

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 22 January 2018 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Mr TANG Ka-piu, Bill, JP
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Ma-tim
Mr HO Siu-kei
Mr WAN Tung-yat
Mr YUEN King-hang
Mr WONG Fuk-kan
Mr LAU Chin-pang
Ms CHAN Shuk-ching

Attendance by Invitation

Mr CHAN Man-kwong	Divisional Commander (New Territories South West), Fire Services Department
Ms YU Fung-kuen	Acting Assistant Chief Ambulance Officer (New Territories South), Fire Services Department
Mr YIP Ho-yin, Chris	Acting Superintendent (Ambulance) (New Territories South West), Fire Services Department

Ms LAM So-wah	Station Commander, Tung Chung Fire Station, Fire Services Department
Mr LEUNG Wai-ho	Depot Commander, Tung Chung Ambulance Depot, Fire Services Department
Ms NG Kam-han	Senior Transport Officer/Bus/Lantau, Transport Department
Miss WONG On-yu, Ann	Transport Officer/Bus/Lantau, Transport Department
Ms TSANG Yuen-ping, Florence	Assistant Housing Manager/S(Hong Kong Island and Islands) 3-1, Housing Department
Mr WONG Tat-ming	Administrative Assistant/Lands (Atg.) (District Lands Office, Islands), Lands Department
Mr Jeff POON	Manager (Traffic Operations), Long Win Bus Company Limited
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited
Mr Mistral SIN	Manager (Planning), Citybus Limited / New World First Bus Services Limited
Mr Brian NG	Chief Planning Officer, Citybus Limited / New World First Bus Services Limited
Miss Joyce WAN	Chief Public Affairs Officer, Citybus Limited / New World First Bus Services Limited

In Attendance

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Miss KWOK Sze-wan, Cynthia	Engineer/Islands 1, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr AU Hok-lang	Engineer/22 (Lantau), Civil and Engineering Development Department
Mr LO Tim-fat	District Operations Officer (Lantau) (Acting), Hong Kong Police Force
Mr TAI Cheuk-yin	Assistant Divisional Commander Operations & Crime)(Cheung Chau), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co. (1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. (1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited

Secretary

Ms CHAN Ka-ying, Florence	Executive Officer I (District Council), Islands District Office
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Absent with Apology

Mr CHOW Yuk-tong, SBS	
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Welcoming remarks

The Chairman welcomed Members, representatives from government departments and organisations to the meeting and introduced the following representatives in attendance to the meeting:

- (a) Mr AU Hok-lang, Engineer/22 (Lantau) of the Civil and Engineering Development Department (CEDD), who succeeded Mr TAM Ka-chun, Tommy; and
- (b) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBTSL) who stood in for Mr CHUA Kwok-cheung, Vincent of HKR International Limited.

2. The Chairman welcomed Ms CHAN Shuk-ching to join this committee as a co-opted Member. He asked Members to note that Mr CHOW Yuk-tong and Ms CHAU Shuk-man, Anthea were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 20 November 2017

3. The Chairman said that the captioned minutes had been distributed to Members for perusal before the meeting.

4. No amendment was proposed and the above minutes were endorsed unanimously.

II. Bus Route Planning Programme 2018-2019 for Islands District (Paper T&TC 1/2018)

5. The Chairman welcomed Ms NG Kam-han, Senior Transport Officer/Bus/Lantau and Miss WONG On-yu, Ann, Transport Officer/Bus/Lantau of the Transport Department (TD); Mr Mistral SIN, Manager (Planning), Mr Brian NG, Chief Planning Officer and Miss Joyce WAN, Chief Public Affairs Officer of Citybus Limited/New World First Bus Services Limited (Citybus/NWFB); Mr Jeff POON, Manager (Traffic Operations) and Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win); and Mr CHAN Tin-lung, Deputy General Manager of New Lantao Bus Co. (1973) Limited (NLB) to the meeting to present the paper.

6. Ms NG Kam-han briefly presented the paper and supplemented the following:

- (a) In response to the development of the Airport Island and passenger demand, TD would continue to strengthen bus service. It planned to introduce Citybus routes no. A17 and A23 within this year and regularise the service of overnight airport express routes such as Citybus routes no. NA10 and NA12 as well as Long Win routes no. NA31, NA32 and NA47.

- (b) To tie in with the development of Tung Chung, the department would continue to strengthen the bus service in the district. Following the completion of Ying Tung Estate bus station in the first quarter of 2017, some bus routes had been extended to Ying Tung Estate, which included NLB routes no. 37, 37H and 37M, Citybus routes no. E21X, E22S and S56, and Long Win routes no. E31, E32A and S64P. To cope with the resident intake of Ying Tung Estate, the department would include the enhancement of service of NLB route no. 37M in this year's Bus Route Planning Programme for Islands District (BRPP) and arrange Citybus route no. E23 to route through Tung Chung North. Since there was currently no bus route plying between Tung Chung North and the aircraft maintenance area, the department proposed introduction of Citybus route no. S52A to provide such service.
- (c) To tie in with the development of Tung Chung Area 39, the department would implement the relevant proposals in the BRPP 2017-2018 such as introduction of NLB route no. 39M, and propose in this year's BRPP further enhancing the service of the said route.

7. Mr Bill TANG raised his views as follows:

- (a) It seemed that a number of proposals regarding bus routes plying the airport area were put forward in this year's BRPP. He noticed that changes had been made to some bus routes to tie in with the resident intake of Ying Tung Estate, Tung Chung, while no enhancement was made to the bus routes plying Tung Chung West.
- (b) Regarding Long Win route no. S64, many residents hoped that it could be split to meet passenger demand during the peak hours from around 4:00 p.m. to 7:00 p.m. As for the routeing, many Yat Tung Estate residents who worked at the airport opposed TD changing the departure point of route no. S64 from Yat Tung Estate to Mun Tung Estate. The population of Mun Tung Estate was just one-fourth of that of Yat Tung Estate, and the residents of the former would not give up their jobs in the urban areas and go to the airport to work shortly after moving into the estate, thus their demand for the said bus route was lower than that of Yat Tung Estate residents. He opposed changing the departure point of the bus route and opined that the re-routeing would be unfair to residents of Yat Tung Estate.
- (c) It was known that the Hong Kong-Zhuhai-Macao Bridge (HZMB) would open to traffic within 2018, he enquired why the related public transport service was not mentioned in this year's BRPP.

8. Mr Eric KWOK raised his views as follows:

- (a) He supported the split of service of route no. S64 and opposed changing its departure point to Mun Tung Estate. As stated by other Members, a new housing estate had to develop progressively over time. The development of

the bus network of Yat Tung Estate had also taken years to become more mature.

- (b) He supported the regularisation of “N” route overnight bus service by TD to facilitate residents travelling to and from the airport at late night.
- (c) He had time and again proposed at meetings that “E” route buses operated through Yat Tung Estate, but the department/bus company replied that the said arrangement would extend the routeing and lengthen the journey time, which might cause discontent from other passengers. However, according to Annex 6 to the paper, the department proposed that Citybus route no. E23A operated through Tung Chung North, he enquired whether such arrangement would not cause the above problem. He questioned that the department adopted double standard which was unfair to Yat Tung Estate residents. At present, routes no. E11A, E21A, E31 and E32A operated via Tung Chung North which had a population of only about 25 000 to 30 000, whereas Yat Tung Estate which had a population of about 45 000 was served by routes no. E21A and E31 only. In view of the imminent resident intake of Mun Tung Estate and the expected completion of the Home Ownership Scheme (HOS) development in Tung Chung Area 27 at the end of 2019, he believed that during the initial intake period, the residents would go to Yat Tung Estate to take buses and the transport demand at Yat Tung Estate would become even keener. He hoped that the department would revisit the proposal of “E” route buses operating through Yat Tung Estate.

