

## LCQ4: Harbourfront enhancement

Following is a question by the Hon Yiu Si-wing and a reply by the Secretary for Development, Mr Michael Wong, in the Legislative Council today (July 4):

Question:

Given that the Victoria Harbour is an important leisure and tourist resource which is unique and beautiful, the Government has been actively promoting harbourfront enhancement in recent years, including the construction of uninterrupted world-class promenades to enable members of the public and tourists to appreciate the beautiful scenery of the two sides of the harbour at a close distance. In this connection, will the Government inform this Council:

(1) of the respective details of the harbourfront enhancement projects that have been completed, are under construction and are under planning at present;

(2) whether it has formulated short, medium and long term work objectives and timetables for linking up various harbourfront enhancement projects; if so, of the details; if not, the reasons for that; and

(3) whether it will add leisure and consumption facilities to various harbourfront enhancement projects having regard to the latter's environmental characters, and develop promenades with characteristics under a public-private partnership approach; if so, of the details; if not, the reasons for that?

Reply:

President,

The Victoria Harbour is a very valuable natural asset for all the people of Hong Kong. As the Chief Executive has pointed out in her Policy Address of October 2017, we encourage the community to make better use of the harbourfront so that it will become more vibrant and more quality public space will be available for public enjoyment. In this connection, the Government will continue to work closely with the Harbourfront Commission (HC) to further improve the continuity of the waterfront promenade for public enjoyment, and enhance the harbourfront accessibility so as to link up our people with the harbour.

My reply to Hon Yiu Si-wing's question is as follows:

(1) and (2) Of the 73-kilometre (km) long waterfront areas on both sides of the Victoria Harbour, three km are natural coastline and about 32 km are land already developed with public facilities, private residential premises and commercial blocks etc.. Of the remaining 38 km, 19.6 km have been opened for public enjoyment, including a number of waterfront promenades that are

popular among locals and tourists, such as the promenade at the new Central harbourfront, the open space and pet garden constructed along both sides of Tamar Park, Quarry Bay Promenade, phases 1 and 2 of Kwun Tong Promenade, the promenade connecting Hung Hom to Tsim Sha Tsui, and Hoi Fai Road Promenade at Tai Kok Tsui.

To further strengthen harbourfront enhancement efforts, the Harbour Unit under the Development Bureau (DEVB) was reorganised into the multi-disciplinary Harbour Office (HO) on July 1. With the gradual completion of the planning for the harbourfront areas on both sides of the Victoria Harbour, the HO will focus its efforts on implementation of various harbourfront enhancement initiatives, and on setting the priorities of specific initiatives according to the finalised harbourfront planning and new proposals put forward by the HC.

In short to medium term, our work on harbourfront enhancement will focus on three areas. First, under the steer of the HC, the HO will use the dedicated funding of \$500 million to take forward harbourfront enhancement initiatives. These initiatives include implementing four works projects, namely an advance promenade from Central and Western District Promenade (Central Section) to the Hong Kong Convention and Exhibition Centre, an open space at Eastern Street North in Sai Ying Pun, an urban park in front of Hung Hom Ferry Pier, and enhancement of the Tsuen Wan waterfront, as well as studying the policy and design matters related to harbourfront development. Apart from projects under the aforesaid dedicated \$500 million funding, the HO will also continue to take forward other projects, including the Boardwalk initiative on Island East, as well as two harbourfront projects in Kennedy Town and Wan Chai Ferry Pier respectively.

Secondly, the Home Affairs Bureau is actively pursuing the Five-Year Plan for Sports and Recreation Facilities. Nine of the projects under the Plan are situated in the Kowloon harbourfront areas in Kwun Tong, Kai Tak, To Kwa Wan, Hung Hom, Tai Kok Tsui and Kwai Tsing. Feasibility studies to enhance the facilities at Tsuen Wan and Aldrich Bay promenades will also be conducted. The aforesaid projects are listed in the table at Annex.

Thirdly, the West Kowloon Cultural District Authority is actively developing the harbourfront facilities inside the West Kowloon Cultural District. The temporary Nursery Park and the first phase of the Art Park (including the adjoining promenade) have been opened for public enjoyment since July 2015 and early 2018 respectively, while the remaining part of the Art Park and the promenade in front of the M+ Museum will be completed and opened for use in phases starting from later this year.

