most of the public car park projects, the number is slightly lower in 2022 and estimated to be further reduced in 2023.

***Matters Requiring Special Attention in 2023–24***

**6** During 2023–24, 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;
- continue to review the operating conditions of public light buses and support the Environmental Protection Department (EPD) in carrying out the pilot scheme of electric public light buses;
- continue to assist TLB in formulating measures to enhance taxi service quality;
- continue to encourage franchised bus companies to deploy environment-friendly buses at busy corridors and support the EPD in carrying out the ongoing trial of electric buses and the trial on retrofitting enhanced selective catalytic reduction devices on Euro V buses, as well as exploring other new energy buses;
- provide timely traffic and transport inputs for the planning and implementation of new railways and strategic highways;
- continue to monitor the implementation of the Franchised Bus Toll Exemption Funds established by the franchised bus companies for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and road;
- continue to enhance the safety of franchised bus, including providing subsidy to the franchised bus companies and monitor their installation of appropriate safety devices on existing buses, monitoring the safety performance of franchised bus companies, studying new initiatives in respect of bus captain training, fatigue management and working environment, exploring the latest technology development on vehicles and for assisting safe driving, implementing traffic management and road improvement measures, and implementing measures to enhance bus maintenance;
- continue to assist TLB in reviewing the fare adjustment mechanism of the MTR Corporation Limited;
- continue with the Traffic and Transport Strategy Study to formulate a long-term Transport Strategy Blueprint;
- continue with the Strategic Study on Major Roads beyond 2030;
- continue to take forward the procurement of new vessels under the VSS for the six major outlying island ferry routes and monitor the provision of SHM to outlying island ferry routes;
- continue with the study on the hierarchy and level of tolls of government tolled tunnels and control areas of tunnels;
- continue to assist TLB in fostering a pedestrian-friendly environment, promoting “Walk in HK”, taking forward progressively the proposed works for enhancing the pedestrian connectivity on Hong Kong Island North from Wan Chai to Sheung Wan, implementing walkability enhancement measures in selected pilot areas, viz. Central and Sham Shui Po, developing a legible and coherent pedestrian wayfinding signage system and following up on the hillside escalator links and elevator systems (HEL) proposals selected under the revised assessment mechanism for priority implementation;
- continue to draw up the legislative amendment proposals to regulate the use of electric mobility devices (EMDs) with a view to providing a proper regulatory framework for EMDs;
- continue to improve existing cycle tracks and associated facilities in nine new towns in the New Territories;
- continue to carry out pilot renovation project to enhance the design and facilities of the Ma On Shan Town Centre Public Transport Terminus for providing passengers with a more comfortable waiting environment;
- continue to maintain a data acquisition and sharing system for real-time arrival information of green minibuses; and
- continue to implement the Smart Traffic Fund to provide funding support for research and application of vehicle-related innovation and technology.

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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	<b>2023–24 (Estimate)</b>
Financial provision (\$m)	579.2	654.4	655.9 (+0.2%)	<b>686.3</b> (+4.6%)
				(or +4.9% on 2022–23 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.

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### *Brief Description*

8 The work of the Department involves:

- handling the registration of vehicles, issuance and renewal of vehicle and driving licences, transfer of vehicle ownership and issuance and renewal of Closed Road Permits for cross-boundary vehicles;
- taking enforcement action on unauthorised operation of vehicles governed under the Passenger Service Licence (PSL) System;
- instituting prosecution action in relation to the Driving Offence Points (DOP) System, non-compliance cases of Mandatory Attendance of Driving Improvement Courses (MDIC), and traffic offences in the control areas of government tunnels and bridges;
- processing applications for PSLs and Hire Car Permits in respect of public service vehicles and other miscellaneous licences;
- inspecting the roadworthiness and emission condition of vehicles through government-operated vehicle examination centres;
- supervising the performance of the management contractor on the examinations of goods vehicles of gross vehicle weight less than 16 tonnes and trailers, 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, driving improvement schools and pre-service training schools, and promoting road safety through the driving improvement scheme and pre-service courses.

9 In 2022, the Department continued to handle the issuance of vehicle and driving licences, Closed Road Permits for cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao, and applications for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Macao Port Park-and-Ride Scheme. The Department also continued to provide support to the Environment and Ecology Bureau in continuing the implementation of the Ex-gratia Payment Scheme for Phasing Out Euro IV Diesel Commercial Vehicles and the “One-for-One” Replacement Scheme for electric private cars and the promotion of the use of environment-friendly vehicles. The Department also assisted TLB in taking forward the legislative amendment exercise to launch electronic form for the majority of the Department’s permits.

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

### *Targets*

	Target	2021 (Actual)	2022 (Actual)	<b>2023 (Plan)</b>
conducting road test				
within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence (% of all cases) .....	95	37 <sub>a</sub>	30 <sub>a</sub>	<b>95</b>
conducting written test				
within 45 days upon application for learner driving licence (% of all cases) .....	98	24 <sub>ψ</sub>	85 <sub>ψ</sub>	<b>98</b>
within 60 days upon application for taxi driving licence (% of all cases) .....	98	76 <sub>ψ</sub>	96 <sub>ψ</sub>	<b>98</b>
announcing written test result within 15 minutes upon completion of the test (% of all cases) .....	98	100	100	<b>98</b>
providing driving licence renewal service over the counter within 70 minutes (% of all cases) .....	98	100	99	<b>98</b>
providing vehicle licence renewal service over the counter within 70 minutes (% of all cases) .....	95	99	97	<b>98</b>
providing non-counter licensing services within ten working days upon application (% of all cases) .....	95	100	100	<b>100</b>

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	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
conducting annual examination of vehicles at government centres within ten working days upon application (% of all cases).....	100	100	100	<b>100</b>
conducting recheck examination of vehicles at government centres within four working days upon application (% of all cases).....	100	100	100	<b>100</b>

⊖ To tie in with various social distancing measures put in place by the Government during the COVID-19 pandemic, the Department had to intermittently suspend driving tests during the period from 2020 to early 2022. During the fifth wave of COVID-19, the road test services (except motorcycle road test) were suspended between late January and mid-April 2022. After the 2.5-month suspension, the Department had to firstly arrange make-up road tests for the large number of affected candidates and the waiting time was therefore lengthened.