9. Mr Holden CHOW raised his views as follows:

- (a) According to the paper, the department proposed to deploy one double-decker bus to serve NLB route no. 37M in order to cope with the transport demand after the resident intake of Ying Tung Estate. He welcomed the proposal but did not think it could cater for the overall population growth of the area in the future.
- (b) To cope with the population growth in Tung Chung North, the department proposed that Citybus route no. E23A operated through Ying Hei Road. Buses serving this route currently departed from the airport, routed via Shun Tung Road and Tung Chung Town Centre before heading to the urban areas. He enquired under the new proposal, whether the buses plying from the airport to the urban areas would first route through Shun Tung Road and Tung Chung Town Centre before operating via Ying Hei Road and Tung Chung North, or vice versa.

10. Mr KWONG Koon-wan had no comment on the proposed options set out in the paper, but reckoned that TD had not included certain bus routes of Citybus and NWFB in the programme. He raised his views as follows:

- (a) Residents of Islands District travelling to Admiralty, Wanchai or Causeway Bay would generally take Citybus routes no. 5X and 11 and NWFB routes no. 2 and 25 after alighting the ferry at the Central Piers. However, the bus

stops of the above routes were scattered across different locations, making it impossible for residents to wait for buses of several routes at the same bus stop or adjacent bus stops. The bus stop of route no. 5X was situated near the bridge adjacent to Two International Finance Centre (IFC), which was very inconvenient. Moreover, regarding the frequent lost trip of bus route no. 2, he had called the NWFB hotline several times to lodge complaints, but the bus company shirked the responsibility by saying that it was caused by traffic congestion. He hoped that the department would improve the locations of en-route stops of the above 4 bus routes at Central Piers, setting the bus stops at the same or nearby locations as far as possible to facilitate the residents in taking the buses.

- (b) NWFB mentioned last year that an estimated bus arrival time system would be launched this year to provide the estimated arrival time of all bus routes. He enquired whether the service could be fully implemented in 2018 as scheduled.

11. Ms NG Kam-han gave a consolidated reply as follows:

- (a) After considering that during the initial intake period of Mun Tung Estate, the volume of passengers might not justify the introduction of a separate bus route, the department proposed that route no. S64 operated via Mun Tung Estate to serve the residents. If the demand of passengers increased in the future, the department would conduct review again. Regarding the views raised by Members, the department would explore the availability of resource with the bus company after the meeting.
- (b) In view that the residents might not have a great demand for bus service during the initial intake period of the new housing estates, the department proposed that some existing bus routes operated via the new development area during the transition period. At present, route no. E31 operated through Tung Chung North and route no. E32A served Tung Chung North during peak hours. With an increasing population in Tung Chung North and Ying Tung Estate in the future, the department would consider converting route no. E32A to whole-day service, after which, route no. E31 would no longer operate via Tung Chung North. The department would like to make flexible use of resource to tie in with district development as well as avoid extra circuitous journeys of buses plying between the district and the urban areas. In the event that there was an increasing population and transport demand in the new development area in the future that warranted the introduction of a separate whole-day bus service, the department would certainly devote additional resource and consider splitting the bus route.
- (c) At present, the whole-day route no. E23 buses departed from the airport, then operated via Tat Tung Road and Tung Chung Town Centre before heading to the urban areas without making a detour to Tung Chung North. To tie in with the resident intake of Ying Tung Estate and without affecting the journey of airport staff during their major commuting hours, the department

proposed that from 5:30 a.m. to 12:45 p.m., the buses departing from the airport made a detour to Tung Chung North. Route no. E23A buses would operate via Tung Chung Eastern Interchange to Yi Tung Road and Tung Chung North and then travel to the urban areas following the original routeing. On the contrary, as residents would return to Tung Chung from the urban areas when they got off work, the buses departing from the urban areas in the afternoon would operate through Tung Chung North.

- (d) The department would increase the bus frequency in accordance with the relevant guideline. Where the demand for NLB route no. 37M service increased and met the relevant requirement, the bus company would allocate resource to deploy one more double-decker bus to serve the route so as to meet the passenger demand.
- (e) Regarding the bus routes of Citybus and NWFB such as routes no. 2, 5X and 11, no change was made to their routeing and thus they were not included in the programme. She asked the bus company to respond to the arrangement of bus stops.

12. Mr Mistral SIN said that route no. 5X departed from the Western District of Hong Kong, travelled to Causeway Bay and then headed towards the IFC bus stop via the flyover connected to Man Po Street. As the arrangement of route no. 5X operating via the Central Piers bus stop would result in circuitous journey, it was suggested to maintain the existing routeing arrangement. In addition, while the terminus of route no. 11 was at the Central Piers, the buses could not go in the direction of the piers after departing from the Central Piers terminus due to the junction design constraints, thus there was little likelihood that the bus stop could be relocated. Nevertheless, the company would explore after the meeting whether the bus stops of routes no. 2 and 25 could be relocated to provide convenience to passengers travelling to and from the piers.

13. Miss Joyce WAN said that the company had progressively installed the new system on all Citybus and NWFB buses. The real-time bus arrival enquiry service now covered 107 bus routes including route no. 2 mentioned just now. The installation was progressing well at present. The company anticipated that the system could cover all franchised routes of NWFB and Citybus within 2018.

14. Ms NG Kam-han indicated that the department had been following up on the arrangement of public transport service in line with the commissioning of the HZMB Hong Kong Boundary Crossing Facilities (HKBCF). Representative of TD provided an “Updates on Local Public Transport Arrangements for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities” (Paper T&TC 32/2017) at the Traffic and Transport Committee (T&TC) meeting held in May last year. According to the paper, as the Southern Connection of Tuen Mun-Chek Lap Kok Link could not be completed upon the commissioning of the HZMB HKBCF, the department would make temporary traffic arrangement during the initial commissioning of HKBCF to deploy 9 “A” routes to serve HKBCF, which included Citybus routes no. A11, A21, A22 and A29, Long Win routes no. A31, A33X, A36 and A41, and NLB route no. A35. Upon the opening of the Southern Connection, the department would review the above “A” routes arrangement and would consult the District Council (DC) again if necessary. The department would also

introduce 3 new feeder bus routes plying between Tung Chung and the HKBCF, the airport and the HKBCF, and Sunny Bay and the HKBCF. The tendering exercise for the above 3 bus routes had been completed. The department was negotiating with the operator the detailed arrangements. Moreover, the department would also introduce a green minibus route. In other words, upon the opening of HKBCF, the public bus and minibus service would be available.

15. Mr LAU Chin-pang suggested that reference should be drawn from the routeing of NLB route no. 37 to arrange for route no. S64 to operate via Chung Yat Street and Tung Chung Area 39. The terminus should remain at Yat Tung Estate instead of changing to Mun Tung Estate. He also hoped that the department would respond to the proposal of splitting route no. S64.

16. Mr Bill TANG raised his views as follows:

- (a) This year's BRPP did not provide the arrangement of transport service upon the commissioning of HZMB. It just included some simple traffic modification proposals to be implemented in the second quarter of 2019. As such, there was cause for concern whether the bridge could be commissioned in 2018.
- (b) Since the department indicated that the tendering exercise for the 3 new feeder bus routes had been completed, he asked the department to provide the relevant details.
- (c) To tie in with the population growth in Tung Chung North, the department proposed that special trips of Citybus routes no. E11 and E23 be provided to operate via the area, and even arranged Long Win route no. E43 which had a long travelling distance to operate via Tung Chung North. However, Members had repeatedly requested the department to arrange "E" route buses to operate through Yat Tung Estate but had not received any positive response. He questioned that the department favoured one area over the other and did not care for the needs of Yat Tung Estate residents.