Upon completion of the aforesaid works projects, there will be an addition of almost 50 hectares (ha) of open space at the harbourfront. The length of promenades on both sides of the Victoria Harbour will be further increased by approximately five km.

In the long run, the Government will strive to take forward the planning for three harbourfront areas, i.e. the Kai Tak Development Area, the Wan Chai North to North Point harbourfront and the new Central harbourfront, thereby

further developing promenades on both sides of the Victoria Harbour.

In this regard, almost one-third of the Kai Tak Development Area, i.e. around 100 ha, is zoned open space, including a continuous waterfront promenade of generally 20 to 35 metres wide. A number of major open space projects in the Development Area have also been included in the aforementioned Five-Year Plan for Sports and Recreation Facilities. These projects will be completed gradually in future.

As for Wan Chai north to North Point harbourfront, the Planning Department (PlanD) had conducted two stages of public engagement exercise for the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas. The DEVB and the PlanD are now refining the harbourfront development proposals based on the comments received, including studying how to better develop and manage the harbourfront sites by capitalising on the strength of the business sector and the community. Before implementing the long term proposals, in order to allow the public to timely enjoy the harbourfront areas, we are developing two advance promenades, one connecting the Central and Western District Promenade (Central Section) to the Hong Kong Convention and Exhibition Centre and the other near the new Wan Chai Pier, providing additional open space which is close to one km in length and two ha in size.

As regards the new Central harbourfront, we are also gradually taking forward the long-term development of the key sites according to the recommendations of the Urban Design Study for the New Central Harbourfront.

As some of the harbourfront sites in the aforementioned three areas are being used or may be used in future for supporting infrastructure projects such as the Shatin to Central Link, the Central Kowloon Route and the North Hong Kong Island Line under planning, we will take into account the progress of the various projects, and implement the initiatives according to the long-term planning in a timely manner.

(3) We agree that having only the Government to develop public open spaces may not be able to address the diverse needs of the public in enjoying the harbourfront, especially when the Government has to follow the established system in their design, building and management. We should provide more opportunities for parties outside the Government, no matter they are business entities or non-governmental organisations (NGOs), and regardless of whether they are profit-making or not, to be directly involved in the development and management of and to bring vibrancy and diversity to the harbourfront areas. We are also prepared to explore a district-based approach in harbourfront enhancement, so as to integrate local characteristics into the design and day-to-day management of the harbourfront. There is no lack of examples in this regard. For instance, since 2014, we have let out the Central Harbourfront Event Space, which occupies an area of 3.6 ha, to a private operator for hosting activities of different nature, including international tourism events, international art fairs, the Hong Kong E-Prix, concerts and long distance runs etc.. More than five million participants have been attracted to these activities. As for the privately-operated Hong Kong Observation Wheel nearby, after its reopening in last December and with a substantial reduction in fares, about one million patrons have been recorded

within a half-year period.

Besides, we will make use of a harbourfront site in Kennedy Town to respond to the diverse needs of the community, including turning an area of about 5 900 square metres into a promenade and public open space, and letting out an adjacent area of about 2 000 square metres to an NGO or a social enterprise by way of short term tenancy for operating a community garden. The HO is vetting the proposals submitted, with a view to handing over the site to the operator in October this year.

As regards the proposed urban park in front of Hung Hom Ferry Pier, which is one of the initiatives under the aforementioned \$500 million dedicated funding, we are planning to invite external organisations to submit expressions of interest later this year on the specific facilities, types of activity, conceptual design and operation model. Depending on market response, we will consider the feasibility of inviting external organisations to participate in the development of the urban park.

In the long run, we hope that the valuable experience gained in the aforesaid cases will help us test and explore the implementation details of different development and management models, and provide further guidance for other harbourfront enhancement initiatives, thereby facilitating the development of a harbourfront which can better meet the diverse needs of tourists and the public.

