

Head 186 — TRANSPORT DEPARTMENT

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

Estimate 2025–26	\$13,264.4m
Establishment ceiling 2025–26 (notional annual mid-point salary value) representing an estimated 1 885 non-directorate posts as at 31 March 2025 reducing by 26 posts to 1 859 posts as at 31 March 2026.....	\$1,186.0m
In addition, there will be an estimated 36 directorate posts as at 31 March 2025 and as at 31 March 2026.	
Commitment balance.....	\$14,927.5m

Controlling Officer’s Report

Programmes

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

Detail

Programme (1): Planning and Development

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	1,566.0	2,042.2	1,990.6 (–2.5%)	1,653.7 (–16.9%)
				(or –19.0% on 2024–25 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 2024, the Department handled fare increase applications from franchised bus, green minibus, taxi, tram as well as licensed ferry operators. The Department worked with the franchised bus companies in pursuing route rationalisation proposals through the annual route planning programmes (RPPs). To prepare for the implementation of the Smart and Green Mass Transit System (SGMTS) in Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas (HSK/HT and YLS NDAs), the expression of interest invitation document was issued in December 2024 to ascertain the market's interest and capability towards the project. In terms of ferry services, the Department continued the provision of the Special Helping Measures (SHM) to 13 outlying island ferry routes and continued to take 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. With regard to taxis, the Department invited applications for Taxi Fleet Licence, awarded conditional grants of the Taxi Fleet Licence to five selected applicants and closely monitored their gearing-up progress. To address labour shortage situation in the transport sector, the Department continued administering the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade. The Department formulated legislative proposals for the Government's takeover of the Tai Lam Tunnel upon the expiry of franchise in May 2025, which included a new toll plan for the tunnel, and continued to improve existing cycle tracks and associated facilities in new towns in the New Territories. The Department 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. Further to the initial recommendations formulated under the Traffic and Transport Strategy Study at the end of 2023, the Department launched a smart motorway pilot scheme at Ting Kau Bridge southbound at the end of 2024.

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

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
public transport forward planning programmes processed	6	6	6
processing of bus service rationalisation packages	318	357	320
new or extension of licences for ferry services granted	24 [^]	45 [^]	27 [^]
bus-bus interchange (BBI) schemes introduced	24	20	33 ^ε
project definition statements/technical feasibility statements for inclusion of transport infrastructure projects in Public Works Programme processed	9 ^υ	2 ^υ	5 ^υ

[^] 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 licences granted or extended in 2023 and planned to be granted or extended in 2025 were/are lower than that in 2024, as there were/are fewer numbers of licences due to expire in 2023 and 2025 than in 2024.

^ε In 2025, more BBI schemes are anticipated to be introduced in association with the introduction of new routes and rationalisation packages.

^υ The number of project definition statements/technical feasibility statements processed in 2023 was relatively high, reflecting the number of transport projects initiated by the Department in the year. With these projects progressing from the initial planning stage to subsequent implementation stages, the number was lower/is estimated to be lower in 2024 and 2025.

Matters Requiring Special Attention in 2025–26

6 During 2025–26, the Department will:

- continue to plan and formulate bus route rationalisation proposals in conjunction with franchised bus companies through the annual RPP 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;

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- continue to assist the Transport and Logistics Bureau (TLB) in formulating measures to enhance taxi service quality, including monitoring of the launch and operation of the taxi fleets, formulation and implementation of the legislative proposals to mandate the installation of camera systems on all taxis and provision of electronic payment means by all taxi drivers;
- continue to support the implementation of the “Dedicated 100% Loan Guarantee Scheme for Battery E-taxis”;
- continue to support EPD in the trial and application of electric buses, as well as exploring other new energy buses;
- continue to provide timely traffic and transport inputs for the planning and implementation of new railways and strategic highways;
- continue to monitor the operation of the Franchised Bus Toll Exemption Funds established by the franchised bus companies for keeping savings arising from the exemption of toll 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 with the Traffic and Transport Strategy Study to formulate a long-term strategy blueprint, with the target of promulgating the Transport Strategy Blueprint in 2025;
- 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 13 outlying island ferry routes;
- continue to assist TLB in fostering a pedestrian-friendly environment, promoting “Walk in HK”, implementing walkability enhancement measures in selected areas and following up on the hillside escalator links and elevator systems (HEL) proposals selected under the revised assessment mechanism for priority implementation;
- continue to follow up on the legislative amendment proposals to regulate the use of electric mobility devices (EMDs) with a view to providing a proper regulatory arrangement for EMDs;
- continue to improve existing cycle tracks and associated facilities in new towns in the New Territories;
- continue to carry out upgrading works 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;
- continue to implement the Smart Traffic Fund to provide funding support for research and application of vehicle-related innovation and technology;
- continue to administer the Labour Importation Scheme for Transport Sector – Public Light Bus/Coach Trade;
- continue the preparatory work, including planning, investigation and design work, for the SGMTS in HSK/HT and YLS NDAs; and
- implement arrangement for the Government’s takeover of Tai Lam Tunnel.