17. Mr Holden CHOW raised his views as follows:

- (a) Regarding the routeing of route no. E23A, he enquired whether the buses departed from the airport in the morning would first operate through Shun Tung Road and Tung Chung Town Centre, proceed to Tung Chung Eastern Interchange, route via Ying Hei Road and Tung Chung North, and then head towards Kowloon via North Lantau Highway (NLH). He enquired whether the journey time would increase if the buses operated through Ying Hei Road first before entering Shun Tung Road.
- (b) He understood that the department would examine the need of enhancing the frequency of route no. 37M arising from the population growth of Ying Tung Estate. However, the residents had a certain demand for bus service after moving into Ying Tung Estate and the deployment of only one double-decker bus by the department might not be adequate. He enquired whether the

department and the bus company could allocate resource to further increase the number of double-decker buses to meet the passenger demand.

- (c) He had raised question at the Legislative Council (LegCo) meeting on the overall transport ancillary arrangement after the commissioning of HZMB, but the reply was not satisfactory. He suggested TD submit discussion paper to DC to explain the relevant arrangement in detail.

18. Mr Eric KWOK raised his views as follows:

- (a) According to the response of TD representative just now, during the initial intake period of the new housing estates, the department might arrange special trips of buses to operate through the area to meet residents' demand for transport. He questioned why the department moved the terminus of route no. S64 from the relatively populous Yat Tung Estate to the newly-completed Mun Tung Estate, instead of simply providing special trips via the new housing estate.
- (b) Route no. E23A operated through various locations in Tung Chung (including Tung Chung North and Tung Chung Town Centre) before proceeding to the urban areas, taking as long as 110 minutes to complete the journey. In view that many traffic accidents were caused by the excessively long driving hours of bus captains, he hoped the department and the bus company could learn from experience and examine afresh the above routing to avoid causing danger to drivers and road users.
- (c) To his understanding, the daily traffic flow would reach about 10 000 vehicle trips after the commissioning of HZMB. Assuming that 10% of the vehicles would travel to Tung Chung Town Centre and based on the existing transport network and capacity, the traffic of the entire Tung Chung Town Centre would certainly be brought to a standstill at that time. He was discontented that the relevant departments had still yet to explain the ways to enhance the transport network of Tung Chung Town Centre in order to cater for the huge traffic flow after the commissioning of HZMB.

19. Ms Josephine TSANG said that many students from Islands District took route no. 5X to Wanchai and Causeway Bay for school, but the bus stop closest to the Central Piers was located at the IFC, which was very inconvenient. She suggested the bus company consider providing an en-route bus stop for route no. 5X at the Central Piers to facilitate Islands District residents travelling to the urban areas for school.

20. Mr FAN Chi-ping said that a number of bus routes currently proposed by the department were mainly serving Tung Chung North. While Tung Chung Area 27 would be completed at the end of 2019, the bus routes and relevant transport ancillary facilities for the area were not mentioned in the paper. The population of Mun Tung Estate and the new estate in Tung Chung Area 27 would over 20 000, he suggested the department provide a separate bus route for the area to facilitate residents in going to work and school.

21. Ms NG Kam-han gave a consolidated reply as follows:

- (a) In response to Members' views raised last year regarding the proposal of changing the terminus of route no. S64, the department had temporarily shelved the plan. The department would examine again with the bus company the arrangement and report to Members when there was any progress.
- (b) The commissioning date of HZMB was determined jointly by the three governments and the department did not know the exact date yet. Nevertheless, the department had already commenced the preparatory work for the arrangement of public transport service after the commissioning of HZMB and HKBCF. Regarding Members' request for the department to report the latest progress of HZMB at DC meeting, she would relay the view to the responsible section after the meeting.
- (c) Route no. E23A buses would operate on the original routeing of route no. E23 in the morning, i.e. first operating through Tung Chung Town Centre and then routeing via Ying Tung Estate before proceeding to the urban areas. Whereas in the afternoon, the buses would first route through Ying Tung Estate and then Tung Chung Town Centre, which could facilitate residents of Tung Chung North and also minimise the impact on airport staff, thereby achieving a win-win situation. The department had previously proposed that "E" route buses operated through Tung Chung North for the whole day, but it was opposed by airport staff on the ground that the arrangement would lengthen their commuting time.
- (d) According to the information of the Housing Department (HD), it was anticipated that Tung Chung Area 27 would start intake only in 2020, thus the department had not included bus routes for the area in this year's BRPP. Subject to the works progress of HOS development in Tung Chung Area 27, the department would plan for bus routes for the area to tie in with the intake date.

22. Mr Mistral SIN said that the company would further study the proposal of route no. 5X operating via the Central Piers.

23. Mr Eric KWOK raised his views as follows:

- (a) He expressed dissatisfaction at TD's response regarding route no. E23A. He stressed that the journey time of the bus route was too long and long driving time would impose a certain degree of danger to the drivers and might cause traffic accidents. It was thus not a win-win but a lose-lose option. He asked the department to relay Members' views to the bureau if the issue could not be resolved at the meeting.
- (b) The department indicated that bus and minibuss service would be provided after the commissioning of HZMB and HKBCF, but it had not responded to the ways of enhancing the road network of Tung Chung Town Centre to cater for the increased traffic flow. He hoped that the department would relay

Members' views to the bureau for consideration and study.

24. Mr Bill TANG said that in the morning many members of the public commuted from the urban areas to the airport for work. There were not many passengers taking city buses at the airport but a large number of Tung Chung residents waiting for bus at Tung Chung bus stop to go to the urban areas. He had time and again requested that route no. E23A buses operated via Yat Tung Estate in the morning peak hours, which would not affect the airport staff while meeting the transport need of Yat Tung Estate residents. However, the department now proposed that route no. E23A buses operated via Tung Chung North instead of Yat Tung Estate. He questioned that the department favoured one area over the other and disregarded the aspiration of Yat Tung Estate residents.

25. Mr CHAN Tin-lung said that NLB understood that route no. 37M was the major transport means for travelling to the MTR Tung Chung Station. The company would closely monitor the population growth of Tung Chung North and deploy vehicles and increase frequency according to the situation.

26. Mr Holden CHOW raised his views as follows:

- (a) In view of the imminent commissioning of HZMB, various Members were very concerned about the relevant arrangement after the commissioning of the bridge. He again requested the department to explain in detail to Members at upcoming meetings the overall transport service arrangement after the commissioning of the bridge and the ancillary facilities for the road network of Tung Chung Town Centre.
- (b) While the bus company indicated that it would deploy resource in response to the population growth in Tung Chung North, the population of Ying Tung Estate had substantially increased and route no. 37M might be the only transport means for Ying Tung Estate residents to travel to Tung Chung Town Centre. He enquired whether the bus company would consider increasing the number of double-decker buses instead of deploying only one double-decker bus to serve the route.

27. Ms NG Kam-han gave a consolidated reply as follows:

- (a) The department was conducting a holistic review with various franchised bus companies on the working hours and rest time arrangement for bus captains. Modifying the relevant arrangement would have an impact on the resource use of the bus companies, but the department would closely follow up with them. Moreover, TD had specific guidelines on the rest time of bus captains. Regarding the concern of Mr Eric KWOK about route no. E23A, the department would examine the route and the journey time with the bus company after the meeting.
- (b) Regarding Members' request of reporting the latest progress and overall arrangement after the commissioning of HZMB at DC meeting, she would relay to the responsible section after the meeting, and the actual arrangement would be determined by the section concerned.