ψ To tie in with various social distancing measures put in place by the Government during the COVID-19 pandemic, the Department had to intermittently suspend written tests during the period from 2020 to early 2022. During the fifth wave of COVID-19, the written test services were suspended between late February and early May 2022. After the 2.5-month suspension, the Department had to firstly arrange make-up written tests for the large number of affected candidates and the waiting time was therefore lengthened.

### Indicators

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
written tests arranged for private car, motorcycle and light goods vehicle drivers.....	123 334‡	68 850‡	<b>62 300</b>
taxi drivers.....	13 903	7 590	<b>10 000</b>
road tests arranged for private car drivers.....	64 192φ	64 709φ	<b>58 400</b>
motorcycle and light goods vehicle drivers.....	110 527φ	100 431φ	<b>90 100</b>
other drivers.....	21 588φ	21 577φ	<b>18 700</b>
vehicle licence transactions.....	1 897 000	1 979 000	<b>1 979 000</b>
driving licence transactions.....	1 472 000	1 473 000	<b>1 473 000</b>
new DOP summonses issued.....	2 307	1 938	<b>2 000</b>
new MDIC summonses issued.....	1 057	1 111	<b>1 100</b>
summonses issued for traffic offences in control areas of government tunnels and bridges.....	4 915	5 531	<b>5 700</b>
surveys conducted on unauthorised operation by vehicles governed under the PSL System.....	902	900	<b>900</b>
vehicles inspected at government centres public service vehicles.....	41 000	41 000	<b>47 000</b>
light goods vehicles (exceeding 1.9 tonnes Gross Vehicle Weight (GVW)).....	73 000	75 000	<b>75 000</b>
medium and heavy goods vehicles.....	47 000	48 000	<b>48 000</b>
private cars and light goods vehicles (not exceeding 1.9 tonnes GVW) inspected at designated centres.....	380 000	390 000	<b>390 000</b>
daily spot checks on franchised buses in service.....	14	14	<b>14</b>

‡ The actual numbers of written tests arranged in 2021 and 2022 were higher, as the originally scheduled written tests were re-arranged due to the COVID-19 pandemic.

φ The actual numbers of road tests arranged in 2021 and 2022 were higher, as the originally scheduled road tests were re-arranged due to the COVID-19 pandemic and additional road tests were arranged.

***Matters Requiring Special Attention in 2023–24***

**11** During 2023–24, the Department will:

- continue to provide efficient and customer-oriented licensing services for the issuance and renewal of licences and permits;
- continue to conduct process re-engineering of licensing services, including arranging more online services and embarking on the introduction of various electronic licensing initiatives, which includes to accept the presentation of electronic driving licence via mobile application; to issue electronic form of permits in “portable document format” (PDF) and send to applicants by email for them to print and display; to further digitalise the information on vehicle licence so that vehicle owners will no longer need to replace their paper-form vehicle licence upon each renewal after the first issuance; and to streamline the application procedures for renewal of vehicle licence and pave the way for full automation of processing in the long run, so as to bring greater convenience to the licence/permit holders and vehicle owners;
- improve the vehicle registration and licensing system by introducing legislative amendments to handle prolonged unlicensed vehicles;
- introduce legislative amendments to update the construction and maintenance of vehicle requirements to improve road safety and keep pace with international standards;
- continue to support the implementation of the Ex-gratia Payment Scheme for Phasing Out Euro IV Diesel Commercial Vehicles and the “One-for-One” Replacement Scheme for electric private cars and the promotion of the use of environment-friendly vehicles;
- continue to assist TLB in matters relating to the formulation of measures to combat the illegal carriage of passengers by motor vehicles for hire or reward;
- continue to implement measures to enhance the quality of private driving instructors and restricted driving instructors of driving schools;
- continue to proceed with the legislative amendments to establish a new regulatory framework for facilitating wider trial and use of autonomous vehicles in Hong Kong;
- continue to work with the industry and research and development institutions involved in autonomous driving systems to examine the feasibility of conducting trials of new autonomous vehicles and related technology on public roads;
- continue to assist TLB through handling licensing matters to facilitate self-drive visitors from Guangdong and Macao driving their cars via the HZMB to park at the automated car parks to be developed by the Airport Authority on the Hong Kong Boundary Crossing Facilities Island; and
- continue to develop systems to facilitate the implementation of the “Quota-free scheme for Hong Kong private cars travelling to Guangdong via the HZMB”.