Programme (2): Licensing of Vehicles and Drivers

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	682.3	715.0	734.0 (+2.7%)	760.2 (+3.6%)
				(or +6.3% on 2024–25 Original)

Aim

7 The aims are to operate an efficient vehicle and driver registration and licensing system, and to promote road safety through the efficient regulation of vehicles and drivers.

Brief Description

8 The work of the Department involves:

- handling the registration of vehicles, issuance and renewal of vehicle and driving licences, transfer of vehicle ownership and issuance and renewal of Closed Road Permits for cross-boundary vehicles;

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- 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, the Taxi Driver Offence Points System, non-compliance cases of Mandatory Attendance of Driving Improvement Courses (MDIC) and Obligatory Attendance of Taxi Service Improvement Course, 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 (GVW) 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, monitoring the quality of private driving instructors and restricted driving instructors of driving schools and promoting road safety through the Driver Improvement Scheme and pre-service courses.

9 In 2024, 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, applications for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Macao Port Park-and-Ride Scheme, and supported the implementation of the “Northbound Travel for Hong Kong Vehicles” and preparation for the “Southbound Travel for Guangdong Vehicles”. 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, the “One-for-One Replacement” Scheme for electric private cars and the promotion of the use of environment-friendly vehicles. The Department also launched electronic form for the majority of the Department’s permits and rolled out various e-licensing initiatives, including electronic vehicle licence, e-licensing portal and e-auction for vehicle registration marks.

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

Targets

	Target	2023 (Actual)	2024 (Actual)	2025 (Plan)
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	74 ^a	100	95
conducting written test				
within 45 days upon application for learner driving licence (% of all cases)	98	99	98	98
within 60 days upon application for taxi driving licence (% of all cases)	98	100	100	98
announcing written test result within 15 minutes upon completion of the test (% of all cases)	98	100	100	98
providing driving licence renewal service over the counter within 70 minutes (% of all cases)	98	99	100	98
providing vehicle licence renewal service over the counter within 70 minutes (% of all cases)	95	99	99	98
providing non-counter licensing services within ten working days upon application (% of all cases)	95	100	100	100

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	Target	2023 (Actual)	2024 (Actual)	2025 (Plan)
conducting annual examination of vehicles at government centres within ten working days upon application (% of all cases).....	100	100	100	100
conducting recheck examination of vehicles at government centres within four working days upon application (% of all cases).....	100	100	100	100
<p>o The waiting time for driving tests of these classes of vehicles was lengthened during the period from 2020 to 2022 because driving tests had been intermittently suspended to tie in with various social distancing measures during the COVID-19 pandemic. The Department has continued to deploy resources and enhance the efficiency in conducting the driving tests to gradually reduce the waiting time. Most of the waiting time for driving tests of these classes of vehicles has met the 82-day target since May 2023. The target of conducting driving tests within 82 days was met in 2024.</p>				

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
written tests arranged for private car, motorcycle and light goods vehicle drivers	55 100	54 400	54 400
taxi drivers.....	14 100	16 700	16 700
road tests arranged for private car drivers.....	61 200‡	71 200‡	71 000‡
motorcycle and light goods vehicle drivers	95 700‡	106 900‡	106 000‡
other drivers	21 400	23 600	23 600
vehicle licence transactions.....	2 082 000	2 003 000	2 003 000
driving licence transactions.....	1 800 000	1 880 000	1 880 000
DOP summonses issued.....	2 686	2 713	2 700
MDIC summonses issued.....	1 138	1 037	1 100
summonses issued for traffic offences in control areas of government tunnels and bridges	6 854	4 890	5 100
surveys conducted on unauthorised operation by vehicles governed under the PSL System.....	906	902	900
vehicles inspected at government centres			
public service vehicles	42 000	51 000	51 000
light goods vehicles (exceeding 1.9 tonnes GVW).....	74 000	71 000	71 000
medium and heavy goods vehicles.....	47 000	43 000	43 000
private cars and light goods vehicles (not exceeding 1.9 tonnes GVW) inspected at designated centres	388 000	394 000	394 000
daily spot checks on franchised buses in service	14	14	14

‡ The number of tests in 2023, 2024 and 2025 included the extra tests arranged/to be arranged on Saturdays under the special overtime arrangement.

Matters Requiring Special Attention in 2025–26

11 During 2025–26, 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; and to issue electronic form of permits;
- implement the improved vehicle registration and licensing system to handle prolonged unlicensed vehicles;
- continue to keep in view the evolving international standards on construction and maintenance of vehicle requirements, and propose corresponding legislative amendment to improve road safety as necessary;
- 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;

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- assist TLB in formulating the legislative proposal for regulation of online hailed car platforms and related arrangements;
- continue to facilitate wider trial and use of autonomous vehicles under the newly established regulatory framework;
- 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 support the implementation of the “Northbound Travel for Hong Kong Vehicles” and preparation for the “Southbound Travel for Guangdong Vehicles”.

