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**Replies to initial written questions raised by Finance Committee Members in
examining the Estimates of Expenditure 2018-19**

Director of Bureau : Secretary for Transport and Housing

Session No. : 9

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CONTROLLING OFFICER'S REPLY

THB(T)099

(Question Serial No. 0327)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport
(3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has only mentioned that it will, in conjunction with the governments of Guangdong and the Macao Special Administrative Region (SAR) as necessary, continue to put in place cross-boundary transport and other arrangements to enable or facilitate the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB). In this connection, please advise whether the Hong Kong SAR Government has considered the development needs in respect of the Guangdong-Hong Kong-Macao Bay Area (the Bay Area) development in order to foster regional development and co-operation. This includes in the light of the successive completion of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the HZMB and the Three-Runway System (3RS) at the Hong Kong International Airport (HKIA) in Hong Kong in due course, whether the Government will optimise the cross-boundary sea, land and air transport system, and form a strategic transport network with the eastern and western parts of the Pearl River Delta (PRD) as well as the peripheral areas, so as to meet the growing demand for cross-boundary transport services for passengers and cargoes and reinforce Hong Kong's status as a regional transportation and logistics hub. If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (Member Question No. (LegCo use): 26)

Reply:

The Hong Kong SAR Government has been taking forward various measures to reinforce and enhance the role of Hong Kong as a regional transportation and logistics hub.

Land Transport

After the commissioning of the XRL in the third quarter of 2018, the commuting time between Hong Kong and cities in the Bay Area will be greatly shortened. Enhancing connectivity among the places will foster the flow of people, goods, capital and information.

The Hong Kong SAR Government has proactively collaborated with the Guangdong and Macao Governments to formulate cross-boundary transport arrangements for the HZMB that meet the needs of the three places, with a view to enhancing the usage of the HZMB and fostering the development, exchange and co-operation of cities in the Bay Area. The three governments have agreed to arrange various types of cross-boundary transport, and simplify the licensing requirements of cross-boundary vehicles to encourage the freight trade and people of the three places to use the HZMB. For example, existing cross-boundary goods vehicles are allowed to use the HZMB without completing further application procedures. Existing dual-plate cross-boundary private cars using other boundary control points could also use the HZMB in the initial two years upon the commissioning of the HZMB without the need to make further application.

Maritime and Logistics

On the maritime front, Hong Kong is a major hub port in Southern China. In 2017, Hong Kong Port (HKP) handled 20.8 million TEUs (twenty-foot equivalent units) container throughput, and among which over two-thirds were related to the PRD. HKP and other ports in the Bay Area have different functions and positioning: while HKP is a major regional transshipment hub, other ports in the Bay Area mainly engage in direct shipment. While we will continue to reinforce our role as the region's transshipment hub, we will also leverage on our wide range of good quality professional services. We will actively develop and promote our high value-added maritime services to the maritime enterprises in the Bay Area to assist them to "go global", as well as attract overseas enterprises to use Hong Kong's services to access the Mainland market.

We will consolidate Hong Kong's status as an international maritime centre and logistics hub, and maintain close connection with the other cities in the Bay Area to facilitate economic development of the region under the principles of complementarity and mutual benefits.

Airport

We are committed to consolidating Hong Kong's position as a leading international and regional aviation hub. Upon the full commissioning of the 3RS, the HKIA will have the capacity to handle air traffic demand at least up to 2030, by which time the annual passenger and cargo volumes are expected to increase to around 100 million and 9 million tonnes respectively. This will enhance the strategic co-operation and co-ordination with other major airports in the region and facilitate the aviation development of the Bay Area.

Cross-boundary Helicopter Service

The Government is studying the feasibility of developing cross-boundary helicopter service between Hong Kong and the PRD cities to further enhance cross-boundary transportation services with a view to developing more diversified commercial and other economic activities in the region.