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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	<b>2023–24 (Estimate)</b>
Financial provision (\$m)	693.5	712.3	679.7 (–4.6%)	<b>767.0</b> (+12.8%)
				(or +7.7% on 2022–23 Original)

***Aim***

**12** The aim is to enable safe and orderly pedestrians and vehicular traffic, and provision of efficient public transport services by implementing traffic management schemes, deploying 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 coach trades;
- providing professional transport advice to improve access to public transport and provision of transport facilities for persons with disabilities;

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- maintaining close contact with public transport operators and disseminating timely traffic and transport information to the public in case of traffic incidents;
- 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; and
- promoting “Smart Mobility” and implementing intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems and traffic detectors on strategic routes and major roads, the traffic and incident management system, the transport information system, the journey time indication system, speed map panels, the red light camera (RLC) system, the speed enforcement camera (SEC) system, and to maintain these systems for enhancing traffic management, efficient use of road space, timely dissemination of real-time traffic and transport information and road safety enforcement.

14 In 2022, the Department continued to regulate and monitor public transport services. It worked with franchised bus operators to implement bus route rationalisation proposals. It continued to design and implement traffic management measures to improve traffic and enhance road safety. The Department continued to regulate and monitor the operations of local and cross-boundary public transport services for the existing boundary control points to ensure that the transport needs of local residents and visitors are met. Separately, it also completed the preparation for the public transport plan to tie in with the commissioning of the passenger clearance service of Heung Yuen Wai Boundary Control Point.

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

### *Targets*

	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
maintaining serviceability of ATC systems				
central computer system (%).....	99.5	99.9	99.9	<b>99.9</b>
on-street signal controllers (%).....	99.5	99.9	99.9	<b>99.9</b>

### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
implementing route planning programme items for			
franchised buses.....	133	123	<b>149</b>
introducing new green minibus service routes.....	2	3	<b>6</b>
signalised road junctions (cumulative).....	1 961	1 978	<b>2 013</b>
junctions with RLC systems installed (cumulative).....	210	210	<b>210</b>
locations with SEC systems installed (cumulative) .....	144	144	<b>147</b>
closed circuit television cameras (cumulative) .....	821	861	<b>873</b>
average vehicular speed (km/hour) forφ			
Urban.....	21	23	<b>21</b>
New Territories .....	39	40	<b>38</b>
injury accidents involving motor vehicles per million			
vehicle-km .....	1.08δ	1.09§	<b>1.09</b>
locations with clusters of injury accidents investigated.....	100	100	<b>100</b>
area studies for enhancing road safety .....	2	2	<b>2</b>
road safety publicity projects initiated and participated .....	9	9	<b>9</b>
road safety enhancement measures planned (no. of locations) .....	90	90	<b>90</b>

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	2021 (Actual)	2022 (Actual)	2023 (Estimate)
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 .....	1 908	1 517	1 307
non-franchised operators .....	983	959	876
schemes co-ordinated to improve access to public transport for persons with disabilities .....	3	3	3

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.

δ Adjusted from the provisional actual figure shown in the 2022–23 Estimates.

§ Provisional actual subject to adjustment.

### *Matters Requiring Special Attention in 2023–24*

**16** During 2023–24, the Department will continue to:

- provide covers for suitable walkways, in conjunction with the Highways Department (HyD) to provide a better walking environment for pedestrians;
- rationalise and improve franchised bus services to enhance service quality and efficiency, and to help relieve congestion and reduce road-side emissions;
- facilitate the planning and smooth operation of cross-boundary traffic and transport services and facilities at land-based boundary control points;
- monitor the traffic-related issues of pedestrian schemes and the impact of these schemes in the vicinity to improve the environment for pedestrians;
- collaborate with the HyD to continue the planning of the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay;
- provide traffic and transport inputs and collaborate with the HyD in taking forward HEL projects;
- provide traffic and transport inputs for the retrofitting of barrier-free access facilities at existing footbridges, elevated walkways and subways under the Universal Accessibility Programme;
- examine and implement measures to enhance road safety through auditing, legislation, publicity and use of technology;
- improve the Traffic Data Analytics System through big data analytics of traffic and weather data accumulated;
- propose amendments to the legislation for tightening the use of mobile communication devices by drivers while driving, tightening the requirement of using child restraining devices in private cars, extending the existing statutory requirements for mandatory fitting and wearing of seat belts on private cars, taxis and public light buses to other classes and seats of vehicles; and mandating the wearing of helmets by cyclists, drivers and passengers of motor tricycles, and passengers on side cars of motor cycles;
- 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; and
- plan for territory-wide roll-out of real-time adaptive traffic signal systems at suitable junctions.

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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	1,376.5	1,900.8	1,576.1 (–17.1%)	2,304.4 (+46.2%)
				(or +21.2% on 2022–23 Original)



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### *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.

19 In 2022, the Department met the targets in respect of the management of transport infrastructure. It awarded the management contracts for the Scenic Hill Tunnel and Airport Tunnel, the Tseung Kwan O-Lam Tin Tunnel, the Cross-Harbour Tunnel and the Central-Wan Chai Bypass Tunnel. It started the tender procedures for the management contracts for the Western Harbour Crossing, the Lung Shan Tunnel and Cheung Shan Tunnel, government carparks and the Austin Road Cross Boundary Coach Terminus. It completed the replacement of all Octopus card-operated on-street parking meters by the new generation of on-street parking meters. It implemented toll-free arrangements at the Tseung Kwan O Tunnel upon commissioning of the Tseung Kwan O-Lam Tin Tunnel on 11 December 2022.