Programme (3): District Traffic and Transport Services

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	750.3	850.1	832.7 (–2.0%)	888.4 (+6.7%)
				(or +4.5% on 2024–25 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;
- 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 related facilities to tie in with the commissioning of new infrastructure projects, including new railways and land boundary control points as well as housing and commercial developments;
- 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; and
- promoting “Smart Mobility”, implementing and maintaining intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems and traffic detectors on strategic routes and major roads, traffic and incident management system, transport information system, journey time indication system and speed map panel system for enhancing traffic management, efficient use of road space and timely dissemination of real-time traffic and transport information, as well as implementing red light camera (RLC) system and speed enforcement camera (SEC) system to facilitate road safety and law enforcement.

14 In 2024, the Department continued to regulate and monitor public transport services, including the local and cross-boundary public transport services for the boundary control points to ensure that the transport needs of local residents and visitors were met. The Department worked with franchised bus operators to implement bus route rationalisation proposals, and continued to design and implement traffic management measures to improve traffic and enhance road safety. The Department also continued to support the implementation of the “Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade” for cross-boundary coaches and cross-boundary hire cars, the application period of which ended in October 2024.

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

Targets

	Target	2023 (Actual)	2024 (Actual)	2025 (Plan)
maintaining serviceability of ATC systems				
central computer system (%).....	99.5	99.8	99.7	99.9
on-street signal controllers (%).....	99.5	99.9	99.9	99.9

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
implementing RPP items for franchised buses.....	121	103	95^τ
introducing new green minibus service routes.....	3	4	8
signalised road junctions (cumulative).....	1 997	2 016	2 051
junctions with RLC systems installed (cumulative).....	210	218	220
locations with SEC systems installed (cumulative).....	147	155	161
closed circuit television cameras (cumulative).....	913	929	952
average vehicular speed (km/hour) for ^φ			
Urban.....	23	24	24
New Territories.....	40	40	40
injury accidents involving motor vehicles per million			
vehicle-km.....	1.06 ^δ	1.06 [§]	1.06
locations with clusters of injury accidents investigated.....	100	100	100
area studies for enhancing road safety.....	2	2	2
road safety publicity projects initiated and participated.....	9	9	9
road safety enhancement measures planned (no. of locations).....	90	90	90
route modification and other improvement items including construction of shelters, provision/relocation of stops/stands, installation of display panels for real-time bus arrival information and provision of seats by			
franchised operators.....	1 446	1 494	1 323
non-franchised operators.....	1 083	1 015	935
schemes co-ordinated to improve access to public transport for persons with disabilities.....	3	3	3

τ The greater numbers of RPP items in 2023 and 2024 were mainly due to the implementation of new/additional franchised bus services to tie in with the population intake/development in Sai Kung, North and Islands Districts, and rationalisation of bus routes in response to change of travelling patterns of bus passengers in the years. The number of RPP items in 2025 is expected to be fewer than those in previous years while the actual number of items to be settled under 2025–26 RPP are subject to local consultation.

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 2024–25 Estimates.

§ Provisional actual subject to adjustment.

Matters Requiring Special Attention in 2025–26

16 During 2025–26, 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 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 HyD in taking forward HEL projects;

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- 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;
- prepare legislative amendments 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;
- plan and expand the implementation of real-time adaptive traffic signal systems at suitable junctions in the territory; and
- provide support in the planning and implementation of traffic and transport arrangements to facilitate the delivery of the 15th National Games, the 12th National Games for Persons with Disabilities and the ninth National Special Olympic Games in Hong Kong.

Programme (4): Management of Transport Services

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	1,851.3	1,594.7	1,421.1 (–10.9%)	1,521.5 (+7.1%)
				(or –4.6% on 2024–25 Original)

Aim

17 The aims are to ensure the efficient management of transport infrastructure and services in respect of government and private tunnels, bridges, parking meters, government carparks, the Central to Mid-Levels Escalator System, the Austin Road Cross Boundary Coach Terminus, the Tsing Ma Control Area and the Tsing Sha Control Area and to ensure efficient handling of emergency traffic and transport incidents.

Brief Description

18 The work of the Department involves:

- handling the tendering of management contracts for the government transport infrastructure and services mentioned in paragraph 17;
- overseeing and monitoring the performance of the contractors that operate and maintain the above transport infrastructure and services;
- co-ordinating the maintenance and renovation of ferry piers;
- handling traffic and transport incidents in the territory and disseminating timely information on the traffic and transport situation to the public;
- providing input on the legislative, management and operational aspects of planning of new strategic highways, bridges and tunnels to be constructed; and
- monitoring the operation of HKeToll at government tolled tunnels and the Tsing Sha Control Area.

