

Minutes of the Sixth Meeting of the
Traffic and Transport Committee
under Eastern District Council

Date : 3 December 2024 (Tuesday)
Time : 2:30 pm
Venue : Eastern District Council Conference Room

Present

Mr TING Kong-ho, Eddie, MH	Ms LIN Cai-ying	Ms CHIK Kit-ling, Elaine
Mr WONG Chi-chung	Mr HUNG Chi-kit	Mr CHENG Chi-sing, MH
Mr YUEN Kin-chung, Kenny	Mr HUNG Lin-cham, MH, JP	Ms LAU Suk-yin
Ms LI Lee	Mr HUNG Chiu-kwan	Ms LAU Dana Sing-she
Ms NG Ching-ching	Mr LIANG Li	Mr LAU Hing-yeung, MH (Vice-chairman)
Ms LEE Ching-har	Ms CHAN Hang, MH, JP	Mr LAI Nuen-san
Mr HO Ngai-kam, Stanley	Mr KWOK Ho-king, Calvin (Chairman)	Mr LU Xiaofeng, Anthony
Mr LAM Sum-lim, MH	Mr KWOK Wing-kin	Ms LEE Woon-ming, Wendy (Co-opted Member)
Mr LAM Wing-shing	Mr CHAN Hoi-wing, Joseph	Mr WU Chi-hei (Co-opted Member)
Mr LAM Wing-cheung	Ms TSANG Cheuk-yi	

In Regular Attendance (Government Representatives)

Mr FU Yiu-nam, Daniel	Assistant District Officer (Eastern)2, Eastern District Office
Ms NG Yan-mei, Monie	Senior Executive Officer (District Council), Eastern District Office
Ms CHAN Ching-kwan, Janny	Liaison Officer i/c (Shau Kei Wan), Eastern District Office
Mr CHENG Tsz-hin, Ivan	Project Coordinator/Eastern 1, Transport Department
Mr CHAN Kam-hung, Dennis	Engineer/Eastern 2, Transport Department
Ms POON Hoi-yee, Caryl	Engineer/Eastern 3 & General, Transport Department
Mr WONG Ping-cheung, William	Senior Transport Officer/Eastern, Transport Department
Mr CHOI Kai-bong, Martin	District Engineer/North Point, Highways Department
Ms KWONG Suk-ching	District Operations Officer (Eastern District), Hong Kong Police Force
Mr LEUNG Ka-lok	Officer-in-charge (District Traffic Team) (Eastern District), Hong Kong Police Force
Mr WONG Leung-yau, Jimmy	Senior Estate Surveyor/Hong Kong East (3), District Lands Office, Hong Kong East, Lands Department

In Attendance by Invitation (Representative from the Organisation)

Ms Virgini FUNG

Manager – External Affairs, MTR Corporation Limited

Secretary

Ms NG Sze-chung, May

Executive Officer I (District Council) 3, Eastern District
Office

Opening Remarks

The Chairman welcomed all Members, representatives from the government and organisation to the meeting.

Agenda 1. Confirmation of the Draft Minutes of the 5th Meeting of Traffic and Transport Committee (TTC)

2. The above draft minutes were confirmed without amendments.

Agenda 2. Call for Improvements to Road Safety Measures on Precipitous Roads in North Point and Fortress Hill
(TTC Paper No. 21/2024)

3. The Chairman welcomed the representatives of the Transport Department (TD), Highways Department (HyD) and Hong Kong Police Force (HKPF) to the meeting.
4. A Member briefed the meeting on Paper No. 21/2024.
5. The views of Members about the agenda item were summarised as follows:
 - (a) Members remarked that it had been over a month since the accident and hoped that the departments concerned would expeditiously adopt some road safety measures which could be implemented within a short period of time, for example, providing appropriate traffic signs and road markings, paving anti-skid road surfacing, erecting “Traffic Black Spot” signs or hanging warning banners on precipitous roads.