Inter-modal Code Sharing Arrangement

In February 2018, we reached an agreement with the Civil Aviation Authority of China to provide inter-modal arrangement under the Air Services Arrangement between the Mainland and the Hong Kong SAR. Under the arrangement, sea and land transport operators may share the codes of flights operated by designated airlines of both sides as an extension of flights, enabling both services (air-to-sea and air-to-land) to be available in the Global Distribution System. Inter-modal code-sharing services, which will facilitate different passenger groups' access to and from the Bay Area, will further optimise the cross-boundary transportation service of the Bay Area. In February 2018, a local airline group partnering with a Macau water-jet company launched the first air-to-sea code sharing services between the HKIA and Taipa Ferry Terminal.

Cross-boundary Transportation to HKIA

Supported by an integrated multi-modal transport network, the HKIA is a major gateway to the Mainland. Cross-boundary coaches, limousines and ferry services connect passengers between the PRD and international destinations via the HKIA. Last year, an average of about 550 trips by coaches was made every day to link the HKIA with more than 110 PRD cities and towns. The SkyPier at the HKIA provides speedy ferry services for air-to-sea/sea-to-air transit passengers travelling to and from the HKIA and nine PRD cities. In 2017, the number of SkyPier transit passengers reached 2.5 million.

Modelling on the concept and existing mode of operation at the SkyPier, the Airport Authority Hong Kong has proposed to introduce an airport bonded bus service for bridge-to-air/air-to-bridge transit passengers from the respective Border Crossing Facilities of Zhuhai and Macao to reach the HKIA direct for outbound flights without the need to go through Hong Kong's immigration clearance. Overseas passengers travelling to Zhuhai and Macao via the HKIA may also benefit from the service.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)107

(Question Serial No. 1084)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following information in table form:

- (1) the expenditure incurred by the Transport and Housing Bureau (THB) on publicity on the Internet/social media in 2017-18, the manpower involved and the percentage this item accounts for in the total expenditure, with all information set out by publicity channel;
- (2) the means adopted by the THB to assess whether the above initiatives are effective and value for money; and
- (3) the estimated expenditure to be incurred by the THB on the above initiatives in 2018-19 and the manpower to be involved.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. (LegCo use): 3)

Reply:

- (1) The expenditure incurred by the THB on publicity on the Internet/social media in 2017-18 and the manpower involved are tabulated below:

Name of item	Internet/social media publicity channel	Purpose and contents	Expenditure on publicity	Manpower
“Any Walker” Facebook page	Facebook	To enhance public understanding of the local public transport system, transport professions and transport infrastructure, and to strengthen interaction with the public through setting up a dedicated page on the social media platform.	For updating the contents of the “Any Walker” Facebook page: \$55,200	The work was undertaken by existing staff as part of their duties. There is no separate breakdown.
THB’s Facebook page and Instagram page	Facebook and Instagram	To enhance public understanding of Hong Kong’s transportation and housing policies, and to enhance the Bureau’s communication with the public through social media.	For setting up the THB’s Facebook page and Instagram page and updating the contents: \$292,560	
Hong Kong Maritime Week 2017	Website of Hong Kong Maritime Week 2017 (desktop and mobile versions)	To promote the Hong Kong Maritime Week.	For developing the webpages, maintaining the system and updating the contents: \$60,000	

Name of item	Internet/social media publicity channel	Purpose and contents	Expenditure on publicity	Manpower
	<p>Webpages of online publications and media</p> <p>Facebook</p>		<p>For banner advertisements on different platforms below -</p> <p>Maritime Advocate Online: \$22,000</p> <p>Shipping Gazette e-Newsletter: \$8,400</p> <p>Asia Maritime Online News: \$2,400</p> <p>TradeWinds Online: \$27,200</p> <p>Commercial Radio Hong Kong – Hong Kong Toolbar: \$20,000</p> <p>Online advertisement via Hong Kong Maritime and Port Board’s (HKMPB) Facebook page: \$29,437</p>	
HKMPB	YouTube, Facebook, LinkedIn, Twitter, Weibo	To provide information about the HKMPB, introduce the logistics and maritime industries in Hong Kong, and provide information about manpower training of the maritime industry.	The routine operation of the social media platforms is absorbed by existing manpower and resources. There is no separate breakdown of the resources involved.	