19 In 2024, the Department met the targets in respect of the management of transport infrastructure. The Department awarded the management contracts for the Shing Mun Tunnels and Tseung Kwan O Tunnel, the Kai Tak Tunnel and Lion Rock Tunnel and the Tuen Mun-Chek Lap Kok Tunnel. The Department started the tender procedures for the management contracts for the vehicle examination centre at the portion of ground floor of Transport Department Vehicle Examination Complex, the Tai Lam Tunnel, the Eastern Harbour Crossing, the Tsing Sha Control Area, the Tsing Ma Control Area, the Central Kowloon Route, the Trunk Road T2 and Cha Kwo Ling Tunnel and Tseung Kwan O-Lam Tin Tunnel of Route 6 and the provision of fee collection services for new generation parking meter system. The Department also started to prepare for the implementation of HKeToll at the Tai Lam Tunnel after its reversion to the Government.

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

Targets

	Target	2023 (Actual)	2024 (Actual)	2025 (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	99	99	99

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
defective parking meters repaired within 60 minutes upon report (% of cases).....	97.0	97.2	99.0
incidents handled by Transport Incident Management Section	6 609	7 762 Δ	7 800
awarding management contract for government carparks (cumulative % completed).....	100	—	70μ
awarding management contract for the Tuen Mun-Chek Lap Kok Tunnel (cumulative % completed)	10	100	—
awarding management contract for the Austin Road Cross Boundary Coach Terminus (cumulative % completed)	100	—	—
awarding management contract for the Lung Shan Tunnel and Cheung Shan Tunnel (cumulative % completed)	100	—	—
awarding management contract for the Western Harbour Crossing (cumulative % completed).....	100	—	10μ
awarding management contract for the Shing Mun Tunnels and Tseung Kwan O Tunnel (cumulative % completed)	60	100	—
awarding management contract for the Kai Tak Tunnel and Lion Rock Tunnel (cumulative % completed)	60	100	—
awarding management contract for the vehicle examination centre at the portion of ground floor of Transport Department Vehicle Examination Complex (cumulative % completed).....	—	90	100
awarding management contract for the Tai Lam Tunnel (cumulative % completed).....	—	90	100
awarding management contract for the Eastern Harbour Crossing (cumulative % completed).....	—	60	100
awarding management contract for the Tsing Sha Control Area (cumulative % completed).....	—	30	100
awarding management contract for the Tsing Ma Control Area (cumulative % completed).....	—	60	100
awarding management contract for the Central Kowloon Route, the Trunk Road T2 and Cha Kwo Ling Tunnel and Tseung Kwan O-Lam Tin Tunnel of Route 6 (cumulative % completed).....	—	30	100

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	2023 (Actual)	2024 (Actual)	2025 (Estimate)
awarding management contract for the provision of fee collection services for new generation parking meter system (cumulative % completed).....	—	10	100
awarding management contract for the Aberdeen Tunnel (cumulative % completed)□.....	—	—	10μ

Λ The upsurge in the number of incidents handled in 2024 was due to the increase in traffic accidents and vehicle breakdown.

μ The next cycle for contract renewal starts in 2025.

□ New indicator as from 2025.

Matters Requiring Special Attention in 2025–26

21 During 2025–26, the Department will:

- prepare/conduct tendering exercises and/or award new management contracts for:
 - the vehicle examination centre at the portion of ground floor of Transport Department Vehicle Examination Complex;
 - the Tai Lam Tunnel;
 - the Eastern Harbour Crossing;
 - the Tsing Sha Control Area;
 - the Tsing Ma Control Area;
 - the Central Kowloon Route, the Trunk Road T2 and Cha Kwo Ling Tunnel and Tseung Kwan O-Lam Tin Tunnel of Route 6;
 - the provision of fee collection services for new generation parking meter system;
 - government carparks;
 - the Western Harbour Crossing; and
 - the Aberdeen Tunnel;
- arrange the takeover of the Tai Lam Tunnel upon expiry of its 30-year “Build-Operate-Transfer” franchise on 31 May 2025, which includes preparation for the commencement of the new management contract for the tunnel area, monitoring of the operation and management of the Tunnel and preparation for the implementation of HKeToll; and
- monitor the operation of HKeToll at government tolled tunnels and the Tsing Sha Control Area.

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

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	4,277.0	6,343.5	4,658.4 (–26.6%)	5,696.1 (+22.3%)

(or –10.2% on
2024–25 Original)

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 (LWB) 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.

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24 In 2024, the Department:

- arranged the purchase of eight additional rehabuses to meet passenger demand;
- continued to implement the strengthened anti-abuse measures and implemented the enhancement measures under the \$2 Scheme by continuing to extend the mandatory requirement of JoyYou Card to all existing beneficiaries aged 60 or above; and
- provided support to LWB in conducting a review of the \$2 Scheme with an aim to enhancing its financial sustainability.