Action

- (b) Members suggested considering the installation of speed assessment system and provision of “zebra crossings”.
- (c) Members expected that the departments would proactively study and apply professional knowledge and technologies to formulate improvement plans to keep hazards at bay.
- (d) Members commented that the current situation was undesirable as school buses parking along Fortress Hill Road waiting to pick up and drop off students would easily lead to accidents. They urged the departments to explore solutions as soon as possible.
- (e) Members were concerned that upon completion of the redevelopment project of the State Theatre in 2025, the pedestrian and traffic flows at the area would increase, thus posing a higher risk of traffic accidents on the precipitous roads. Therefore, they urged the departments to review the traffic facilities and enhance the overall planning as soon as possible to safeguard pedestrian safety.

6. The representatives of the TD, HyD and HKPF noted Members’ views and suggestions, and responded to their views as follows:

TD

- (a) Suitable traffic signs and road markings had been provided at appropriate locations on Fortress Hill Road (downhill bound) at present.
- (b) The TD was planning to provide additional traffic signs and road markings at appropriate locations on Cheung Hong Street to enhance road safety.
- (c) The TD had always been concerned about the safety of the precipitous roads. The TD would further explore improvement plans to enhance road safety when necessary upon receipt of the traffic accident report from the HKPF.

Action

HyD

- (d) The HyD had paved anti-skid road surfacing on the carriageways at Fortress Hill Road, and would timely monitor the road condition and carry out maintenance accordingly when necessary.
- (e) As regards the road surface of the carriageways at Cheung Hong Street, the HyD had arranged for the anti-skid tests by the contractor, the results of which were expected to be available within a month. Whether anti-skid road surfacing was required would be determined based on the test results.
- (f) The HyD would continue to work with the TD to follow up on the improvement plans of Fortress Hill Road.

HKPF

- (g) The HKPF quoted from the written reply.

TD/HyD/HKPF

- 7. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 3. Concern about Traffic Safety on Island Eastern Corridor **(TTC Paper No. 22/2024)**

- 8. The Chairman welcomed the representatives of the TD and HKPF to the meeting.
- 9. A Member briefed the meeting on Paper No. 22/2024.
- 10. The views and enquiries of Members about the agenda item were summarised as follows:
 - (a) Members were concerned that when the eastbound lanes of Island Eastern Corridor (IEC) were reduced from four to three, not only would drivers find it difficult to cut across from the left most lane to the right to head for Quarry Bay, Chai Wan, Kowloon (East) etc., but they might

Action

also overtake in a hurry to avoid the traffic queue heading towards North Point, which could easily lead to traffic accidents.

- (b) Members raised a number of suggestions, including extending the existing continuous double white lines with a broken line (“solid-cum-broken line”) to allow drivers sufficient time and space to cut across the lanes, providing “Give way” signs on the road, setting up “average speed camera systems” (“ASCS”) or fixed snap shot cameras (“pigeon cages”).
- (c) Members hoped to enhance the clarity of the black-and-white arrows in the “Sharp deviation of route to right” sign on the eastbound carriageway of the IEC near Quarry Bay Park to allow drivers to see them clearly at night and on rainy days.
- (d) Members enquired about the calculation basis of the “accident rate per million vehicle-kilometres” (“accident rate”) and the number of traffic accidents on the eastbound and westbound carriageways of the IEC.

11. The representatives of the TD and HKPF noted Members’ views and suggestions, and responded to their views and enquiries as follows:

TD

- (a) The TD explained that the calculation of the “accident rate” was based on the road length, yearly traffic statistics and traffic casualties of the road section during the period.
- (b) The TD considered it inappropriate to put a “Slow” road marking on an expressway but would study the suggestion of extending the “solid-cum-broken line” with reference to the Transport Planning and Design Manual.
- (c) As regards the section of the eastbound carriageway of the IEC near Quarry Bay Park, the TD had planned to erect a “Merging into main traffic on right” sign at the location before entering the main road from the side road, and was going to issue a Works Request Form to the HyD.

Action

HKPF

- (d) The HKPF quoted from the written reply.