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

### *Targets*

	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
attending to traffic accidents and vehicle breakdown inside government tunnel areas in accordance with contract requirement (% of all cases) .....	97	99	99	99
carbon monoxide concentration inside government tunnels below 100 ppm at all times (% of all readings).....	100	100	100	100
visibility inside government tunnels within the standard of EPD 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	99	99

### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
defective parking meters repaired within 60 minutes upon report (% of cases).....	76.3	96.8Φ	99.0
incidents handled by Transport Incident Management Section .....	5 305	4 381Λ	5 300
awarding management contract for government carparks (cumulative % completed).....	—	70	100
awarding management contract for the Tate's Cairn Tunnel (cumulative % completed).....	100	—	—
awarding management contract for the Tuen Mun-Chek Lap Kok Tunnel (cumulative % completed) .....	—	—	10μ
awarding contract for a toll service provider for toll collection services at the government tolled tunnels and the Tsing Sha Control Area installed with the free-flow tolling system (cumulative % completed) .....	100	—	—

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	2021 (Actual)	2022 (Actual)	2023 (Estimate)
awarding management contract for the Cross-Harbour Tunnel (cumulative % completed) .....	30	100	—
awarding management contract for the Scenic Hill Tunnel and the Airport Tunnel (cumulative % completed) .....	90	100	—
awarding management contract for the Central-Wan Chai Bypass Tunnel (cumulative % completed) .....	—	100	—
awarding management contract for the Austin Road Cross Boundary Coach Terminus (cumulative % completed) .....	—	30 $\tau$	100
awarding management contract for the Lung Shan Tunnel and Cheung Shan Tunnel (cumulative % completed) .....	—	70	100
awarding management contract for the Tseung Kwan O-Lam Tin Tunnel (cumulative % completed) .....	60	100	—
awarding management contract for the Western Harbour Crossing (cumulative % completed) .....	10	90	100
awarding management contract for the Shing Mun Tunnels and Tseung Kwan O Tunnel (cumulative % completed) $\mu$ ..	—	—	60 $\mu$
awarding management contract for the Kai Tak Tunnel and Lion Rock Tunnel (cumulative % completed) $\square$ .....	—	—	60 $\mu$

$\Phi$  With the installation of new generation of parking meters to replace those going beyond their serviceable life, there was an increase in the percentage of defective parking meters repaired within 60 minutes upon report.

$\Lambda$  The decrease in the number of incidents handled was due to the reduced traffic under the fifth wave of the COVID-19 pandemic.

$\mu$  The next cycle for contract renewal starts in 2023.

$\tau$  The tender programme is deferred due to suspension of cross-boundary coach services under the COVID-19 pandemic.

$\square$  New indicator as from 2023.

### *Matters Requiring Special Attention in 2023–24*

21 During 2023–24, the Department will:

- prepare/conduct tendering exercises and/or award new management contracts for:
  - government carparks;
  - the Tuen Mun-Chek Lap Kok Tunnel;
  - the Austin Road Cross Boundary Coach Terminus;
  - the Lung Shan Tunnel and Cheung Shan Tunnel;
  - the Shing Mun Tunnels and Tseung Kwan O Tunnel; and
  - the Kai Tak Tunnel and Lion Rock Tunnel.
- arrange the takeover of the Western Harbour Crossing upon expiry of its Build-Operate-Transfer franchise on 2 August 2023, which includes conducting a tendering exercise for awarding the management contract for the Crossing, and taking forward legislative amendments in order to subsume the Western Harbour Crossing under the legal framework of the Road Tunnels (Government) Ordinance (Cap. 368) and its subsidiary legislation for the future operation and management of the Crossing as a government tunnel; and
- monitor the progressive implementation of HKeToll (i.e. the free-flow tolling system) at all government tolled tunnels to enable motorists to pay tolls by remote means without stopping at toll booths.

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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	1,630.7	6,397.7	3,366.8 (–47.4%)	7,059.0 (+109.7%)

(or +10.3% on  
2022–23 Original)

## Head 186 — TRANSPORT DEPARTMENT

### *Aim*

22 The aims are to ensure the efficient management and operation of the rebus services to improve the mobility of persons with disabilities and to administer effectively the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) under the policy purview of the Labour and Welfare Bureau 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 operators of rebus services; and
- administering the \$2 Scheme including reimbursing the participating public transport operators for the revenue forgone.

24 In 2022, the Department:

- arranged the purchase of nine additional rebuses to meet passenger demand; and
- strengthened anti-abuse measures and implemented the enhancement measures under the \$2 Scheme by extending it to cover those aged 60 to 64, as well as covering red minibuses, tram, kaito and residents' services.

25 The key performance measures are:

### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
vehicles for			
rebus scheduled routes .....	117	127	<b>137<sup>α</sup></b>
rebus full-day dial-a-ride services .....	50	52	<b>58<sup>α</sup></b>
rebus feeder services .....	17	17	<b>19<sup>γ</sup></b>
passenger trips for			
rebus scheduled routes .....	309 100 <sup>@</sup>	243 300 <sup>@</sup>	<b>431 300</b>
rebus dial-a-ride services.....	346 900 <sup>@</sup>	319 800 <sup>@</sup>	<b>474 100</b>
rebus feeder services .....	40 200 <sup>@</sup>	40 500 <sup>@</sup>	<b>52 600</b>
no. of persons waiting for scheduled route services (SRS) (including carers).....	30	43 <sup>⊖</sup>	<b>30</b>
average daily passenger trips taken under the \$2 Scheme			
elderly.....	1 247 000 <sup>δ</sup>	1 950 000 <sup>◇</sup>	<b>2 185 000</b>
eligible persons with disabilities .....	159 000 <sup>δ</sup>	146 000 <sup>§</sup>	<b>171 000</b>

<sup>α</sup> Including the eight additional rebuses procured in 2022–23 and another eight additional rebuses to be procured in 2023–24.