25 The key performance measures are:

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
vehicles for			
rehabus scheduled route services (SRS)	137	139	139
rehabus full-day dial-a-ride services	57	63	68 ^α
rehabus feeder services	18	19	20 ^γ
passenger trips for			
SRS	352 400	365 000	370 000
rehabus dial-a-ride services.....	442 100	599 000	663 000
rehabus feeder services	59 200	71 000	75 000
no. of persons waiting for SRS (including carers).....	28	24	30
average daily passenger trips taken under the \$2 Scheme			
elderly.....	2 408 100 ^δ	2 568 600 [§]	2 644 600
eligible persons with disabilities	169 600	170 200 [§]	174 900

α Including five additional rehabuses to be procured and delivered in 2025–26.

γ Including one additional rehabus procured and delivered in 2024–25.

δ Adjusted from the provisional actual figure shown in the 2024–25 Estimates.

§ Provisional actual subject to adjustment.

Matters Requiring Special Attention in 2025–26

26 During 2025–26, the Department will:

- replace eight rehabuses and procure five additional rehabuses;
- oversee the Hong Kong Society for Rehabilitation’s replacement of the existing rehabus operating system with a new integrated computerised system;
- continue to monitor the operation of the \$2 Scheme and strengthen the anti-abuse measures; and
- provide support to LWB in implementing measures related to the review of the \$2 Scheme.

Programme (6): Public Transport Fare Subsidy Scheme

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	3,535.3	3,506.3	2,452.5 (–30.1%)	2,744.5 (+11.9%)
				(or –21.7% on 2024–25 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.

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29 In 2024, the Department provided support to TLB in conducting a review of the Fare Subsidy Scheme with an aim to enhancing its financial sustainability.

30 The key performance measure is:

Indicator

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
Average no. of beneficiaries per month (in terms of Octopus card holders/AlipayHK account holders) ^Ω	3 035 700	1 988 100 ^η	1 970 000

Ω Beneficiaries refer to commuters who are eligible to receive subsidy under the Fare Subsidy Scheme. In addition to Octopus, AlipayHK was incorporated into the Fare Subsidy Scheme with effect from 1 January 2025.

η The decrease in the average number of beneficiaries per month in 2024 as compared with 2023 was mainly due to the resumption of the monthly public transport expenses threshold to \$400 starting from 1 November 2023.

Matters Requiring Special Attention in 2025–26

31 During 2025–26, the Department will:

- continue to administer the Fare Subsidy Scheme and monitor its operation, including conducting regular transport surveys, vetting of operating reports of operators and assisting TLB in taking forward the incorporation of suitable e-payment platform into the Fare Subsidy Scheme; and
- provide support to TLB in implementing measures related to the review of the Fare Subsidy Scheme.

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ANALYSIS OF FINANCIAL PROVISION

Programme	2023–24 (Actual) (\$m)	2024–25 (Original) (\$m)	2024–25 (Revised) (\$m)	2025–26 (Estimate) (\$m)
(1) Planning and Development.....	1,566.0	2,042.2	1,990.6	1,653.7
(2) Licensing of Vehicles and Drivers	682.3	715.0	734.0	760.2
(3) District Traffic and Transport Services.....	750.3	850.1	832.7	888.4
(4) Management of Transport Services	1,851.3	1,594.7	1,421.1	1,521.5
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	4,277.0	6,343.5	4,658.4	5,696.1
(6) Public Transport Fare Subsidy Scheme.	3,535.3	3,506.3	2,452.5	2,744.5
	12,662.2	15,051.8	12,089.3 (–19.7%)	13,264.4 (+9.7%)
				(or –11.9% on 2024–25 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2025–26 is \$336.9 million (16.9%) lower than the revised estimate for 2024–25. This is mainly due to the decreased cash flow requirement for Vessel Subsidy Scheme for outlying island ferry routes. There will be a net decrease of six posts in 2025–26.

Programme (2)

Provision for 2025–26 is \$26.2 million (3.6%) higher than the revised estimate for 2024–25. This is mainly due to the increased provision in operating expenses, partly offset by the decreased cash flow requirement for capital account items. There will be a net decrease of seven posts in 2025–26.

Programme (3)

Provision for 2025–26 is \$55.7 million (6.7%) higher than the revised estimate for 2024–25. This is mainly due to the increased cash flow requirement for capital account items and the increased provision for operating expenses. There will be a net decrease of 12 posts in 2025–26.

Programme (4)

Provision for 2025–26 is \$100.4 million (7.1%) higher than the revised estimate for 2024–25. This is mainly due to the increased cash flow requirement for capital account items and the increased provision for operating expenses. There will be a net decrease of one post in 2025–26.