---

## **LCQ16: Provision of support and services for the ethnic minorities**

Following is a question by the Hon Claudia Mo and a written reply by the Secretary for Constitutional and Mainland Affairs, Mr Patrick Nip, in the Legislative Council today (July 4):

Question:

The Government announced in this year's Budget that it would set up a steering committee to take charge of the co-ordination, review and monitoring of the work of supporting ethnic minorities (EMs). Also, the Government would earmark \$500 million to strengthen the support for EMs. Regarding the provision of support and services for EMs, will the Government inform this Council:

(1) as it is learnt that the authorities held a sharing session earlier to collect views on the work of the aforesaid steering committee, of the details of the views collected and the list of organisations and individuals who attended the sharing session; whether interpretation services are among the items for which support will be strengthened; if so, of the details; if not,

the reasons for that;

(2) given that the authorities promulgated the Administrative Guidelines on Promotion of Racial Equality (the Guidelines) in as early as 2010, but it is learnt that only 23 government departments have currently formulated relevant measures in accordance with the requirements of the Guidelines, whether the authorities will encourage more government departments to adopt the Guidelines; if so, of the details and timetables of the work; if not, the reasons for that;

(3) of the number of occasions in each of the past three years on which the relevant policy bureaux/government departments (B/Ds) arranged interpretation services for EMs in accordance with the requirements of the Guidelines, and the names of the organisations which provided the interpretation services, with a breakdown of the relevant information by B/D;

(4) of the number of occasions in each of the past three years on which each B/D engaged the interpretation services provided by the Centre for Harmony and Enhancement of Ethnic Minority Residents operated by the Hong Kong Christian Service, with a breakdown by (i) category of services (i.e. telephone interpretation service, on-sight interpretation service, on-site (escort) interpretation service, simultaneous interpretation service, translation service and proofreading service) and (ii) EM language;

(5) given that from the 2014-2015 school year onwards, the Education Bureau (EDB) has introduced the Chinese Language Curriculum Second Language Learning Framework (Learning Framework) to further address the need for learning Chinese by non-Chinese speaking students, and has undertaken to review the Learning Framework at a three-year interval, of the progress of the relevant review; whether there is any review that has yet to be conducted; the expected time for EDB to report the review results to this Council;

(6) given that some civic organisations have advocated the formulation of an Independent Curriculum on Learning Chinese as a Second Language by EDB to replace the Learning Framework, whether EDB will consider launching that curriculum in primary schools in the form of a pilot project; if EDB will, of the details; if not, the reasons for that; and

(7) whether the Labour and Welfare Bureau (LWB) will consider implementing the following proposals: (i) to extend in phases the "Employment Services Ambassador Programme for Ethnic Minorities" to cover more job centres, (ii) to study the launching of a trial scheme on EM job centres for the provision of one-stop employment support services, and (iii) to consolidate the resources of LWB and the Labour Department for the establishment of an EM employment division to take charge of the formulation of strategies that are effective in assisting EMs in seeking employment; if LWB will, of the details; if not, the reasons for that?

Reply:

President,

The Hong Kong Special Administrative Region (HKSAR) Government attaches great importance to efforts for supporting the ethnic minorities (EMs). We have all along been taking measures to provide them with equal opportunities and facilitate their integration into our community. Some of the EMs have encountered difficulties in adaptation and social integration due to language barriers and cultural differences. The Government has earmarked \$500 million in the 2018-19 Budget to strengthen the relevant support services.

After consulting the relevant responsible departments, the consolidated reply to the question raised by Hon Claudia Mo is as follows:

(1) To enhance collaboration within the Government on support for EMs, the Chief Secretary for Administration chairs a cross-bureau steering committee to coordinate, review and monitor the work in this area.

Two focus group meetings were held on May 26 and June 4, 2018 to gather views on the enhancement of services for EMs from EM representatives and service providers. The Chief Secretary for Administration personally chaired the meetings. The organisations which attended the meetings and made written submissions are set out in Annex 1.

The views gathered at the focus group meetings cover various areas and the major views are set out at Annex 2.