The expenditure on the above items accounts for 0.18% of the revised estimate of the total recurrent expenditure.

- (2) The objectives of setting up dedicated pages on online social media and launching promotion on these social media are to enhance interaction with the public and increase coverage of information dissemination, so as to achieve the purpose of disseminating information and promoting activities. We evaluate from time to time the effectiveness of these publicity channels with reference to the visitor statistics.
- (3) The estimated expenditure to be incurred by the THB on the above initiatives in 2018-19 and the manpower to be involved are tabulated below:

Name of item	Internet/social media publicity channel	Expenditure on publicity	Manpower
THB's Facebook page and Instagram page	Facebook and Instagram	For updating the contents of the THB's Facebook page and Instagram page: \$682,640	The work is undertaken by existing staff as part of their duties. There is no separate breakdown.
Hong Kong Maritime Week 2018	Website of Hong Kong Maritime Week 2018 (desktop and mobile versions)	For designing and developing the webpages, maintaining the system and updating the contents: \$85,000	
	Webpages of online publications and media	For banner advertisements on different platforms: \$120,000	
	YouTube, Facebook, LinkedIn, Twitter, Weibo	Online advertisement and promotion via the HKMPB's social media platforms: \$60,000	

Name of item	Internet/social media publicity channel	Expenditure on publicity	Manpower
HKMPB	YouTube, Facebook, LinkedIn, Twitter, Weibo	The routine operation of the social media platforms will be absorbed by existing manpower and resources. There is no separate breakdown of the resources involved.	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)121

(Question Serial No. 1747)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

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

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2018-19, the Transport and Housing Bureau (THB) will continue to work closely with the Hong Kong Maritime and Port Board (HKMPB) and the maritime and port industries to spur the growth of Hong Kong's maritime cluster and maintain the competitiveness of the Hong Kong Port. Regarding spurring the growth of the maritime cluster, what are the work plan and estimated expenditure involved?

There are currently about 800 shipping-related companies in Hong Kong. Has the Government conducted any studies to explore ways to attract more shipping-related companies to set up offices in Hong Kong? If so, what are the findings of such studies? If not, what are the reasons? What measures does the Government have to attract more shipping-related companies to Hong Kong so as to expand the maritime cluster?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. (LegCo use): 7)

Reply:

In promoting the development of the maritime cluster in Hong Kong and attracting more shipping-related companies to invest in Hong Kong or use our maritime services, we are mindful of the need to attract more commercial principals to set up presence in Hong Kong, thereby stimulating more business demand for the entire maritime and port industry. Moreover, we seek to bolster the development of a number of high value-added maritime services where Hong Kong enjoys clear advantages, including ship finance, marine insurance and maritime arbitration. The Government, in consultation with the HKMPB, is examining and exploring feasible facilitation incentives and/or measures with reference to overseas experience, and findings would be presented at the HKMPB for further discussion in due course. Meanwhile, we are conducting a "Study on Economic Contribution of

Maritime Services” in order to collect more up-to-date information on the value added and persons engaged of various maritime services in 2016. Findings of the study would provide useful statistical information and basis for better planning of the future work of the HKMPB, including promoting our high value-added maritime services.

At the same time, the HKMPB is working closely with Invest Hong Kong (InvestHK) and the Hong Kong Trade Development Council to arrange various promotional events and activities, including the Hong Kong Maritime Week, the Asia Logistics and Maritime Conference, participation in large-scale international maritime exhibitions such as Marintec China and Posidonia, as well as visits to countries and cities with vibrant maritime clusters. During the promotion visits, the HKMPB delegation will organise business luncheons, networking receptions and/or business seminars with a view to attracting overseas businesses to Hong Kong. InvestHK will also set up a dedicated team to strengthen promotion efforts to attract more renowned maritime enterprises to operate in Hong Kong.