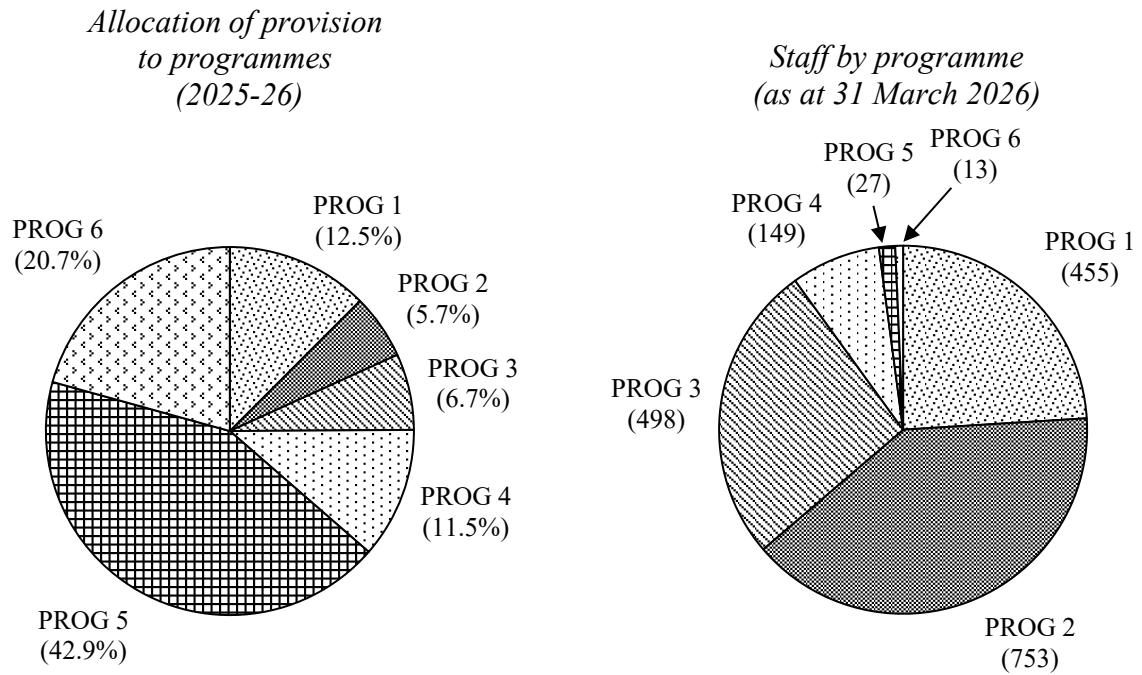
Programme (5)

Provision for 2025–26 is \$1,037.7 million (22.3%) higher than the revised estimate for 2024–25. This is mainly due to the increased provisions for the \$2 Scheme and other operating expenses, partly offset by the decreased cash flow requirement for the non-recurrent item.

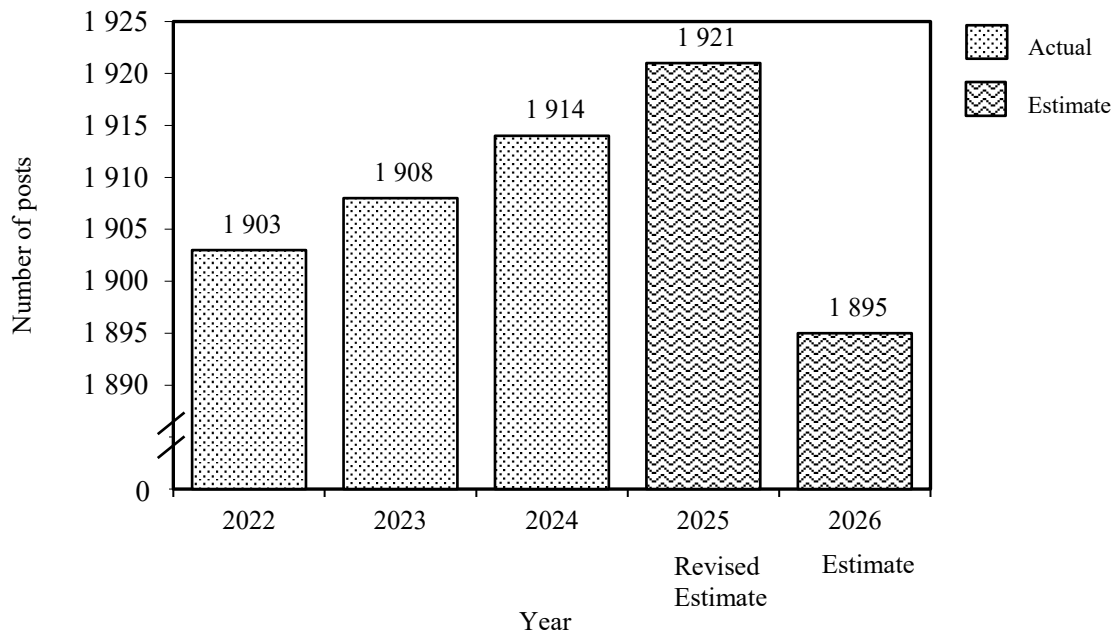
Programme (6)

Provision for 2025–26 is \$292.0 million (11.9%) higher than the revised estimate for 2024–25. This is mainly due to the increased provision for fare subsidy for public transport in 2025–26, taking into consideration the implementation of measures related to the review of the Fare Subsidy Scheme.