TD/HKPF

12. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 4. Progress Report of Matters Arising from Previous TTC Meetings under Eastern District Council
(TTC Paper No. 23/2024)

(i) “Suggestion for the MTR Corporation to Provide Additional Entrances/Exits and Platform Lifts at Fortress Hill Station to Facilitate Passenger Access”

13. The views of Members about the agenda item were summarised as follows:
- (a) Members remarked that although passengers could book the wheelchair aid service at present, it would probably take around half an hour for the staff to take the wheelchair aid to the entrance/exit. Therefore, they would like the MTR Corporation Limited (MTRCL) to explore ways to shorten the time required for handling the requests.
 - (b) Members suggested that as Exit B was more spacious, consideration could be given to providing a ramp at the entrance/exit, or placing the wheelchair aid directly near the entrance/exit for standby use to save handling time.
 - (c) It was suggested that site visits could be arranged for Members to jointly study the enhancement of the barrier-free access facilities.
 - (d) Members would like the MTRCL to provide statistics on the usage of wheelchair aid for reference. However, they also viewed that the figures might not reflect the actual need of passengers.
 - (e) Members noted that the ownership of the 7 Seas Shopping Centre on the lower level of Carson Mansion belonged to the Government, and hoped that if the MTRCL intended to provide an additional entrance/exit, it

Action

would discuss with the relevant government departments for the convenience of the elderly, wheelchair users and passengers with bulky luggage, as well as to cater for the need of the commercial development of the Fortress Hill area.

14. The representative of the MTRCL noted Members' views and suggestions, and responded to their views as follows:

- (a) After gathering Members' views at the last meeting, the MTRCL would enhance the wheelchair aid arrangement by allowing passengers to call the station staff five to ten minutes in advance to arrange for the service.
- (b) The MTRCL would continue to tie in with the Government's Braemar Hill Pedestrian Link project and maintain communication with the Government for the works in relation to the lift connecting the station and the ground level, with a view to facilitating the smooth completion of the works.
- (c) In order to ensure passenger safety and to keep the entrance/exit unobstructed, the MTRCL would not consider providing a ramp and placing any space-consuming wheelchair aid at the location for the time being.
- (d) Since the ownership of the reserved location did not belong to the MTRCL back in the early years, the MTRCL had no current plan to provide an additional entrance/exit. However, the MTRCL would be pleased to exchange views and discuss with the government departments or community organisations concerned if any of them wished to provide additional facilities for station connection in response to community development and needs.
- (e) The MTRCL was willing to arrange for a site visit and exchange of views on the facilities at the entrance/exit of the station with Members who wished to do so after the meeting.

MTRCL

15. After discussion, the agenda item would continue to be followed up on upon further progress.

(ii) ***“(1) Suggestion for the MTR Corporation to Provide Additional Escalators and Barrier-free Facilities at MTR Stations including Tai***

Action

Koo and Shau Kei Wan Stations

- (2) ***Request for Provision of Air-conditioning at the Concourse of MTR Chai Wan Station/Request for the Installation of Central Air-conditioning System at Chai Wan MTR Station***

MTRCL/TD

16. The agenda items would be followed up on upon further progress.

- (iii) ***“(1) ‘Universal Accessibility’ Programme - ‘Special Scheme’
(FW01: Elevated walkway across Fei Tsui Road connecting Fung Ha Road in Fung Wah Estate; WT02: Footbridge across Fu Tsui Street connecting Yat Tsui House podium and Wan Tsui Shopping Centre; YT01: Footbridge across Yiu Hing Road near Ngan Chun House of Tung Chun Court and Yiu Tung Shopping Centre)
(2) Strong Request for Provision of Accessible Lifts at Footbridges (Structure Nos. HF89 and HF89A) Connecting Open Space off 993 King’s Road (Tak Lee Building, Wai Lee Building and Po Lee Building) and Quarry Bay Market”***

HyD

17. The agenda items would be followed up on upon further progress.

- (iv) ***“(1) Concern over Noise Pollution by Speeding Vehicles at Island Eastern Corridor Request for Review on Effectiveness of Speed Detection and Prosecution
(2) Requesting the Launching of Average Speed Assessment at Viable Road Sections in the Eastern District”***

HKPF/TD

18. After discussion, the agenda items would continue to be followed up on upon further progress.

- (v) ***“(1) Requesting the Bus Companies to Launch More Routes Connecting the Eastern District to West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link
(2) Request for Launching a New Overnight Bus Route Connecting East Kowloon to Island East
(3) Suggestion for Provision of Additional Bus Route Plying Between Chai Wan and Hong Kong West Kowloon High Speed Rail Station”***