In 2018-19, the Government has earmarked around \$19 million to support the work of the HKMPB. The provision includes around \$4.6 million to be allocated to InvestHK for setting up a dedicated maritime desk and step up overseas promotion work. The above estimated amount has not included estimated manpower expenditures under the THB since the work is undertaken by existing staff as part of their duties and no separate breakdown is available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)103

(Question Serial No. 2742)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

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

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Government will continue to draw up and implement manpower development, training and promotion initiatives under the Maritime and Aviation Training Fund (MATF). In this connection, would the Government inform this Committee:

- (a) of the annual number of students and in-service practitioners undertaking relevant technical training and pursuing professional degree programmes under the MATF as at the end of 2017-18 (please provide the figures by year);
- (b) given that the provision under the Programme for this year is \$17.6 million higher than the revised estimate for last year and one of the main reasons is the increased cash flow for the MATF, of the specific reasons and current situation; and
- (c) whether the Government will collaborate with the Hong Kong Maritime and Port Board to adopt measures to assist in job matching so as to help shipping companies employ talents who have received local training; if so, of the details; if not, of the reasons?

Asked by: Hon LUK Chung-hung (Member Question No. (LegCo use): 8)

Reply:

- (a) The numbers of student and in-service practitioner beneficiaries of individual schemes/programmes under the MATF from 2014-15 to 2017-18 are set out at **Annex**.

- (b) Provision for 2018-19 for Programme (3) of Head 158 is \$17.6 million higher than the revised estimate for 2017-18 mainly because of a number of reasons, one of which being the estimated increase in cashflow requirement of \$1.57 million for MATF. The increased cashflow requirement is mainly due to the additional expenditure arising from the projected increase in the number of participants/recipients under the Maritime and Aviation Internship Scheme, the Hong Kong Aviation Scholarship Scheme and Partial Tuition Refund Scheme for Specialised Aircraft Maintenance Programme, as well as the Professional Training and Examination Refund Scheme. Other reasons for the increase in provision for Programme (3) are attributable to increases in provisions for other activities which are not related to MATF.
- (c) The Government attaches importance to the manpower development of the maritime sector. Although we do not directly engage in job-matching exercises and the provision of cadetship training opportunities for sea-going students, we have been closely liaising with relevant institutions and associations to monitor the situation and will assist in encouraging the shipping companies to offer such opportunities if needed. Besides, the Government has been implementing various schemes under MATF to help attract new blood to join the seafaring sector and gain ocean-going experience, including the Sea-going Training Incentive Scheme which provides each cadet recipient a monthly subsidy of \$6,000 so that they would have an incentive to join the sector and work on board; the Hong Kong Nautical and Maritime Scholarship Scheme for the International Shipping and Transport Logistics Programme of the Hong Kong Polytechnic University which encourages more university students to enroll in nautical subjects to pursue a seafaring career; and the Maritime and Aviation Internship Scheme which subsidises the maritime and aviation companies to offer internship places for tertiary students to arouse their interests in joining the industries.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)319

(Question Serial No. 5252)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

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

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

(a) According to the 2012 Work Plan of the Framework Agreement on Hong Kong/Guangdong Co-operation, both sides support granting dual licences to registered Nansha pleasure vessels for Guangdong-Hong Kong-Macao sailing on a pilot basis. What is the current progress of this initiative? What requirements does a pleasure vessel have to fulfil under the policy?

(b) How many Mainland pleasure vessels in total entered the waters of Hong Kong in the past five years?

Asked by: Hon TAM Man-ho, Jeremy (Member Question No. (LegCo use): 710)

Reply:

(a) The "Pilot Scheme on Cross-boundary Sailing for Pleasure Vessels in Guangdong, Hong Kong and Macao" is an initiative originated from the Guangdong Provincial Government which aims at promoting yacht tourism in the Pearl River Delta (PRD) region. We understand that various cities in Guangdong (such as Shenzhen and Nansha) have been reviewing their regulatory policies to facilitate pleasure vessels to develop yacht tourism in the PRD region.