<sup>γ</sup> Including one additional rebus procured in 2022–23 and another one additional rebus to be procured in 2023–24.

<sup>@</sup> The lower number of passenger trips was due to the suspension of school classes/rehabilitation centres and non-emergency services of public hospitals amid the COVID-19 pandemic.

<sup>⊖</sup> The increase was due to the impact of COVID-19, causing delay in the delivery of additional vehicles and hence no additional SRS routes could be introduced for passengers on the waiting list.

<sup>δ</sup> Adjusted from the provisional actual figure shown in the 2022–23 Estimates.

<sup>◇</sup> Provisional actual subject to adjustment including passenger trips of persons aged 60 or above.

<sup>⊖</sup> The higher number of estimated passenger trips in 2023 is mainly due to the full-year effect of extension of \$2 Scheme to cover red minibuses, tram, kaito and residents' service; and persons aged 60 to 64.

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

### *Matters Requiring Special Attention in 2023–24*

26 During 2023–24, the Department will:

- replace 15 rebuses and procure nine additional rebuses;
- oversee the Hong Kong Society for Rehabilitation's replacement of the existing rebus operating system with a new integrated computerised system;
- continue to monitor the operation of the \$2 Scheme; and
- continue to strengthen anti-abuse measures under the \$2 Scheme, including extension of the mandatory requirement of JoyYou Card to all existing beneficiaries aged 65 and above.

**Head 186 — TRANSPORT DEPARTMENT**

**Programme (6): Public Transport Fare Subsidy Scheme**

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	3,363.8	4,240.2	3,164.0 (–25.4%)	<b>4,240.1</b> (+34.0%)

(or comparable to  
2022–23 Original)

**Aim**

27 The aim is to administer effectively the Public Transport Fare Subsidy Scheme (the Fare Subsidy Scheme) to relieve the fare burden of daily commuters travelling on local public transport services and whose public transport expenses are relatively high.

**Brief Description**

28 The work of the Department involves:

- administering the Fare Subsidy Scheme, including the provision of accurate amount of subsidy to individual commuters through their Octopus cards; and
- implementing monitoring measures, including conducting regular assurance exercises and field inspections on operators’ systems of internal controls, and conducting transport surveys and analytical reviews of operating information provided by operators, to minimise risks of abuse under the Fare Subsidy Scheme.

29 To allow more commuters to benefit from the Fare Subsidy Scheme during the COVID-19 pandemic, the Department implemented special measures to temporarily relax the monthly threshold of the Fare Subsidy Scheme from \$400 to \$200 and temporarily increase the monthly subsidy cap from \$400 to \$500 from 1 May 2022 onwards. The special measures will last until 31 October 2023.

30 The key performance measure is:

**Indicator**

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
Average no. of beneficiaries per month (in terms of Octopus card holders)Ω .....	2 999 200	2 273 900	<b>3 290 000</b>

Ω Beneficiaries refer to commuters who are eligible to receive subsidy under the Fare Subsidy Scheme.

**Matters Requiring Special Attention in 2023–24**

31 During 2023–24, the Department will continue to:

- administer the Fare Subsidy Scheme;
- monitor the operation of the Fare Subsidy Scheme, including conducting regular transport surveys and vetting of operating reports of operators; and
- assist TLB in taking forward the incorporation of suitable e-payment platform into the Fare Subsidy Scheme.

## Head 186 — TRANSPORT DEPARTMENT

### ANALYSIS OF FINANCIAL PROVISION

Programme	2021–22 (Actual) (\$m)	2022–23 (Original) (\$m)	2022–23 (Revised) (\$m)	2023–24 (Estimate) (\$m)
(1) Planning and Development.....	1,277.2	2,815.7	1,812.5	1,987.6
(2) Licensing of Vehicles and Drivers .....	579.2	654.4	655.9	686.3
(3) District Traffic and Transport Services.....	693.5	712.3	679.7	767.0
(4) Management of Transport Services .....	1,376.5	1,900.8	1,576.1	2,304.4
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities .....	1,630.7	6,397.7	3,366.8	7,059.0
(6) Public Transport Fare Subsidy Scheme.....	3,363.8	4,240.2	3,164.0	4,240.1
	8,920.9	16,721.1	11,255.0 (–32.7%)	17,044.4 (+51.4%)
				<b>(or +1.9% on 2022–23 Original)</b>

#### Analysis of Financial and Staffing Provision

##### Programme (1)

Provision for 2023–24 is \$175.1 million (9.7%) higher than the revised estimate for 2022–23. This is mainly due to a net increase of three posts in 2023–24, the full-year effect of filling of vacancies in 2022–23, additional provision of SHM for outlying island ferry routes under the long-term operation model for outlying island ferry services and the increase in non-recurrent expenditure, partly offset by the decreased requirement in other operating expenses and capital expenditure.

##### Programme (2)

Provision for 2023–24 is \$30.4 million (4.6%) higher than the revised estimate for 2022–23. This is mainly due to the full-year effect of filling of vacancies in 2022–23 and the increased requirement in other operating expenses, partly offset by a net decrease of one post in 2023–24.

##### Programme (3)

Provision for 2023–24 is \$87.3 million (12.8%) higher than the revised estimate for 2022–23. This is mainly due to the full-year effect of filling of vacancies in 2022–23, the increased requirement in other operating expenses and capital expenditure, partly offset by the decrease in non-recurrent expenditure.