19. The views of Members about the agenda items were summarised as follows:

Action

- (a) Members were pleased that the departments and bus companies had considered their views and tried to extend the routing of Cross Harbour Bus Route No. 110 to the West Kowloon High Speed Rail Station (HSR Station) on a trial basis during specific time slots. However, they stressed that the proposed paper mainly requested for “the provision of additional bus route plying between Chai Wan and Hong Kong West Kowloon High Speed Rail Station” and viewed that the current proposed trial arrangement failed to address the aspirations of the residents of Chai Wan and Siu Sai Wan.
- (b) Members hoped that the departments and bus companies would consider introducing new bus routes directly from Chai Wan and Siu Sai Wan to the HSR Station, which would also support the existing service of Route No. 110 during peak hours.
- (c) Members suggested extending the proposed new Route No. 110 to the two sub-areas mentioned above and viewed that the trial arrangement could gather passenger statistics more effectively to further review the trip generation.
- (d) Members did not wish to see the proposed re-routing affecting the existing service level.
- (e) Members reminded the department to make sufficient publicity about the re-routing to keep passengers updated.
- (f) Members remarked that tour groups normally required participants to meet at the HSR Station at 6:00 pm to 7:00 pm on weekdays. Therefore, they suggested that the trial arrangement should cover the above time slot.
- (g) Members proposed to adjust the return route accordingly to facilitate residents to return to the Eastern District, and allow tourists to go to the Eastern District directly for sight-seeing and spending, which would help promoting local economy.
- (h) Members suggested deploying bus models with small to medium luggage racks.

Action

20. The representatives of the TD and bus companies noted Members' views and suggestions, and responded to their views as follows:

- (a) If Route No. 110 was extended to Chai Wan and Siu Sai Wan, the journey time and distance would inevitably be lengthened, affecting the existing passengers.
- (b) Subject to the implementation of the trial scheme, the TD and bus companies would closely monitor and analyse the needs of the passengers in the Eastern District during the trial period in order to improve the route service in future.

TD/Citybus
Limited (Citybus)/
Kowloon Motor
Bus Company
(1933) Limited
(KMB)

21. After discussion, the agenda items would continue to be followed up on upon further progress.

- (vi) ***“(1) Strong Request for More Car Parks for Large Vehicles in the Eastern District***
(2) Urging the Government to Build Multi-storey Car Parks or Allocate More Sites for Parking
(3) Strong Request for Multi-storey Car Parks in the Eastern District
(4) Requesting the Government to Investigate the Total Number of Shortfall in Parking Spaces in the Eastern District to Facilitate the Formulation and Planning of Policies on Car Parks and Parking Spaces in the Eastern District
(5) Replanning of Parking Spaces in Eastern District”

Transport and
Logistics Bureau/
TD/District Lands
Office, Hong Kong
East/Planning
Department/HKPF

22. The agenda items would be followed up on upon further progress.

(vii) “Request for Improvement to Traffic Congestion in Braemar Hill before and after School”

23. The TTC noted the written reply from the Education Bureau (EDB).

24. The views of Members about the agenda item were summarised as follows:

- (a) Members pointed out that the traffic congestion had deteriorated over the past two months and they had received a number of complaints from the public regarding the problem. Therefore, they considered it necessary to examine and review the effectiveness of the “School Bus Only” measure.
- (b) Members reiterated that the bottleneck of the traffic congestion was at the junction of Pak Fuk Road and Tin Hau Temple Road, and they hoped that the departments would endeavour to explore improvement options.
- (c) Members would like to know whether the EDB had followed up on the implementation of the “School Bus Only” measure with the schools. They also hoped that the EDB would keep the TTC informed of the progress so that they could consider whether it was necessary to invite school representatives to the meeting for discussion in future.
- (d) A Member had accepted the invitation from the HKPF for a site visit later to explore improvement options together.

25. The representative of the HKPF noted Members’ views and suggestions, and remarked that they would continue to deploy staff for traffic control and law enforcement during peak hours before and after school.

26. The representative of the TD noted Members’ views and suggestions, and stated that the TD would continue to closely monitor the traffic situation in Braemar Hill and conduct regular investigation and data analysis. Moreover, the TD was going to write to the schools for an update on the latest situation of the “School Bus Only” measure, and would continue to maintain close liaison with the EDB, HKPF, schools and District Council Members.