For Hong Kong, the Marine Department (MD) introduced a new measure in December 2016 which allows visiting pleasure vessels to navigate in Hong Kong waters for leisure purpose. Before the implementation of the new measure, owner of a visiting pleasure vessel can only apply for a permission to navigate if the vessel has genuine need to move within Hong Kong waters, e.g. participating in a racing event, proceeding to a shipyard for repair services or changing berthing location.

Under the new relaxed scheme, owners of visiting pleasure vessels may apply for the permission to cruise in Hong Kong waters for leisure purpose, provided that the applicant can confirm that a berthing space has been secured at a marina or yacht club, and that the safety and navigation requirements as set out in **Annex** are met. This new measure applies to all visiting pleasure vessels, including those from Nansha, Guangzhou.

- (b) According to statistics provided by the MD, during 2013 to 2017, the MD approved a total of 202 arrival trips from visiting pleasure vessels of Mainland flag. The annual figures are given below:

Year	Arrival trips from visiting pleasure vessels of Mainland flag
2013	39
2014	33
2015	39
2016	48
2017	43
Total (2013-2017)	202

Safety and navigation requirements for application for a permission to navigate in Hong Kong waters for visiting pleasure vessels

- (1) submitting a Pre-Arrival Notification for the visiting pleasure vessels, before entering Hong Kong waters, to notify the MD of such arrival and specify the location the pleasure vessels intends to berth at (documentary proof is required to confirm that a berthing space has been secured with a marina or yacht club);
- (2) appointing a local agent with legal responsibility for the operation and activities of the visiting pleasure vessels during its stay in Hong Kong;
- (3) submitting recent photographs of the visiting pleasure vessels covering the entire port and starboard sides, and showing clearly the name and/or identification mark on the hull of the pleasure vessels;
- (4) installing very high frequency radio and Automatic Identification System on board the visiting pleasure vessels and ensuring they are in good operation condition;
- (5) possessing a valid safety certificate or equivalent if the visiting pleasure vessels is of over 150 Gross Tonnage (GT) or carrying more than 60 passengers;
- (6) possessing valid Pollution Prevention Certificates if the visiting pleasure vessels is of 400 GT or above;
- (7) participating in Vessel Traffic Service of the MD if the visiting pleasure vessels is of over 300 GT;
- (8) complying with specific traffic control measures as expressly stated in the permission such as restriction from entering into certain busy waters of Hong Kong; and
- (9) not engaging in chartering or hire business during its stay in the waters of Hong Kong, except for charter or hire agreements made for the visiting pleasure vessels before its arrival in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)312

(Question Serial No. 5430)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

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

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the fund stated below, please provide details as to the balance, the amount of funding injected by the Government, investments or other revenue and the total expenditure in 2016-17 and 2017-18. If there is any fund under the purview of the Bureau but is not included below, please also provide the details accordingly.

1. Maritime and Aviation Training Fund (MATF)

Asked by: Hon MA Fung-kwok (Member Question No. (LegCo use): 90)

Reply:

The Government established the MATF with a commitment of \$100 million in April 2014 to support and encourage more young students and practitioners of the maritime and aviation sectors to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional competency of the two industries.

The expenditure and balance of the MATF in 2016-17 and 2017-18 (estimates by end March 2018) are as follows:

Year	Expenditure (\$million)	Balance (\$ million)
2016-17	12.27	73.53
2017-18 (Estimates)	22.57	50.96

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5822)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

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

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Is there any manpower shortage problem in the maritime and aviation industries in Hong Kong? If so, how serious is the shortage problem?
2. What are the respective numbers of practitioners in the maritime and aviation industries currently receiving training subsidies under the Maritime and Aviation Training Fund (MATF)?
3. What are the current balance and cash flow of the MATF? What are the estimated changes?
4. Among the additional provision of \$17.6 million (+11.3%), what is the amount to be used to meet the above estimated cash flow requirement of the MATF?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. (LegCo use): 82)