##### Programme (4)

Provision for 2023–24 is \$728.3 million (46.2%) higher than the revised estimate for 2022–23. This is mainly due to the full-year effect of filling of vacancies in 2022–23 and the increased requirement in other operating expenses and capital expenditure, partly offset by a net decrease of two posts in 2023–24.

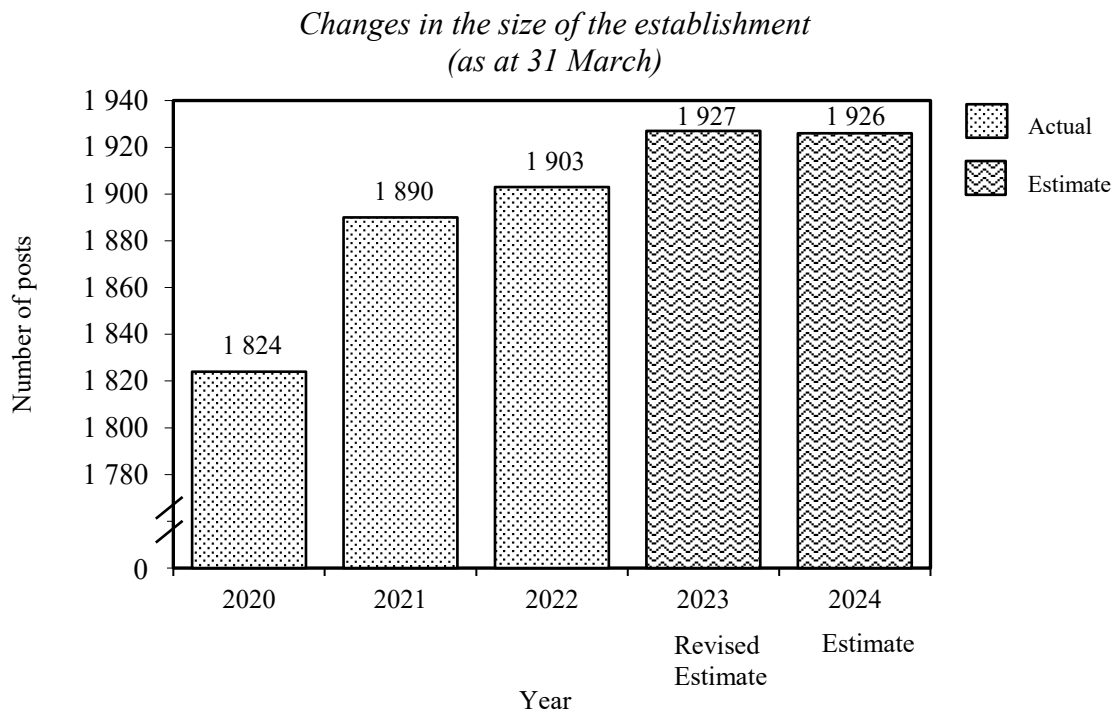
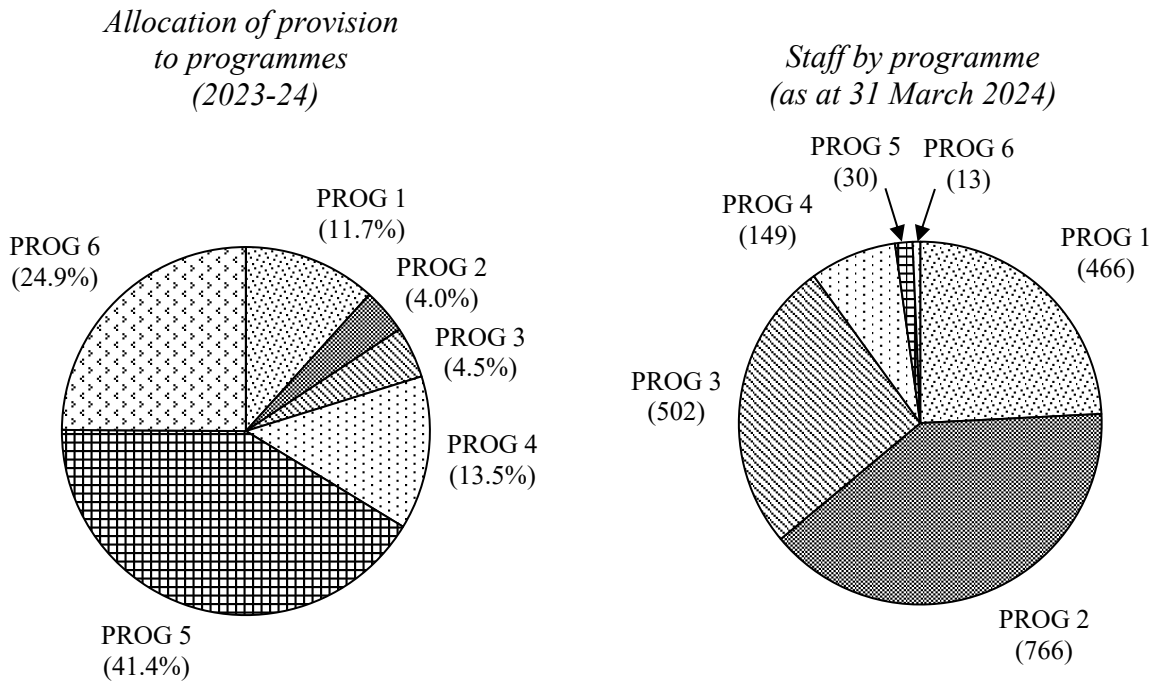
##### Programme (5)

Provision for 2023–24 is \$3,692.2 million (109.7%) higher than the revised estimate for 2022–23. This is mainly due to the additional provision for the \$2 Scheme including the amounts required for strengthening anti-abuse measures under the \$2 Scheme and extending the mandatory requirement of JoyYou Card to all existing beneficiaries aged 65 or above, the increased requirement in other operating expenses, as well as the increase in expenditure on operation of additional rehabuses.