(2) In 2010, the HKSAR Government issued the Administrative Guidelines on Promotion of Racial Equality (the Guidelines) to provide general guidance to relevant Government bureaux and departments and public authorities (hereafter referred to as "relevant authorities") to promote racial equality and ensure equal access by EMs to public services in key areas concerned, and to take this into account in their formulation, implementation and review of relevant policies and measures. The Guidelines cover the key public service areas which are particularly relevant to meeting the needs of EMs and facilitating their integration into the community, namely, medical, education, vocational training, employment and major community services, etc. The Constitutional and Mainland Affairs Bureau has all along been actively coordinating with various Government bureaux and departments to adopt and implement the Guidelines. The number of departments that have adopted the Guidelines has extended from 14 to 23 (note 1). The Government will continue to review the public service areas and departments covered by the Guidelines.

(3) Relevant authorities have been providing services to meet the needs of EMs under their respective policy areas, with a view to facilitating the EMs integrate into the society. Relevant authorities will provide suitable assistance to the EM service users according to these users' practical needs, including interpretation services, thereby ensuring their equal access to public services. Since the interpretation needs of EMs vary depending on what public services they are accessing to, relevant authorities will consider the actual situation and adopt appropriate procedures to provide interpretation services to EMs in need. The number of interpretation services arranged by the relevant authorities for EMs over the past three years and the related service providers are set out in Annex 3.

(4) The CHEER Support Service Centre for Ethnic Minorities (CHEER Centre) is operated by the Hong Kong Christian Service commissioned by the Home Affairs Department. In addition to its basic services (note 2), the CHEER Centre also provides interpretation and translation services between English and seven other EM languages (note 3) in non-specialised areas, which may be used by bureaux/departments and EMs. Interpretation services include mainly telephone interpretation and enquiry services. Depending on the availability of resources, other interpretation and translation services can also be arranged.

The breakdown of the use of the CHEER Centre's interpretation and translation services by bureaux/departments and EMs as well as by EM languages in the past three years are set out in Annex 4 and Annex 5 respectively.

(5) The Education Bureau (EDB) has, starting from the 2014/15 school year, allocated about \$200 million per year to step up the education support for non-Chinese speaking (NCS) students in learning the Chinese language through, among others, the implementation of the "Chinese Language Curriculum Second Language Learning Framework" (Learning Framework) in primary and secondary schools. The EDB has been reviewing the implementation of the "Learning Framework" and further enhancing the related teaching strategies, assessment tools and supporting resources for schools as appropriate in a timely manner in the light of the views of various stakeholders and school practices on learning and teaching. With respect to the curriculum, we will review the entire "Learning Framework" and fine-tune the learning objectives and details of each Key Stage (i.e. Primary 1-3, Primary 4-6 and Secondary 1-3) having due regard to the overall performance of students where appropriate at an interval of three years. We are now in the active process of analysing data regarding learning, teaching and assessment since the implementation of the "Learning Framework" to inform the enhancement of the "Learning Framework", the "Chinese Language Assessment Tools for NCS Students" and the supporting resources accordingly. The findings will be reported to the Legislative Council upon completion of the related work.

(6) In view of the diversified linguistic backgrounds and years of learning Chinese among NCS students (notably EM students), distinct differences exist in the starting points of learning Chinese and their learning progress. If a uniformed standard of second language curriculum with structured learning objectives by stages is required of all NCS students in Hong Kong, it will not only fail to address the realistic learning circumstances of NCS students, but will also be ineffective in catering for their learning diversity. The flexibility of the "Learning Framework" allows teachers to set specific learning targets, learning progress and expected learning outcomes, as well as adapt and develop teaching materials for their NCS students with different starting points in learning Chinese and varying abilities to help NCS students with diversified learning needs learn Chinese progressively.

It involves a complex professional decision for embarking on which curriculum mode in facilitating NCS students' effective learning of Chinese. The "Learning Framework" has been implemented for only three years

and the first cohort of NCS students that started learning Chinese Language under the "Learning Framework" in Primary 1 are now studying Primary 4. The support measures need time to take root and create a sustainable impact on the NCS students. The EDB will collect more data for in-depth analysis according to NCS students' learning pace and refine the "Learning Framework" as necessary. We have no plan to introduce other policies or projects in addition to the current policy.