- (c) Following the resident intake of Mun Tung Estate, the additional bus trips of some “E” routes would serve the area as well as Yat Tung Estate. The increased bus trips in response to the population growth in Tung Chung Area 39 would also benefit residents of Yat Tung Estate. The department would adjust bus frequency according to the guideline on adjusting bus service frequency and based on population growth and passenger volume.

28. Mr Eric KWOK considered that the department had yet to respond with respect to the transport arrangement for Tung Chung Town Centre.

29. Ms NG Kam-han explained that transport for HZMB and Tung Chung Town Centre was not under her purview, and she would liaise with the responsible section after the meeting to relay Members’ views and aspiration. Where necessary, the responsible personnel would liaise with the Secretariat for meeting arrangement.

30. Mr CHAN Tin-lung said that NLB planned to procure a certain number of double-decker buses this year to operate routes no. 3M and 37M as well as the new bus routes to be provided after the commissioning of HZMB. By then, over one-third of the vehicle fleet would be double-decker buses. The company would deploy sufficient resource to tie in with the future development in Tung Chung.

31. Mr WONG Wah indicated that intake of 2 housing estates would take place in Tung Chung Area 27, but the roundabout had no sufficient space for large buses to make a turn. He hoped that the relevant departments would widen the roundabout and review the relevant bus routes arrangement.

32. The Chairman said that owing to the limited size of the roundabout, only ordinary refuse collection vehicles or goods vehicles could make a turn but not the large buses.

33. Ms YUEN Kit-fung said that information on the above junction was not available at the moment. She would review the condition of the junction and bus routes after the meeting to ascertain whether improvement works were needed.

34. The Chairman asked the bus companies to follow up on Members’ views. He indicated that a number of Members were concerned about the relevant arrangement following the commissioning of HZMB and hoped that the relevant departments would report to DC as soon as possible.

(Mr WAN Tung-yat joined the meeting at around 3:10 p.m.)

III. Revision of Proposed Routeing for LW Route No. E43 (Paper T&TC 2/2018)

35. The Chairman welcomed Ms NG Kam-han, Senior Transport Officer/Bus/Lantau and Miss WONG On-yu, Ann, Transport Officer/Bus/Lantau of TD, and Mr Jeff POON, Manager (Traffic Operations) and Mr Rayson LAW, Planning and Support Officer I of Long Win to the meeting to present the paper.

36. Ms NG Kam-han briefly presented the paper. She supplemented that TD proposed in last year's BRPP the introduction of Long Win route no. E43 plying between Fanling (Wah Ming) and Tung Chung Development Pier during peak hours. The North District Council (NDC) later expressed to the department its hope of extending the bus route to terminate at Tung Chung Town Centre. The department had conducted site inspection with NDC Members and explained to them that the bus station at Tung Chung Town Centre was already overcrowded and not suitable to serve as a terminus for the bus route. NDC later proposed adjustment that buses serving the route operated via Tung Chung Town Centre first after passing through Tung Chung North, before heading to the terminus at Tung Chung Development Pier. In this regard, the department would like to listen to the views of Islands District Council (IDC) on the proposed routeing adjustment.

37. Mr Eric KWOK had reservation over the proposed routeing adjustment. At the T&TC meeting on 18 September last year, Mr Bill TANG raised the question on request for provision of a bus route plying between the airport/Tung Chung and the North District, to which the bus company replied that according to the result of preliminary road test, if buses serving route no. E43 operated through Tung Chung Town Centre first before proceeding to the terminus at Tung Chung Development Pier, the journey would take almost 2 hours. The company also indicated that it had sought the views of the trade union, which opined that the journey time of route no. E43 was too long and was worried that no bus captain was willing to serve the bus route. The company indicated that while providing convenient bus service to members of the public, operational viability should also be considered to restrict the journey time to a level acceptable to frontline staff. Since the bus company had concern over the journey time, he hoped that TD would carefully consider the proposed routeing adjustment.

38. Mr Bill TANG enquired of the department about the target passengers of the adjusted route. Judging from the routeing design and service schedule alone, route no. E43 appeared to mainly carry residents of North District to Tung Chung North or HZMB HKBCF artificial island for work, and had nothing to do with the transport need of Tung Chung residents or airport staff. Given that many Tung Chung residents would go to the Mainland on weekends and holidays to do shopping, he suggested the bus company provide special trips plying between Tung Chung and MTR Sheung Shui Station, North District on Saturdays, Sundays and public holidays, so as to meet the need of Tung Chung residents.

39. Mr Holden CHOW raised his views as follows:

- (a) Regarding the adjusted routeing of passing through Tung Chung Town Centre proposed by NDC, he opined that it could facilitate North District residents in travelling to Tung Chung Town Centre and Tung Chung residents in travelling to the North District, but he was worried that the new bus route would increase the traffic load on Tat Tung Road. Tat Tung Road always experienced congestion in the morning peak hours. As the new/adjusted bus routes such as no. E23A and E43 would also operate through Tat Tung Road, it would further increase the load on the road.
- (b) He had raised question on the traffic flow of Tat Tung Road in the coming 5 years to the Transport and Housing Bureau (THB) at LegCo meeting, but the

bureau replied that no assessment was conducted. With the continuous development of Tung Chung, the people and traffic flow in the district would significantly increase and the design of Tat Tung Road might not be able to cater for the future need. He thus requested the department to assess the future traffic flow on Tat Tung Road to avoid overloading the road.

40. Mr LOU Cheuk-wing said that elderly aged 65 or above could take all “E” route buses at a concessionary fare of \$2 with the only exception of route no. E43. Many elder persons would take buses to Sheung Shui in the North District, he enquired why the department did not provide \$2 fare concession for route no. E43.

41. Ms NG Kam-han gave a consolidated reply as follows:

- (a) Route no. E43 was yet to be launched. The department proposed in last year’s BRPP the introduction of route no. E43 bus service and NDC’s adjustment proposal was received thereafter, hence the department consulted IDC again on the latest adjusted routeing. At present, \$2 fare concession was not provided for the 2 “A” routes plying between the North District and the airport, i.e. routes no. A43 and A43P. Fare concession of \$2 would be provided for route no. E43 when it came into operation.
- (b) In response to the aspiration of NDC, the department planned to introduce route no. E43 plying between the North District and Tung Chung. While there were currently 2 “A” routes (i.e. routes no. A43 and A43P) plying between the North District and the airport, they did not operate via Tung Chung. In view of the extensive area of the North District, Tung Chung and North Lantau, the department put forward the proposal of introducing route no. E43 in last year’s BRPP to provide a route plying between the North District and Tung Chung at a low fare. Passengers could also interchange for other bus routes to other places in the district. NDC later expressed to the department that there were limited choices of interchange at Tung Chung Development Pier. After site inspection, it raised the current adjustment proposal, hoping that route no. E43 would operate via Tung Chung Town Centre to facilitate passengers in interchanging.
- (c) Understanding Members’ concern about the traffic condition in Tung Chung Town Centre and hoping to strike a balance between the needs of the North District and Tung Chung, the department would tentatively provide 2 morning trips and 2 evening trips of route no. E43. The department would carefully consider the need of providing additional bus trips subject to the passenger volume, and would consult IDC again in due course.

42. Mr Eric KWOK was worried that excessively long route would cause mental stress to bus captains and might easily cause accidents. He hoped that the department would carefully consider the routeing of route no. E43 again.

43. Mr Holden CHOW again requested the department to conduct traffic flow assessment for Tat Tung Road, formulate response and improvement measures soonest and start re-planning Tat Tung Road.