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



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Sub-head (Code)	Actual expenditure 2023–24	Approved estimate 2024–25	Revised estimate 2024–25	Estimate 2025–26	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	3,613,693	3,540,559	3,520,309	3,643,197
166	Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities.....	4,008,811	6,006,288	4,390,764	5,400,144
256	Public Transport Fare Subsidy Scheme	3,495,235	3,450,000	2,408,800	2,690,000
260	Provision of Special Helping Measures for Outlying Island Ferry Routes	218,879	268,104	221,544	273,623
	Total, Recurrent.....	<u>11,336,618</u>	<u>13,264,951</u>	<u>10,541,417</u>	<u>12,006,964</u>
Non-Recurrent					
700	General non-recurrent	731,009	1,141,849	1,088,670	683,375
	Total, Non-Recurrent.....	<u>731,009</u>	<u>1,141,849</u>	<u>1,088,670</u>	<u>683,375</u>
	Total, Operating Account	<u>12,067,627</u>	<u>14,406,800</u>	<u>11,630,087</u>	<u>12,690,339</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	388,292	473,168	341,368	421,374
661	Minor plant, vehicles and equipment (block vote).....	178,354	138,994	89,969	125,801
	Total, Plant, Equipment and Works.....	<u>566,646</u>	<u>612,162</u>	<u>431,337</u>	<u>547,175</u>
Subventions					
927	Rehabus services (block vote)	27,975	32,813	27,842	26,912
	Total, Subventions	<u>27,975</u>	<u>32,813</u>	<u>27,842</u>	<u>26,912</u>
	Total, Capital Account.....	<u>594,621</u>	<u>644,975</u>	<u>459,179</u>	<u>574,087</u>
	Total Expenditure	<u><u>12,662,248</u></u>	<u><u>15,051,775</u></u>	<u><u>12,089,266</u></u>	<u><u>13,264,426</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2025–26 for the salaries and expenses of the Transport Department is \$13,264,426,000. This represents an increase of \$1,175,160,000 over the revised estimate for 2024–25 and \$602,178,000 over the actual expenditure in 2023–24.

Operating Account

Recurrent

2 Provision of \$3,643,197,000 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 2025 will be 1 921 posts. It is expected that there will be a net decrease of 26 posts in 2025–26. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2025–26, but the notional annual mid-point salary value of all such posts must not exceed \$1,186,001,000.

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

	2023–24 (Actual) (\$'000)	2024–25 (Original) (\$'000)	2024–25 (Revised) (\$'000)	2025–26 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	1,143,429	1,185,579	1,191,903	1,222,990
- Allowances	41,529	44,755	42,006	44,566
- Job-related allowances.....	783	959	581	1,029
Personnel Related Expenses				
- Mandatory Provident Fund contribution	4,316	3,289	4,219	2,903
- Civil Service Provident Fund contribution	107,339	122,843	118,823	136,188
- Disturbance allowance.....	—	—	—	154
Departmental Expenses				
- Light and power.....	9,662	10,522	10,726	9,746
- Contract maintenance	1,230,720	1,001,974	971,634	999,466
- Workshop services	341,234	368,720	382,481	350,437
- General departmental expenses	597,354	654,570	648,061	707,770
Subventions				
- Special transport facilities for persons with disabilities	137,327	147,348	149,875	167,948
	3,613,693	3,540,559	3,520,309	3,643,197

5 Provision of \$5,400,144,000 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 \$1,009,380,000 (23.0%) over the revised estimate for 2024–25 is due to the increased provision for reimbursing the revenue forgone to the participating public transport operators.

6 Provision of \$2,690 million under *Subhead 256 Public Transport Fare Subsidy Scheme* is for the payment of public transport fare subsidy in 2025–26. The increase of \$281,200,000 (11.7%) over the revised estimate for 2024–25 is due to the increased provision for the fare subsidy for public transport in 2025–26, taking into consideration the implementation of measures related to the review of the Public Transport Fare Subsidy Scheme.

7 Provision of \$273,623,000 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 2025–26. The increase of \$52,079,000 (23.5%) over the revised estimate for 2024–25 is due to the increased provision for providing SHM for various ferry routes under the long-term operation model for outlying island ferry service.