EDB/TD/HKPF

27. After discussion, the agenda item would continue to be followed up on upon further progress.

(viii) “Request for Enhanced Enforcement against Illegal Parking in Shing Tai Road in Heng Fa Chuen”

28. The views of Members about the agenda item were summarised as follows:

- (a) Members acknowledged that co-operation of different parties was necessary to solving illegal parking. They hoped that the HKPF would enhance enforcement through the issue of Fixed Penalty Tickets on Shing Tai Road, and that the TD would pay attention to the transport policy and road design of the area.
- (b) Members raised the following traffic issues for the attention of the departments concerned:
 - (i) Vehicles were often parked in the vicinity of Shing Tai Road and Shing Hong Lane near the pedestrian crossing at the Heng Fa Chuen Market, which obstructed pedestrians’ sight lines and made them prone to accidents.
 - (ii) Vehicles often hit the pavement blocks at the kerb when passing through the roundabout on Shing Tai Road (near the bus stop off Paradise Mall), causing damage and unevenness to the road surface.
 - (iii) There was serious illegal parking on Shing Tai Road in the morning and during lunch and dinner time on weekends, which made it very dangerous for shuttle buses to pick up and drop off passengers in the middle lane of the carriageway.
- (c) Members suggested the TD consider designating a pick up/drop-off point at a suitable location to obviate the need for shuttle buses to drive into Heng Fa Chuen, so as to facilitate smoother traffic flow on Shing Tai Road.

29. The representative of the HKPF noted Members’ views, and remarked that the HKPF would continue to monitor the situation of illegal parking at the said location, as well as to allocate resources and enhance law enforcement as far as possible to ensure road safety and smooth traffic flow.

Action

30. The representative of the TD noted Members' views and indicated that the TD would study the suggestions.

HKPF

31. After discussion, the agenda item would continue to be followed up on upon further progress.

(ix) "Suggestion for Legalisation Trial of Diagonal Crossing in Eastern District"

32. A Member said that according to the relevant Legislative Council paper, the preliminary observation on the first trial location of the "diagonal crossing" in Sha Tin showed that the operation of the trial diagonal crossing was safe and smooth. Therefore, the Member enquired the department about the timeframe for releasing the findings of the official report on Sha Tin and Tsim Sha Tsui, as well as the details about the future extension of the trial scheme to the Eastern District.

33. The representative of the TD responded that the TD was closely monitoring the operation of the two trial locations and collecting relevant trial statistics, and would carefully analyse the adaptation and changes in the use of the facilities by pedestrians and drivers, with a view to formulating a design standard for diagonal crossings suitable for the traffic conditions and pedestrians in Hong Kong. The whole trial scheme was expected to complete in early 2025, and the TD would consider the way forward of the diagonal crossings on the basis of the trial results. The TD had noted the trial locations in the Eastern District proposed by Members at a previous meeting, and had passed them to the section concerned.

TD

34. After discussion, the agenda item would be followed up on upon further progress.

(x) "Suggesting the Hong Kong Island Green Minibus Route No. 65A Enhance Service to Cover Sundays and Public Holidays and Minibus Route No. 65 Study the Feasibility of Running via Quarry Bay, Taikoo Shing and Sai Wan Ho on Public Holidays"

35. The views of Members about the agenda item were summarised as follows:

Action

- (a) Members thanked the TD for taking the initiative earlier to report that some imported drivers had joined the fleet of Green Minibus Route (GMB) No. 65 to provide services.
- (b) Members enquired about the possibility of enhancing the frequency of GMB Route No. 65A on Sundays and public holidays.

36. The representative of the TD responded that the TD would maintain close liaison with the minibus operators on the progress and effectiveness of introducing imported drivers to the fleet, with a view to maintaining the stability of the services. The TD would also continue to review the operation of the relevant minibus routes and passenger demands, and timely report to the TTC in case of service adjustments.

TD

37. After discussion, the agenda item would be followed up on upon further progress.

(xi) “Enhancement of Bus Stop Facilities in Eastern District”

TD/Citybus/
KMB

38. The agenda item would be followed up on upon further progress.

(xii) “Suggestion for Provision of Additional Pedestrian Crossing Facilities at Road Section Between No. 1 to No. 30 Shau Kei Wan Road”

39. Members enquired whether the HyD had carried out the first phase of trial pit works on the pavement off the new development project The Holborn or on the one next to the Traffic Accident and Shau Kei Wan Reporting Centre. Moreover, they wished to know the impacts on the pavement improvement works if a large number of ducts and pipes of underground utilities (UU) were found.