44. Mr Jeff POON indicated that Long Win had been committing to providing members of the public with safe, comfortable and reliable bus service with safety as a paramount concern. The company noted Members' concern about the routeing and journey time of route no. E43. After route no. E43 came into service in the future, Long Win would monitor the route operation and collect data on the actual journey time and explore options to further enhance the route.

IV. Question on prosecution against non-compliant cyclists and traffic signs
(Paper T&TC 3/2018)

45. The Chairman welcomed Mr LO Tim-fat, District Operations Officer (Lantau) (Acting) of Hong Kong Police Force, Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Ms LEUNG Chiu-mei, District Engineer/Islands of the Highways Department (HyD) to the meeting to respond to the question.

46. Mr Eric KWOK briefly presented the question.

47. Mr LO Tim-fat gave a consolidated reply to parts 1, 2 and 4 of the question as follows:

- (a) Any person rode or drove on any footpath without obvious necessity committed an offence under Section 4(8) of Summary Offences Ordinance (Cap 228). Riding on footpath was basically not unlawful, but cyclists had to comply with the Road Traffic Ordinance (Cap 374), including the relevant provisions under Section 45 (Reckless cycling), Section 46 (Careless cycling) and Section 47 (Cycling, etc. when under the influence of drink or drugs).
- (b) The area with grey tiles shown in the photo (Figure 1) provided by Mr Eric KWOK was designated as footpath.
- (c) The Police distributed promotional pamphlets on cycling safety to cyclists at various locations during weekends and public holidays. Large publicity events were also held regularly to enhance the awareness on cycling safety, such as the large publicity event held at Tung Chung New Development Ferry Pier on 6 August last year.

48. Ms YUEN Kit-fung replied to part 3 of the question and indicated that TD had conducted a comprehensive review on cycling restriction zones (places with "cyclists dismount" and "end of cycling restriction" signs) across the territory, with a view to improving the design of cycling tracks and phasing out the existing restriction zones. Moreover, the department had been collaborating with Road Safety Council on enhancing the public's knowledge and understanding of signs on cycling tracks through publicity and education.

49. Mr Eric KWOK said that the traffic sign shown in Figure 1 was not clear enough and it was difficult for cyclists to distinguish which part of the road was cycling track and

which part was footpath. There were cases in which residents were prosecuted by the Police for cycling at the said location. The court had suggested improving the traffic signs and road markings of the said road section but no progress was made so far. He hoped that TD and the Police would follow up as soon as possible and handle the matter seriously.

50. Mr Bill TANG said that he had been concerned about the unclear signs at the above road section and there were cases in which members of the public were prosecuted for cycling at the said location and clarification by the court was required at the end. He also considered the Chinese wording and design of the traffic signs concerned outdated and enquired whether the relevant departments would conduct a comprehensive review on those signs.

51. Ms YUEN Kit-fung gave a consolidated reply as follows:

- (a) The traffic signs shown in Figure 2 were regulatory signs indicating the cycling restriction zone by symbols. The department would also put up traffic signs marked with “cyclists dismount” at appropriate locations for warning purpose only.
- (b) As for the design of cycling tracks, road markings were installed at the starting and ending points of cycling tracks. Road marking of “end of cycling track” was installed at both ends of the cycling track shown in Figure 1, and road marking with pedestrian figure was drawn on the footpath to indicate that it was a footpath. After site inspection, the department considered the road markings at the above location appropriate and clear.

52. Mr Bill TANG questioned the saying of TD that the textual signs were not used as the basis for prosecution and opined that it certainly had to do with enforcement. As far as he knew, when cyclists reached the tunnel entrance along the cycling track, they had to dismount to avoid riding down the ramp too fast in the tunnel and causing accidents. He enquired whether it was illegal to ride down the ramp in the tunnel outside the North Lantau Police Station and whether the cyclists concerned would be prosecuted.

53. Mr Eric KWOK expressed discontent with TD’s reply. He reckoned that the traffic signs at the road section concerned would easily cause confusion, and indicated that a number of residents were prosecuted by the Police for cycling at the said location last year and sought his assistance. He requested TD to provide clearer traffic signs and suggested the Police consider enclosing the exit/entrance of the police station car park and converting the entire road to cycling track and footpath to solve the problem.

54. Ms YUEN Kit-fung gave a consolidated reply as follows:

- (a) TD had clear guidelines on the design of cycling tracks. For example, when the road gradient exceeded a certain degree, installation of such facilities as warning signs had to be considered. Where the traffic engineer considered the road too steep and unsuitable for cycling, restriction would be imposed correspondingly.

- (b) The exit/entrance of the car park of North Lantau Police Station intersected with the said road section, as with the case of many housing estates and buildings. She emphasised that road markings were installed at both ends of the cycling track to indicate the cycling track zone, and cyclists were prohibited from cycling on the footpath.

55. Mr LO Tim-fat added that the location shown in Figure 1 was not the usual exit/entrance of the police station but for emergency use only.

56. Mr HO Siu-kei agreed that the traffic signs would easily cause confusion and innocent people might be prosecuted by the Police because of their unfamiliarity with such signs. They might breach the law inadvertently especially when rushing for work in the morning.

57. Mr Eric KWOK requested TD and the Police to handle the matter seriously to avoid residents from being prosecuted innocently due to inadvertent breach of the law. Since the signs would easily cause confusion, he suggested the Police consider exercising leniency when making prosecution.

58. Ms YUEN Kit-fung said that the department conducted site inspection and considered the road markings at the said location adequate. The Police would regularly conduct publicity activities on cycling safety. Being the road users, cyclists had the responsibility to get familiar with and understand the related traffic signs, road markings and signages, etc.

59. Mr LO Tim-fat said that the Police understood the concern of residents. When handling illegal cycling, the Police would, subject to the circumstances, first give a verbal warning and not issue summons, hoping that the offenders would rectify the behaviour. However, if the case involved such behaviours as knocking down people, causing injuries and dangerous cycling, the Police would issue summons immediately.

60. The Chairman agreed that the said road section was just like a trap. Many residents used to go to Fu Tung Estate by bicycle to interchange for other transport modes and would breach the law easily when passing by the said location. He hoped that the Police and TD would seriously consider Members' views and take follow-up action.

61. Mr Randy YU opined that TD failed to give a definite response to the question. Mr Eric KWOK had provided detailed information in his question, which indicated that a similar case had filed an appeal with the Court of Final Appeal, wasting a considerable amount of public money. The general public was indeed unable to fully understand the meaning of the traffic signs, but the department shifted the responsibility to members of the public, claiming that they had the responsibility to get familiar with the traffic signs, road markings and relevant laws and regulations. He requested representatives of the department to relay Members' views to the department and senior officers, and provide a written reply to the committee before the next meeting on whether it would review the traffic signs concerned; otherwise, the committee might discuss further actions.

(Post-meeting note: The supplementary information provided by TD had been distributed to Members for perusal.)

62. The Chairman indicated that Members unanimously agreed to the suggestion of Mr Randy YU.

V. Question on widening of roads for access of ambulances
(Paper T&TC 4/2018)

63. The Chairman welcomed Mr CHAN Man-kwong, Divisional Commander (New Territories South West), Ms YU Fung-kuen, Acting Assistant Chief Ambulance Officer (New Territories South), Mr YIP Ho-yin, Chris, Acting Superintendent (Ambulance) (New Territories South West, Mr LEUNG Wai-ho, Depot Commander, Tung Chung Ambulance Depot and Ms LAM So-wah, Station Commander, Tung Chung Fire Station of the Fire Services Department (FSD); Ms LEUNG Chiu-mei, District Engineer/Islands of HyD; and Mr AU Hok-lang, Engineer/22 (Lantau) of CEDD to the meeting to respond to the question. The written reply of the Lands Department (LandsD) had been distributed to Members for perusal prior to the meeting.