(7) The Employment Services Division (ESD) of the Labour Department (LD) has all along been providing comprehensive and dedicated employment services for EM job seekers at each of its 13 job centres across the territory to facilitate the use of free employment services by EMs living in various districts. EM job seekers may receive job referral service and employment information through special counters and resource corners at any job centre and attend tailor-made employment briefings to better understand the latest labour market situation and improve their job search skills. EM job seekers may also meet employment officers to obtain personalised employment advisory service. Experienced employment officers who are familiar with the local employment market and proficient in English will provide EM job seekers with job search advice and employment information in accordance with their individual needs and preferences, and match them to suitable jobs. ESD has also made arrangements with non-governmental organisations to provide interpretation services for EM job seekers who speak neither Chinese nor English. Moreover, since May 2017, ESD has engaged two employment assistants proficient in EM languages at the Kowloon West Job Centre in Sham Shui Po and the Employment in One-stop in Tin Shui Wai on a pilot basis to strengthen employment support for EM job seekers (especially those of South Asian origins).

Since September 2014, LD has implemented the Employment Services Ambassador (ESA) Programme for Ethnic Minorities, under which trainees of the Youth Employment and Training Programme who can communicate in EM languages are employed as ESAs at job centres, recruitment centres and job fairs to help EM job seekers make use of various job search facilities and services. There is no pre-set quota on the number of ESAs for EMs, and LD will continue to engage them to work at job centres, recruitment centres and job fairs subject to the recruitment situation and service demand.

ESD will continue to provide employment services suited to the needs of EM job seekers and keep its strategies in view from time to time for enhancing the relevant services. We consider strengthening the dedicated employment support to EM job seekers provided through the existing job centres in different districts under the coordination of ESD will be more efficient and convenient to users than setting up a designated division or job centre(s) for them.

Note 1: The 23 B/Ds and public authorities are the Education Bureau, Social Welfare Department, Labour Department, Home Affairs Department, Employees Retraining Board, Vocational Training Council, Food and Health Bureau, Department of Health, Hospital Authority, Construction Industry Council, Office of the Government Chief Information Officer, Innovation and Technology Commission, Office of the Communications Authority, Housing Department, Hong

Kong Observatory, Hongkong Post, Legal Aid Department, Hong Kong Police Force, Correctional Services Department, Customs and Excise Department, Immigration Department, Fire Services Department and Registration and Electoral Office.

Note 2: The CHEER Centre's basic services include Cantonese and English classes, dedicated learning classes, counselling service and other integration programmes.

Note 3: The seven EM languages are Bahasa Indonesia, Hindi, Nepali, Punjabi, Tagalog, Thai and Urdu.

---

## LCQ19: Trial operations of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link

Following is a question by the Hon Leung Che-cheung and a written reply by the Secretary for Transport and Housing, Mr Frank Chan Fan, in the Legislative Council today (July 4):

Question:

Some residents near the alignment of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in Yuen Long District have relayed that since the commencement of XRL trial operations by the MTR Corporation Limited (MTRCL), they feel vibrations and noise whenever XRL trains pass by. They also suspect that the cracks which have appeared on the floor and walls inside and outside their residential units recently might have been caused by such vibrations. In this connection, will the Government inform this Council:

(1) whether it knows if the MTRCL had, before carrying out the XRL trial operations, made projections of the vibrations and noise which would be generated as well as the damages which would be caused to nearby buildings by XRL trains in motion, and devised solutions accordingly; if the MTRCL had, of the details; if not, the reasons for that;

(2) of the number of complaints about the XRL trial operations received by the Government and the MTRCL so far, with a breakdown by type of complaints and district involved; the means and timetable for handling such complaints; whether they will offer compensation to the affected residents;

(3) whether a mechanism is currently in place for tackling immediately the problems relating to such complaints; if so, of the details; and

(4) how it ensures that such complaints will be satisfactorily resolved before the commissioning of XRL?

Reply:

President,

My consolidated reply to the Hon Leung Che-cheung's question is as follows:

To complement the commissioning target of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in September 2018, the MTR Corporation Limited (MTRCL) commenced trial operations from April 1, 2018 so as to ensure safety and reliability of various systems, as well as to train staff to familiarise themselves with the various operation systems and operating environment through the simulation of actual operating environment that further tests train operations and relevant station systems.