Reply:

(1) The Government reckons that manpower is one of the key factors for the development of the maritime and aviation industries. On the maritime front, according to the "2016 Manpower Survey Report of the Maritime Services Industry" conducted by the Maritime Services Training Board of the Vocational Training Council (VTC), there were a total of 645 job vacancies reported for ocean going, river trade, local vessel and shore based personnel sectors in 2016, with shore based personnel and local vessel sectors constituting the largest percentage share of vacancies.

The maritime industry is facing aging problem in general. Taking local vessel as an example, according to the same survey, among existing local seafaring employees in 2016, around 30% of them were at the average age of 51 or above, while 31% of them were aged between 41 and 50. The industry has been facing challenges in attracting young generations to join the sector because of the very competitive labour market and the relatively difficult working environment of the maritime sector. In this regard, the Government established the MATF in April 2014 with a commitment of \$100 million to help the sector to, among others, attract more new blood to expand the pool of talent and address the issue of aging workforce.

On the aviation front, to better understand the latest manpower situation in the Hong Kong International Airport (HKIA), the Airport Authority Hong Kong (AA) conducts workforce surveys on companies and organisations operating at HKIA from time to time in order to update the manpower situation and forecast for related planning. According to the 2017 HKIA Workforce Survey, the manpower situation in HKIA, in terms of size of workforce and the vacancy situation, has improved over the last two years. The percentage of vacancies decreased from 6.6% in 2015 to 5.8% in 2017. This is significant in the light of the overall increase in the size of the workforce by around 3.4% during the same period.

(2) As at end February 2018, a total of 4 964 students and in-service practitioners of the maritime and aviation industries have benefited from MATF. The respective numbers of recipients of individual schemes/programmes under MATF are set out at Annex.

(3) and (4) For 2017-18, the revised estimated expenditure for MATF is \$22.57 million and the balance is \$50.96 million. The estimated expenditure for MATF in 2018-19 is \$24.14 million, which is \$1.57 million higher than the revised estimated expenditure in 2017-18. This estimated increase in cashflow requirement for MATF constitutes part of the additional provision of \$17.6 million for Programme (3) of Head 158 in 2018-19.

**Number of Beneficiaries of Individual Programme
under the MATF
(position as at end February 2018)**

Schemes under MATF	Total Number of Beneficiaries (as at 28.2.2018)
1. Professional Training and Examination Refund Scheme ^{Note 1}	2 764
2. Maritime and Aviation Internship Scheme ^{Note 2}	1 325
3. Local Vessel Trade Training Incentive Scheme ^{Note 1}	109
4. Sea-going Training Incentive Scheme ^{Note 1}	207
5. Ship Repair Training Incentive Scheme ^{Note 1}	25
6. Hong Kong Maritime and Logistics Scholarship Scheme ^{Note 2}	43
7. The University of Hong Kong - Dalian Maritime University Academic Collaboration Scheme ^{Notes 1 & 2}	217
8. Hong Kong Maritime Law Scholarship Scheme ^{Note 2}	18
9. Overseas Exchange Sponsorship Scheme ^{Note 2}	42
10. The University of Hong Kong - Shanghai Maritime University Academic Collaboration Scheme ^{Note 2}	3
11. Hong Kong Nautical and Maritime Scholarship Scheme ^{Note 2}	N.A. New scheme rolled out in academic year 2017-18
12. Maritime Law Scholarship Scheme ^{Note 2}	N.A. New scheme rolled out in academic year 2017-18
13. Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme ^{Note 1}	187
14. Hong Kong Aviation Scholarship Scheme ^{Note 2}	24
Total	4 964

^{Note 1} Schemes/programmes eligible for in-service practitioners of maritime and/or aviation sectors only.

^{Note 2} Schemes/programmes eligible for students only.

- End -