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Capital Account

Plant, Equipment and Works

8 Provision of \$125,801,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$35,832,000 (39.8%) over the revised estimate for 2024–25. This is mainly due to the increased cash flow requirement for procurement/replacement of equipment and systems.

Subventions

9 Provision of \$26,912,000 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.

Head 186 — TRANSPORT DEPARTMENT

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2024	Revised estimated expenditure for 2024–25	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Operating Account</i>						
700		<i>General non-recurrent</i>				
	845	Setting up of a centralised settlement platform and related system enhancement for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	225,197	174,015	24,306	26,876
	855	Consultancy study on enhancing the walkability in Hong Kong	21,620	19,317	160	2,143
	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	29,800	413	58,057
	892	Provision of subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses	500,000	402,066	60,538	37,396
	89P	Set up a Smart Traffic Fund	1,150,000	431,294	263,518	455,188
	89Q	Vessel Subsidy Scheme for outlying island ferry routes	6,897,070	705,769	729,828	5,461,473
	8A7	Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis	6,400,000	7,567	5,186	6,387,247
			<u>15,282,157</u>	<u>1,769,828</u>	<u>1,083,949</u>	<u>12,428,380</u>

Capital Account

603		<i>Plant, vehicles and equipment</i>				
	867	Replacement of high voltage power supply system in the Cheung Tsing Tunnel, Tsing Ma Control Area.....	50,400	27,500	5,000	17,900
	883	Procurement of new generation of parking meter system and the associated equipment	304,000	247,052	15	56,933
	89A	Replacement of tunnel ventilation system at the Aberdeen Tunnel.....	113,250	6,310	540	106,400
	89C	Implementation of free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area.....	945,980	455,623	96,233	394,124
	89G	Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel.....	76,400	2,380	300	73,720
	89J	Replacement of red light camera system and associated backend system.....	224,650	61,612	35,025	128,013

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Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2024	Revised estimated expenditure for 2024–25	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account—Cont'd.						
603	<i>Plant, vehicles and equipment—Cont'd.</i>					
89K	Replacement of high voltage and low voltage power supply system in the Tate's Cairn Tunnel.....		113,400	26,000	34,500	52,900
89L	Replacement of fire service system at the Shing Mun Tunnels.....		54,180	5,000	12,000	37,180
89S	Replacement of fire service system at the Tate's Cairn Tunnel.....		79,040	3,500	13,000	62,540
89T	Replacement of high voltage and low voltage electrical supply and distribution system and generator system at the Shing Mun Tunnels.....		132,380	3,970	3,440	124,970
89U	Replacement of tunnel lighting system at the Eastern Harbour Crossing.....		125,410	20,000	30,000	75,410
89W	Replacement of integrated management system at Lantau Link and Ting Kau Bridge in Tsing Ma Control Area.....		29,610	9,072	5,513	15,025
89Y	Replacement of closed circuit television field equipment in Tsing Sha Control Area.....		37,760	9,246	6,894	21,620
89Z	Replacement of high voltage, low voltage and generator power supply system at the Eastern Harbour Crossing.....		73,962	1,367	10,000	62,595
8A0	Renewal of "TD142" and part of closed circuit television systems in New Territories Area.....		203,540	7,960	15,924	179,656
8A2	Replacement of fire services system at the Eastern Harbour Crossing.....		36,650	300	300	36,050
8A3	Replacement of tunnel lighting system at the Tate's Cairn Tunnel.....		255,150	2,500	10,650	242,000
8A4	Renewal of Belisha Beacons at existing zebra crossings.....		61,804	309	6,000	55,495
8A5	Replacement of electronic audible traffic signals.....		239,720	—	1,145	238,575
8A8	Replacement of fire services system at Tsing Ma Control Area.....		24,250	—	100	24,150
8A9	Replacement of tunnel ventilation system at Shing Mun Tunnels.....		178,500	—	1,000	177,500
8AA	Renewal of closed circuit television systems for Tuen Mun, Yuen Long and West Kowloon Expressway.....		20,900	—	2,660	18,240
8AB	Implementation of real-time adaptive traffic signal system at suitable independent traffic signal junctions.....		62,304	—	1,943	60,361

Head 186 — TRANSPORT DEPARTMENT

Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2024	Revised estimated expenditure for 2024–25	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account—Cont'd.						
603		<i>Plant, vehicles and equipment—Cont'd.</i>				
	8AC	Replacement of the high voltage power supply system at the Western Harbour Crossingp	63,000p	—	—	63,000
	8AD	Replacement of the tunnel ventilation system at the Tate's Cairn Tunnelp	174,810p	—	—	174,810
			<u>3,681,050</u>	<u>889,701</u>	<u>292,182</u>	<u>2,499,167</u>
		Total	<u>18,963,207</u>	<u>2,659,529</u>	<u>1,376,131</u>	<u>14,927,547</u>

p This is a new item, funding for which is sought in the context of the Appropriation Bill 2025.