40. The representative of the HyD responded that the first phase of trial pit works was carried out on the pavement off the new development project The Holborn, and it was found that a large number of UU ducts and pipes had been laid underneath. Since the installation of traffic lights at the location would require the completion of the UU relocation works by various utility undertakings one by one, and it was anticipated that the works would narrow down the section of pavement for a long time and affect the accessibility of the public, the HyD would commence the next phase of the trial pit works as soon as possible to examine whether there were other

Action

locations suitable for the provision of traffic lights, with a view to minimising the inconvenience to the public and the impact on the existing public utilities.

TD/HyD

41. After discussion, the agenda item would continue to be followed up on upon further progress.

(xiii) “Request for Studying the Traffic Planning at the Junction of Tai Hong Street and Hong Cheung Street in Sai Wan Ho”

42. Members supported the design of the improvement works proposed by the TD, and their views and enquiries about the agenda item were summarised as follows:

- (a) Members enquired whether any UU ducts and pipes were found in the preliminary trial pit works.
- (b) Members indicated that the existing “Slow” road marking was unclear, and suggested the TD provide more conspicuous road signs to remind drivers to slow down, or set up some speed humps to remind drivers to slow down before the traffic lights in future to minimise red light jumping.
- (c) Members suggested arranging for site visits for them to have an accurate picture of the department’s proposal.

43. The representatives of the TD and HyD noted Members’ views and suggestions, and responded to their views and suggestions as follows:

TD

- (a) After the review, the TD considered that suitable traffic signs and road markings were already in place.
- (b) The proposed plan could improve the “blind spot” problem of pedestrians crossing Hong Cheung Street from the petrol filling station without following the “green man” traffic light.
- (c) Since the relocation works of the planters and pedestrian crossing would

Action

take a long time, the short-term feasible measure was to erect pedestrian crossing auxiliary devices which emitted red light.

HyD

- (d) According to the records of utilities undertakings, a lot of UU ducts and pipes had been laid underground off the petrol filling station. Nevertheless, the HyD was planning to carry out trial pit works there to ascertain the need for relocating the UU ducts and pipes.

TD/HyD

- 44. After discussion, the agenda item would continue to be followed up on upon further progress.

(xiv) “Suggestions for Enhancing Zebra Crossing Facilities at Tai Koo”

- 45. The views of Members about the agenda item were summarised as follows:
 - (a) Members would like the departments to keep the TTC informed of the results of the district consultation and latest information in relation to the proposed improvement works in a timely manner.
 - (b) Members expected the departments to explore more improvement measures, and maintain communication with stakeholders, including the TTC.
- 46. The representatives of the TD and HKPF noted Members’ views and suggestions, and responded to their views as follows

TD

- (a) The TD had earlier conducted a site visit with the stakeholders, including Members and representatives of Taikoo Shing (Management) Limited, and discussed the improvement measures. Moreover, the TD would carry out a district consultation on the proposed provision of double yellow lines at the junction of Tai Wing Avenue and Taikoo Shing Road, as well as that of Tai Yue Avenue and Taikoo Wan Road. The TD would implement the plan as soon as possible if the responses were positive.
- (b) The TD was going to conduct a district consultation on the improvement works of the “zebra crossing” off Lotus Mansion of Harbour View

Action

Gardens on Taikoo Wan Road. The TD noted Members' views on the proposal and would endeavour to explore more feasible options.

HKPF

- (c) The HKPF quoted the contents and enforcement statistics in the progress report.

TD/HKPF

47. After discussion, the agenda item would continue to be followed up on upon further progress.

(xv) “Suggestion for Widening “Green Man” Crossing at Chai Wan Road (off Chai Wan Market)”

TD

48. The agenda item would be followed up on upon further progress.

Agenda 5. Any Other Business

49. There was no other discussion item for the TTC.

Agenda 6. Date of Next Meeting

50. The seventh TTC meeting would be held at 2:30 pm on 18 February 2025 (Tuesday).

51. The meeting ended at 4:33 pm.

Eastern District Council Secretariat
February 2025