64. The Chairman briefly presented the question.

65. Ms YU Fung-kuen replied to part 2 of the question and indicated that the standard ambulances often used by FSD were 2.6 metres wide, whereas the light ambulances in smaller size were 2.4 metres wide. As to whether an ambulance could pass through a road was not only subject to the width of road but also depended on other road conditions, such as the bends, loading of road, gradient, height limit and obstacles, etc. Although the road section from Pak Mong to Ngau Kwu Long Village was widened, there were still some bends, lamp posts, trees and other obstacles on the road, leading to a narrow passage. The department had previously arranged vehicles for road tests, which revealed that both standard and light ambulances were unsuitable to operate on the road section, in particular when the road was wet or in low visibility condition at night where accidents might occur easily and even affect the efficiency of rescue operation. If further improvement could be made to the width, loading and obstacle issue of the roads in the 3 villages, the department would be willing to reconsider deploying light ambulances to serve the area. Where necessary, road tests for light ambulances could be arranged at the site.

66. Mr CHAN Man-kwong replied to part 3 of the question and indicated that FSD had deployed vehicles to Ngau Kwu Long Village and the 3 villages for road tests to understand the geographical condition. The department had formulated special contingency measures for these village areas and if necessary, would arrange a goods vehicle to carry FSD personnel and fire-fighting equipment from the entrance of Olympic Trail to the villages in order to speed up the rescue action.

67. Mr WONG Tat-ming said that LandsD had provided a written reply. He might give further response if there were other enquiries.

68. Mr AU Hok-lang replied to part 1 of the question and indicated that under the Tung Chung New Town Extension project, Tung Chung East Extension area was situated at the northeast to Tung Chung Town Centre and did not include the 3 villages near Tai Ho Wan. Tung Chung East Extension project proposed construction of Tai Ho Interchange

and provision of slip roads linking to Cheung Tung Road to facilitate drivers in accessing the new extension area through Tai Ho Interchange and Road P1. The Pak Mong tunnel would also be extended for pedestrians to walk to the new extension area.

69. Mr Randy YU knew that following the incident, FSD took initiative to conduct road tests for different vehicle models and proactively identified solutions. Representative of FSD pointed out that if further improvement could be made to the road concerned, FSD would conduct road test again to examine whether light ambulances could pass through the road smoothly. The department would also formulate contingency measures to step up fire-fighting and rescue efforts. Nevertheless, the problem should not be overlooked as cases of hindered rescue had happened in 2012, 2014 and 2017. LandsD just now indicated that it only rendered assistance to the land grant request of other departments. Road widening works were not under the purview of FSD. CEDD stated that Tung Chung East Extension project did not include road development in Tai Ho and Pak Mong, and the department was only responsible for the construction of Tai Ho Interchange to link up Cheung Tung Road but not the roads in the 3 villages. He enquired which department should be responsible for the road widening works, and whether representative of HyD would reply to this question or leave the question to THB or the Development Bureau.

70. Mr Bill TANG was aware of the attempt of FSD in solving the problem, which included conducting site inspection and road tests. He believed that apart from the 3 villages, there were roads in other remote villages on Lantau that did not meet the standard and could not allow ambulances to pass through, affecting the rescue operation. He enquired whether the department maintained a list of remote villages on Lantau where standard ambulances could not pass the road test, as well as the population involved. He hoped that the Government could examine the overall situation from a macroscopic perspective to completely solve the problem.

71. Mr Holden CHOW said that standard road was absent in Tai Ho and Pak Mong, resulting in ambulances being unable to enter the villages for rescue. Many village roads on Lantau were circuitous and narrow, while improvement works had been performed to widen the roads, they were just piecemeal remedies and could not solve the problem at root. Members had repeatedly requested at meetings for constructing a standard road connecting NLH. In view of the repeated occurrence of accidents, he hoped that the relevant departments would learn from experience and endeavour to tackle the problem lest the worries of residents could not be allayed.

72. Mr LOU Cheuk-wing concurred with Mr Bill TANG. Two villages (San Tau Village and Sha Lo Wan Tsuen) in Tai O were also inaccessible to ambulances. If a minimum width of 2.4 metres was required for an ambulance to pass through the road, he requested the relevant departments to examine which village roads on Lantau Island did not meet the above requirement, as well as improve and widen the roads concerned as soon as possible to facilitate rescue action.

73. Mr FAN Chi-ping said that despite the Government's focused efforts in developing Tung Chung New Town, standard road was absent in a number of villages in Tung Chung, such as Mok Ka Tsuen and Ngau Au Village, making fire engines and ambulances unable to quickly reach the scene for rescue. He was worried that rescue operation would be delayed in case of fire as the firemen might need to walk to the villages

because the fire engines could not enter. He enquired of FSD whether small fire engines or fire motorcycles were available for deploying to the villages to assist in the rescue work. He hoped that the Government would devote resource to provide the villages with standard roads that rescue vehicles could pass through.

74. Mr Eric KWOK said that Office of the Ombudsman had conducted an investigation on the regulation of provision of emergency vehicular access (EVA) for the New Territories village houses. He enquired whether FSD, LandsD and HyD had followed up on the investigation report. Since every single second counted in rescue operation, EVAs were indispensable. He hoped the Government would seriously handle the issue of village roads in Islands District.

75. Mr HO Siu-kei said that as there was a large number of visitors hiking or cycling in the rural areas during weekends, the issue of ambulance not only affected the villagers but also the visitors. He indicated that accidents had occurred repeatedly on Tung O Ancient Trail and hoped that the relevant departments would handle the issue seriously.

76. The Chairman thanked FSD for arranging road tests of vehicles on the roads concerned to check whether the vehicles could pass through every bend. Roads at Tai Ho were narrow and just wide enough for light ambulances to pass through. Drivers with insufficient experience might find it difficult and dangerous to drive through. Apart from the previous fatal incident in Tai Ho, there was a recent case of taking more than 1 hour to deliver an injured villager to North Lantau Hospital. The road section concerned was part of Olympic Trail with many visitors. Members had repeatedly requested the Government to widen the road. The villagers just wanted a standard road for use by ambulances to carry elderly persons and patients to the hospital. He indicated that the Government deployed a large amount of resource to implement reclamation and construction works in Tung Chung East, but was reluctant to allocate a small amount of resource to conduct road widening works in villages on outlying islands. He requested the relevant departments to co-ordinate with each other and examine the road condition soonest to implement road widening works.

77. Mr KWONG Koon-wan referred to part 3 of the question and enquired whether FSD would deploy fire motorcycles and light ambulances to handle emergency cases and assist in rescue operation; if no, whether the department would explore taking the above suggestion. In addition, given the inaccessibility of many villages at present, he suggested the Government consider adopting the practice of other outlying islands to use helicopters for rescue operation since a heliport occupied only 20 square metres of land.

78. Mr WONG Fuk-kan said that Lantau Island had become a hot tourist spot in recent years, attracting a large number of hikers and visitors. There were ambulances and fire engines putting on standby at Pak Kung Au from time to time to provide rescue service to injured persons at Lantau Peak and Sunset Peak. He hoped the department would apply for additional resource to acquire for Tung Chung Fire Station the small fire engines and ambulances currently in use on Cheung Chau as soon as possible to enhance rescue service.

79. Mr Benjamin AU added that the Islands District Office (IsDO) was willing to explore with FSD, Members concerned and local communities whether the narrow road sections could be further widened. Nevertheless, the District Minor Works (DMW)

programme under the purview of IsDO had certain technical limitations, for instance, it might not be able to widen the roads built alongside slopes. IsDO was aware of Members' request for the Government to provide the 3 villages with a standard road connecting NLH, and had relayed it to the relevant departments for consideration. Moreover, Members also mentioned the possible need of widening some other village roads in Islands District to facilitate the use of emergency vehicles. IsDO was willing to follow up with the relevant departments. Upon receipt of the relevant information, IsDO could explore the appropriateness and technical feasibility of implementing road widening works similar to that of the road section from Pak Mong to Ngau Kwu Long under its DMW programme.