Before the commencement of the Hong Kong Section of the XRL project, the MTRCL conducted an Environmental Impact Assessment Study for the works in accordance with the Environmental Impact Assessment Ordinance (Cap 499). The assessment results indicate that the impact of the vibrations and noise created by movement of the high speed trains on the environment and structures in the vicinity are minimal. During trial operations, the MTRCL also monitored and collected data of the vibrations and noise at locations along the alignment as approved by the Environmental Protection Department. Monitoring data from April 1 to the present indicates that the standards under the Environmental Impact Assessment Report are conformed with.

The MTRCL has all along been maintaining close liaison with the community, and has, through multiple communication channels, exchanged views with District Councils, Rural Committees, owners' committees, Village Representatives and residents. Upon receipt of suggestions from individual residents on the operation of high speed trains, the MTRCL further exchanged views with residents to understand the situation at three Yuen Long San Tin district resident forums on May 2, May 26 and June 29, 2018. The number of complaints received by the MTRCL from Yuen Long district residents regarding the trial operations of high speed trains are at the Annex. For the nine cases under which residents allege that structures are damaged by vibrations caused by movement of high speed trains, the MTRCL has, in accordance with established procedures, referred the cases to loss adjusters for independent investigation after seeking consent from the owners concerned.

Further, in response to requests from residents, the MTRCL has arranged to monitor and collect data of vibrations and noise at various locations in Yuen Long San Tin district since mid-May. The monitoring work is still underway and will continue after commissioning of the Hong Kong Section of the XRL. Once sufficient data is gathered, the MTRCL will conduct assessment and explore appropriate related measures.

The Highways Department together with its Monitoring and Verification

Consultant will continue to monitor the MTRCL's work to ensure that the Hong Kong Section of the XRL project conforms with relevant specifications and standards.

---

## S for S speaks on Court of Final Appeal's judgment on dependant immigration policy

Following is the transcript of remarks by the Secretary for Security, Mr John Lee, at a media briefing after attending the Legislative Council meeting this afternoon (July 4):

Reporter: Any need for laws to be amended?

Secretary for Security: The Hong Kong Government respects the decision of the Court. Colleagues from the Immigration Department and the Department of Justice will be studying the judgment in detail. We will follow up the issues involved.

(Please also refer to the Chinese portion of the transcript.)

---

## LCQ13: Driving Improvement Course

Following is a question by the Hon Hon Frankie Yick and a written reply by the Secretary for Transport and Housing, Mr Frank Chan Fan, in the Legislative Council today (July 4):

Question:

The Transport Department (TD) introduced the Driver Improvement Scheme (DIS) in 2002 with an aim to improve the driving attitude of the participants, thereby reducing traffic accidents. From February 2009 onwards, persons falling within the following categories are required under the law to attend driving improvement courses offered by designated driving improvement schools: (a) persons who have been convicted of serious traffic offences, and (b) persons who have accumulated 10 or more Driving-offence Points (DOPs) within two years. In this connection, will the Government inform this Council:

(1) in each of the past three years, of (i) the respective numbers of persons

of the aforesaid two categories who attended driving improvement courses, (ii) the number of persons who, upon completion of such courses, had three DOPs deducted from their total number of DOPs incurred, and (iii) the respective numbers of persons who, within six months, one year and two years after having three DOPs deducted upon completion of the courses, incurred DOPs again or were disqualified from obtaining or holding a driving licence for having incurred 15 or more DOPs, with a breakdown by the type of vehicle they drove;

(2) as some members of the public have pointed out that DIS has been implemented for 16 years, and the contents of the driving improvement courses have remained the same and are outdated, whether the authorities will review and improve the course arrangements (e.g. adding new modes of training like road tests, developing different improvement courses for participants driving various types of vehicles, as well as offering courses with enhanced contents or increased training hours for participants who have repeatedly committed the same type of traffic offences) in order to enhance the effectiveness of DIS; if so, of the details; if not, the reasons for that; and

(3) given that according to the TD's information, the major factors involving drivers which contributed to the traffic accidents in recent year are (i) driving inattentively, (ii) driving too close to the vehicle in front and (iii) careless lane changing, whether the authorities will examine implementing measures to encourage drivers to attend on their own initiative driving improvement courses on a regular basis, so as to improve their driving attitude; if so, of the details; if not, the reasons for that?