##### Programme (6)

Provision for 2023–24 is \$1,076.1 million (34.0%) higher than the revised estimate for 2022–23. This is mainly due to the increased provision for fare subsidy for public transport in 2023–24, partly offset by a net decrease of one post in 2023–24.

**Head 186 — TRANSPORT DEPARTMENT**



**Head 186 — TRANSPORT DEPARTMENT**

Sub-head (Code)	Actual expenditure 2021–22	Approved estimate 2022–23	Revised estimate 2022–23	Estimate 2023–24	
	\$'000	\$'000	\$'000	\$'000	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	3,214,851	3,820,639	3,608,200	<b>3,844,757</b>
166	Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities.....	1,395,323	6,038,989	3,074,889	<b>6,725,355</b>
256	Public Transport Fare Subsidy Scheme .....	3,321,893	4,180,000	3,125,800	<b>4,180,000</b>
260	Provision of Special Helping Measures for Outlying Island Ferry Routes .....	149,940	251,299	222,681	<b>263,245</b>
	Total, Recurrent.....	<u>8,082,007</u>	<u>14,290,927</u>	<u>10,031,570</u>	<b><u>15,013,357</u></b>
Non-Recurrent					
700	General non-recurrent .....	369,960	1,709,269	707,627	<b>1,071,075</b>
	Total, Non-Recurrent.....	<u>369,960</u>	<u>1,709,269</u>	<u>707,627</u>	<b><u>1,071,075</u></b>
	Total, Operating Account .....	<u>8,451,967</u>	<u>16,000,196</u>	<u>10,739,197</u>	<b><u>16,084,432</u></b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	321,352	481,541	361,304	<b>690,491</b>
661	Minor plant, vehicles and equipment (block vote).....	121,192	192,220	112,222	<b>234,829</b>
	Total, Plant, Equipment and Works.....	<u>442,544</u>	<u>673,761</u>	<u>473,526</u>	<b><u>925,320</u></b>
Subventions					
927	Rehabus services (block vote) .....	26,405	47,123	42,273	<b>34,660</b>
	Total, Subventions .....	<u>26,405</u>	<u>47,123</u>	<u>42,273</u>	<b><u>34,660</u></b>
	Total, Capital Account.....	<u>468,949</u>	<u>720,884</u>	<u>515,799</u>	<b><u>959,980</u></b>
	Total Expenditure .....	<u><u>8,920,916</u></u>	<u><u>16,721,080</u></u>	<u><u>11,254,996</u></u>	<b><u><u>17,044,412</u></u></b>

## Head 186 — TRANSPORT DEPARTMENT

### Details of Expenditure by Subhead

The estimate of the amount required in 2023–24 for the salaries and expenses of the Transport Department is \$17,044,412,000. This represents an increase of \$5,789,416,000 over the revised estimate for 2022–23 and \$8,123,496,000 over the actual expenditure in 2021–22.

#### Operating Account

##### Recurrent

**2** Provision of \$3,844,757,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport Department.

**3** The establishment as at 31 March 2023 will be 1 927 posts, including four supernumerary posts. It is expected that there will be a net decrease of one post 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 \$1,105,222,000.

**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)	<b>2023–24 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	1,058,697	1,113,108	1,099,830	<b>1,132,516</b>
- Allowances .....	41,406	42,316	42,759	<b>42,791</b>
- Job-related allowances.....	906	469	485	<b>485</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	5,101	3,985	4,643	<b>3,210</b>
- Civil Service Provident Fund contribution .....	81,159	94,841	91,527	<b>107,604</b>
- Disturbance allowance.....	—	200	137	<b>—</b>
Departmental Expenses				
- Light and power.....	8,507	10,480	8,327	<b>9,909</b>
- Contract maintenance .....	956,910	1,228,663	1,105,839	<b>1,425,251</b>
- Workshop services .....	316,882	320,458	316,466	<b>330,881</b>
- General departmental expenses .....	619,934	881,197	813,330	<b>655,287</b>
Subventions				
- Special transport facilities for persons with disabilities .....	125,349	124,922	124,857	<b>136,823</b>
	3,214,851	3,820,639	3,608,200	<b>3,844,757</b>

**5** Provision of \$6,725,355,000 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 Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme). The increase of \$3,650,466,000 (118.7%) over the revised estimate for 2022–23 is due to the additional provision for reimbursing the revenue forgone to the participating public transport operators.

**6** Provision of \$4,180 million under *Subhead 256 Public Transport Fare Subsidy Scheme* is for the payment of public transport fare subsidy in 2023–24. The increase of \$1,054,200,000 (33.7%) over the revised estimate for 2022–23 is due to the increased provision for the fare subsidy for public transport in 2023–24.

**7** Provision of \$263,245,000 under *Subhead 260 Provision of Special Helping Measures for Outlying Island Ferry Routes* is for the provision of Special Helping Measures (SHM) to ferry operators in 2023–24. The increase of \$40,564,000 (18.2%) over the revised estimate for 2022–23 is due to the additional provision for providing SHM for more ferry routes under the long-term operation model for outlying island ferry service.

#### Capital Account

##### Plant, Equipment and Works

**8** Provision of \$234,829,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$122,607,000 (109.3%) over the revised estimate for 2022–23. This is mainly due to the increased requirement for new and replacement equipment and systems.