80. Mr Randy YU thanked the departments for attending the meeting to give response, and thanked IsDO for assisting in solving the problem as far as practicable. Unfortunately, there was yet to come up with a concrete solution. In case no progress was made within 1 month, he suggested putting forward the issue at the meeting of District Facilities Management Committee and considering implementing the widening works with resource of DMW programme, with a view to improving all substandard bends and making them suitable for ambulances to pass through in order to solve the problem as soon as possible.

81. Mr WONG Fuk-kan suggested IsDO take up the co-ordination role to follow up with relevant departments on widening the road concerned.

82. The Chairman Mr WONG Man-hon suggested IsDO, CEDD, TD and other departments concerned make concerted efforts to follow up on the matter as soon as possible.

(Post-meeting note: IsDO and FSD conducted a joint site inspection on 7 February 2018 with the Chairman Mr WONG Man-hon, Mr WONG Fuk-kan, Vice-Chairman of Mui Wo Rural Committee Mr CHOW Cheung-fuk, indigenous inhabitant representative(s) of Pak Mong, resident representative(s) of Pak Mong and indigenous inhabitant representative(s) of Ngau Kwu Long. FSD arranged a light ambulance for a road test, operating from entrance of Pak Mong Village at Cheung Tung Road to Ngau Kwu Long Village public toilet. IsDO would explore further widening the road section concerned according to the advice given by FSD on that day. IsDO learned that only upon completion of the improvement works for the road section would FSD consider whether to deploy light ambulances to provide emergency ambulance service to the district.)

VI. Question on opening of Yat Tung Estate car park no. 3 exit
(Paper T&TC 5/2018)

83. The Chairman welcomed Ms TSANG Yuen-ping, Florence, Assistant Housing Manager/S(Hong Kong Island and Islands) 3-1 of HD and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question. The written reply of Link Asset Management Limited (the Link) had been distributed to Members for perusal prior to the meeting.

84. Ms Florence TSANG replied to parts 1 and 2 of the question as follows:

- (a) The entry/exit gate concerned was under the purview of the Link. According to the record made by the security guard of Yat Tung Estate, from early 2017 till now, the gate had been out of order for 4 main reasons: first, insufficient balance of the driver's Octopus card; second, the vehicle re-entered in less than 20 minutes after exit; third, the vehicle owner had not paid the monthly fee on time; and fourth, system failure caused by humid weather, leading to traffic congestion at the roundabout and on Yat Tung Street. Based on the recent observation of Yat Tung Estate Property Service Management Office (PSMO), the number of breakdowns of the gate had been reduced, whereas the above human factors were beyond the control of HD. In order to maintain smooth traffic at the roundabout, PSMO had arranged security guards to assist in directing traffic and easing congestion at the roundabout from 7:00 a.m. to 11:00 p.m. daily to minimise noise nuisance caused by sounding of vehicle horns.
- (b) Yat Tung Estate car park no. 3 was under the purview of the Link. PSMO had written to the Link in May and June 2017 to reflect the failure of gate at the roundabout and request the Link to open the Yat Tung Street exit of car park no. 3 in order to ease the burden on the gate and improve the traffic at the roundabout. In its reply in August 2017, the Link indicated that staff of the car park management company would attend the scene to provide assistance when unexpected incidents occurred, and that it would proactively consider the proposal of opening the exit of car park no. 3. HD communicated with the Link again in January this year and learned that it had decided not to open the exit of car park no. 3 for the moment due to traffic flow consideration.

85. Mr Eric KWOK was discontented that the Link only provided a written reply but failed to arrange representative to attend the meeting, making Members unable to directly communicate with the company and give comment. The traffic problem at Yat Tung Street roundabout had existed for a long time and traffic congestion would be further aggravated when residents started moving in the HOS development in Tung Chung Area 27 at the end of next year as they would also use Yat Tung Street. He brought up this issue again to request the relevant departments and organisations to step up effort and suggested the Link, TD and HD co-operate to implement road widening works, etc., with a view to solving the traffic congestion problem at Yat Tung Street as soon as possible.

86. Ms YUEN Kit-fung replied to part 3 of the question and indicated that Yat Tung Street was subject to certain limitations in terms of road space. The section from the 4-lane carriageway near Chung Yan Road to the vicinity of Yat Tung Estate roundabout was a 3-lane carriageway, and the footpath maintained by TD was only about 3.5 metres wide. TD had discussed with the relevant departments the proposal of widening the carriageway for provision of a taxi lay-by. The carriageway widening works involved the open space under the purview of HD. HD would have to consider the possibility of freeing up some open space for converting into footpath, which would then be handed over to HyD for repair and maintenance. To HD's initial understanding, as the proposal

involved area under the purview of the Link and would affect the gross floor area of Yat Tung Estate, it was considered not feasible at this stage. Moreover, following the previous change of the termini of 2 bus routes to Kui Yat House, the operation was satisfactory so far and the functioning of bus bay at the said location was acceptable. As for taxi stands, the department suggested exploring other options with Members, relevant departments and the Link after the meeting.

87. Mr Eric KWOK said that while the gate concerned was under the purview of the Link, it had not addressed the matter seriously but relied upon HD or the management company to deploy manpower to regulate traffic. He was very disappointed with the Link. He hoped that the relevant departments and the Link would set up a task force to completely solve the traffic problem at Yat Tung Street roundabout.

VII. Question on idling Discovery Bay buses at bus terminals with running engines
(Paper T&TC 6/2018)

88. The Chairman welcomed Mr Peter TSANG, Senior Manager-Transportation of DBTSL to the meeting to respond to the question.

89. Ms Amy YUNG briefly presented the question.

90. Mr Peter TSANG replied as follows:

- (a) The company had been reminding frontline staff such as bus captains and supervisors to strictly observe relevant regulations, including the Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap 611). Years before the implementation of the Ordinance, the company had issued guidelines to request bus captains to start engine only in 3 minutes before departing from the old bus terminal, which was generally consistent with the requirement of not allowing a vehicle to be idling for more than 3 minutes in any 60-minute period under the Ordinance.
- (b) To tie in with the improvement works in Discovery Bay, the company had closed the old bus terminal early last year and provided a temporary bus terminal. Given that some bus routes had a high frequency, in particular during peak hours, the buses had to depart as soon as possible after boarding of passengers at the pier. If the bus captains turned off the engine and restarted after a short while, the noise would be even louder with fuel consumption increased. The company would remind bus captains of turning off the engine when the buses stopped at the bus terminal for a long time.
- (c) The company had been attaching importance to environmental protection and had confirmed in September last year the procurement of 11 new-model buses. The buses were expected to come into service in this summer to replace the old Euro III and IV buses. By then, about more than half of the company's vehicles would meet the Euro V/VI emission standards.

- (d) The company from time to time deployed staff to monitor the traffic and operation of bus stops in the terminal. Regarding the situation of Crestmont Villa bus terminal as reflected by the residents, the company had arranged staff to inspect the terminal for several times and no irregularity was found so far. Nevertheless, the company would issue notice to relevant frontline staff to remind them of strictly adhering to the Ordinance.