Reply:

President,

The Transport Department (TD) launched the Driving Improvement Course (DIC) in September 2002 with a view to enhancing motorists' awareness of road safety and cultivating good driving behaviour. Motorists may attend the course voluntarily. Under the Road Traffic Ordinance (Cap 374), the court may also, at its discretion, order motorists who have committed specified traffic offences to attend a DIC so as to improve their driving behaviour. To further enhance road safety, the TD introduced the scheme of obligatory attendance of the DIC with effect from February 2009. Under the Road Traffic Ordinance, save for special reasons, the court shall order motorists convicted of serious traffic offences (e.g. dangerous driving and drink driving) to attend a DIC. Furthermore, under the Road Traffic (Driving-offence Points) Ordinance (Cap 375), motorists who have accumulated 10 Driving-offence Points (DOPs) incurred for traffic offences committed during a period of two years shall also attend a DIC.

My reply to the various parts of the Hon Frankie Yick's question is as follows:

(1) In the past three years, the number of participants who completed a DIC either upon accumulating 10 DOPs incurred over a period of two years or upon a court order, as well as those among which had 3 DOPs deducted upon

completion of the course, with a breakdown by vehicle class they are entitled to drive, are set out in Annex 1 and Annex 2 respectively.

Moreover, in 2015 and 2016, among the participants who had 3 DOPs deducted after completion of a DIC, the number of those who incurred DOPs again within six months, one year and two years, as well as those who were disqualified from driving for having incurred 15 or more DOPs, with a breakdown by vehicle class they are entitled to drive, are set out in Annex 3. As regards the information of 2017, since the periods of six months, one year and two years following completion of the course have not yet ended, the TD is unable to provide the relevant data.

(2) The main cause for many traffic accidents are often related to driving attitude. The DIC aims to address such situation and seeks to effectively instill in motorists a stronger sense of road safety and good driving behaviour through classroom teaching. The DIC covers the topics of Driving-offence Points System, safe driving concepts and prevention of traffic accidents, legislation and regulations on drink driving and drug driving, good driving attitude, etc. Course participants learn the subjects through, among others, classroom teaching, video demonstration and discussions. The course also covers cases of traffic accidents involving different classes of vehicles. The instructors will analyse the causes and consequences of accidents through discussion with participants. The content is designed to meet the main objectives of the course and the needs of participants.

The TD will review and revise the course content from time to time in the light of the trends of traffic accidents and relevant legislative amendments. For example, the TD enhanced the content relating to cycling in November 2017, including how the motorists should stay alert for cyclists on a road and the road safety matters that cyclists should take note of. The TD will also review the overall course coverage with a view to adding suitable content targeting different classes of vehicles (such as large commercial vehicles reversing and travelling down slopes) to cater for the needs of different categories of motorists. At present, driving tests for applicants of driving licences are stringent and included road tests (except for taxis). These tests are effective in ensuring that successful applicants of driving licences have the competence and driving skills for driving the respective classes of vehicles. As such, we do not consider it necessary to include road tests in the DIC.

For motorists who have committed traffic offences repeatedly, they will be required to attend a DIC for every 10 DOPs accumulated within a period of two years; if they are convicted of traffic offence, they may also be ordered by the court to attend the DIC. Repeated offenders are thus required to attend the course again without any exemption, incurring additional time and money for the course in the process, so as to correct their improper driving attitude.

(3) To encourage motorists to enroll on the DIC voluntarily, participants who complete the course and satisfy certain conditions (Note) may have 3 points deducted from their total number of DOPs incurred. Moreover, the Government has been promoting through publicity and education the safety awareness of

motorists when using the roads. The TD will continue to collaborate with the Road Safety Council and the Police to launch various publicity and education campaigns by means of announcements in the public interest, promotional flyers, carnivals, etc. to promote road safety and proper driving attitude among motorists.

Note: The conditions include the participant's satisfactory performance in the course (including fulfilling the required attendance, paying attention during the course, participating actively during in-class and group discussions, as well as passing written and practical assignments of the course). Moreover, the participant must neither have no DOPs or accumulated 15 or more DOPs on the date of completion of the course, nor have been deducted DOPs within the past two years.