## Head 186 — TRANSPORT DEPARTMENT

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### Subventions

9 Provision of \$34,660,000 under *Subhead 927 Rehabus services (block vote)* is for the procurement of rehabuses and the related systems and equipment, each costing above \$200,000 but not exceeding \$10 million. The decrease of \$7,613,000 (18.0%) against the revised estimate for 2022–23 is mainly due to decrease in expenditure on procurement of rehabuses and related equipment.

## Head 186 — TRANSPORT DEPARTMENT

### 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
<b><i>Operating Account</i></b>						
700		<i>General non-recurrent</i>				
	845	Setting up of a centralised settlement platform and related system enhancement for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities...	225,197	59,827	68,898	96,472
	855	Consultancy study on enhancing the walkability in Hong Kong .....	21,620	16,513	2,200	2,907
	862	Strategic Study on Major Roads beyond 2030 .....	27,500	8,070	8,202	11,228
	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	24,026	5,600	58,644
	892	Provision of subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses .....	500,000	220,676	133,211	146,113
	89P	Set up a Smart Traffic Fund .....	1,150,000	89,681	209,486	850,833
	89Q	Vessel Subsidy Scheme for outlying island ferry routes .....	6,897,070	1,421	277,606	6,618,043
			<u>8,909,657</u>	<u>420,214</u>	<u>705,203</u>	<u>7,784,240</u>
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
	860	Replacement of low voltage power supply system in the Kai Tak Tunnel.....	35,280	5,100	16,180	14,000
	867	Replacement of high voltage power supply system in the Cheung Tsing Tunnel, Tsing Ma Control Area.....	50,400	4,500	3,000	42,900
	870	Replacement of network for the central monitoring system in Tsing Sha Control Area .....	44,000	5,800	7,346	30,854
	871	Replacement of high voltage power supply system in the Kai Tak Tunnel ..	33,900	3,900	14,500	15,500
	883	Procurement of new generation of parking meter system and the associated equipment .....	304,000	187,679	59,362	56,959
	894	Replacement of fire service system at the Cross-Harbour Tunnel .....	29,800	2,800	3,000	24,000
	89A	Replacement of tunnel ventilation system at the Aberdeen Tunnel.....	70,810	4,810	1,500	64,500

## Head 186 — TRANSPORT DEPARTMENT

### Commitments—Cont'd.

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
<b>Capital Account—Cont'd.</b>						
603	<i>Plant, vehicles and equipment—Cont'd.</i>					
89B	Replacement of tunnel ventilation system at the Kai Tak Tunnel .....		169,000	5,000	5,000	159,000
89C	Implementation of free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area.....		945,980	87,567	172,697	685,716
89G	Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel.....		46,000	1,380	1,000	43,620
89H	Replacement of central control and monitoring system in the Tseung Kwan O Tunnel.....		24,570	1,500	5,000	18,070
89J	Replacement of red light camera system and associated backend system.....		224,650	12,876	21,270	190,504
89K	Replacement of high voltage and low voltage power supply system in the Tate's Cairn Tunnel .....		113,400	1,000	5,000	107,400
89L	Replacement of fire service system at the Shing Mun Tunnels.....		54,180	2,000	1,000	51,180
89S	Replacement of fire service system at the Tate's Cairn Tunnel .....		79,040	500	1,000	77,540
89T	Replacement of high voltage and low voltage electrical supply and distribution system and generator system at the Shing Mun Tunnels.....		132,380	1,320	2,650	128,410
89U	Replacement of tunnel lighting system at the Eastern Harbour Crossing.....		125,410	3,000	2,000	120,410
89V	Replacement of interconnection cable for high voltage system at the Aberdeen Tunnel .....		13,923	200	400	13,323
89W	Replacement of integrated management system at Lantau Link and Ting Kau Bridge in Tsing Ma Control Area.....		29,610	500	3,430	25,680
89X	Replacement of high mast lighting system at the Eastern Harbour Crossing.....		11,510	250	600	10,660
89Y	Replacement of closed circuit television field equipment in Tsing Sha Control Area.....		37,760	880	1,200	35,680
89Z	Replacement of high voltage, low voltage and generator power supply system at the Eastern Harbour Crossing.....		73,962	—	667	73,295
8A0	Renewal of "TD142" and part of closed circuit television systems in New Territories Area .....		203,540	—	1,400	202,140
8A1	Replacement of the ventilation system of Bayview Garden Bus Terminus.....		54,040	—	4,776	49,264

## Head 186 — TRANSPORT DEPARTMENT

### Commitments—Cont'd.

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
<b>Capital Account—Cont'd.</b>						
603		<i>Plant, vehicles and equipment—Cont'd.</i>				
	8A2	Replacement of fire service system at the Eastern Harbour Crossingp.....	36,650p	—	—	36,650
	8A3	Replacement of tunnel lighting system at the Tate's Cairn Tunnelp.....	255,150p	—	—	255,150
	8A4	Renewal of Belisha Beacons at existing zebra crossingsp.....	61,804p	—	—	61,804
	8A5	Replacement of electronic audible traffic signalsp.....	239,720p	—	—	239,720
			<u>3,500,469</u>	<u>332,562</u>	<u>333,978</u>	<u>2,833,929</u>
		Total .....	<u>12,410,126</u>	<u>752,776</u>	<u>1,039,181</u>	<u>10,618,169</u>

p This is a new item, funding for which is sought in the context of the Appropriation Bill 2023.