91. Ms Amy YUNG raised her views as follows:

- (a) The existing 2 temporary bus terminals were very close to the residence, and there were occasionally several buses queuing for unloading passengers. Engines kept running for as long as 3 minutes would create much noise and air pollution. She hoped the bus company would examine whether the requirement of not allowing a vehicle to be idling for more than 3 minutes was appropriate, and consider requesting the bus captains to start engine only when the bus was about to depart, with a view to addressing pollution and noise problems.
- (b) She was glad that the bus company confirmed to procure the new Euro V/VI buses which would start operating in Discovery Bay in August this year. Euro II/III buses would create more noise than the new bus model during operation, and the noise problem would be even more serious in Discovery Bay as there were many mountain paths. She suggested the bus company check the number of Euro II/III buses currently operating in Discovery Bay. In view of the noise and pollution problems created by the buses during operation, the bus company should replace the old buses with environment-friendly vehicles and electric vehicles as soon as possible.

92. Mr Peter TSANG added that the requirement of not allowing a vehicle to be idling for more than 3 minutes was mainly applicable in summer. Since the weather was hot in summer, the company would request the bus captains to move the bus away from the terminal within 3 minutes after starting the engine; in cooler weather, the company would instruct the bus captains to start engine only when the passengers boarded. Even though some bus captains would start the engine at the terminal when waiting for the passengers, routes no. T1 and T6 buses would rarely stay in the terminal for a long time as they had a high trip frequency. Furthermore, the last Euro II bus had been phased out in December last year and 11 new-model buses were expected to come into service in this summer, replacing the old Euro III buses and the earlier Euro IV buses. At that time, Euro V and VI buses would account for about over half of the vehicle fleet.

VIII. Question on traffic on North Lantau Highway
(Paper T&TC 7/2018)

93. The Chairman welcomed Miss KWOK Sze-wan, Cynthia, Engineer/Islands 1 of TD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal prior to the meeting.

94. Mr Holden CHOW briefly presented the question.

95. Miss Cynthia KWOK said that she might give further response if Members had further enquiries regarding the department's written reply.

96. Mr Holden CHOW said that according to TD's written reply, the department had formulated contingency measures to respond to incidents occurred on NLH, and would, through the variable message signs (VMS) on the roads and other means, urge members of the public to plan their journey early and change their routeing or transport mode according to the actual circumstances. When Typhoon Khanun hit Hong Kong in 2017, the vehicles were diverted to the lane of the lower deck of Lantau Link. He enquired whether the department had taken contingency measure at that time and disseminated message of the diversion arrangement to drivers through VMSs on the Lantau Link. Moreover, while the written reply mentioned that VMSs were installed on Tsing Kwai Highway, Tuen Mun Road, Stonecutters Bridge and Ting Kau Bridge, etc., he opined that the installation locations might not be appropriate. Even if the drivers were informed of the occurrence of traffic accident at the road section ahead through the VMSs, they might not be able to make a U-turn on the highways. As such, he considered that it would be more appropriate to install the VMSs at the road section ahead of the highways so that the drivers could obtain timely message and respond.

97. Mr Randy YU raised his views as follows:

- (a) While the department informed members of the public of the latest development of traffic incidents and the transport arrangement via mobile application, people not using a smart phone or the application concerned would be unable to obtain the traffic news. Besides, it was inappropriate for drivers to use mobile phones during driving.
- (b) Although VMSs were installed on a number of main roads, it seemed that they were not effective in timely informing drivers to leave in case of incidents. If a sufficient number of VMSs were installed on Route 3, drivers could be informed soonest of the traffic condition of the roads connecting Lantau Island and switch to Airport Express at Tsing Yi if necessary, instead of proceeding towards Stonecutters Bridge, Tsing Ma Bridge and Ting Kau Bridge and causing congestion thereat.
- (c) The department had at present no plan to extend NLH and had not commenced the study for the North-South Road Link connecting Mui Wo and Lantau Island as well as the road connecting East Lantau. Yet, following the commissioning of Tuen Mun-Chek Lap Kok Link and HZMB in the near future, the vehicular flow on NLH was expected to increase in leaps and bounds. Although road closure arrangement was required for installation of VMSs, the works would only take 1 to 2 weeks to complete. Being the main road to the airport, NLH would not only affect Islands District but also Hong Kong as a whole. He hoped that the relevant departments would face the problem squarely and definitely respond to the proposal.

98. Ms Amy YUNG said that the issue concerned had been time and again discussed

at meetings but the situation had not been improved. According to Table 1 of the written reply, the vehicular flow of NLH eastbound and westbound during peak hours increased from about 2 700 vehicle trips per hour in 2012 to about 3 400 vehicle trips in 2016, representing an increase of about 25%. Table 2 showed that the number of accidents on NLH increased from 47 in 2012 to 80 in 2017 as at November (excluding the traffic accidents occurred in December 2017), representing an almost 100% rise, meaning the increase in traffic accidents was much greater than the growth in vehicular flow. She hoped TD and Traffic New Territories South (Traffic NTS) would face the problem squarely and take corresponding measures to minimise traffic accidents on NLH and Cheung Tung Road lest the congestion could not be eased.

99. Miss Cynthia KWOK gave a consolidated reply as follows:

- (a) The installation of VMSs at strategic roads such as Tsing Kwai Highway, Tuen Mun Road, Stonecutters Bridge and Ting Kau Bridge was part of the traffic control and surveillance system. VMSs were installed at the existing locations to inform the drivers of relevant traffic news soonest when there was incident or congestion on the road, so that they could change route timely and select the suitable routeing. In addition, TD would also inform drivers and road users of the latest traffic condition soonest through various channels such as the media and the radio broadcasting system in the tunnel. Members of the public could also obtain the relevant information through mobile application before or during their travels so as to select the routeing or mode of transport.
- (b) Regarding the proposal of increasing the number of VMSs or installing VMSs at strategic roads or existing roads, the department would need to conduct study after examining the road improvement system or the new road network.
- (c) The number of traffic accidents on NLH showed an upward trend in the past few years but was still lower than the overall accident rate of Hong Kong. Taking 2016 as an example, the traffic accident rate of NLH was about 0.31 accident per million vehicle kilometre, whereas the overall accident rate of Hong Kong in the same period was about 1.18 accidents. The department would continue to keep in view the traffic condition of NLH, examine the causes of accidents and explore other improvement measures.

100. Mr Holden CHOW suggested that apart from Tsing Kwai Highway, Tuen Mun Road, Stonecutters Bridge and Ting Kau Bridge, the department might also install VMSs at the routes frequently used by drivers such as the Western Harbour Crossing, Lung Cheung Road and West Kowloon Highway to inform drivers early the traffic condition on NLH, so that they might change the routeing when necessary. Moreover, he enquired whether TD had taken the contingency measures as stated in the written reply when Typhoon Khanun hit Hong Kong in October last year.

101. Ms Amy YUNG reckoned that the figures of TD might have been underestimated as it just mentioned that the traffic accident rate of NLH was lower than the overall rate of 1.18 accidents across the territory. Traffic accidents on NLH usually involved multiple

vehicle collision causing damages and congestion more serious than accidents at other places. She suggested the department examine the figures with Traffic NTS and explore ways to prevent accidents.

102. Mr Ken WONG said that the relevant departments always only looked for remedies after incidents happened, be it the congestion at Lantau Link toll booths or the series of accidents on NLH. He agreed that mobile application could not be solely relied upon for disseminating traffic information because the mobile communications network would become very busy during typhoons. He opined that the VMS was an effective and simple way of disseminating messages and supported the proposal of installing additional VMSs. Moreover, with the imminent commissioning of HZMB where NLH would be linked to a number of roads, the vehicular flow would certainly increase. He expressed disappointment that the relevant departments had not seriously taken Members' views such as construction of multi-storey car parks and provision of parking spaces, etc.

103. Mr WONG Wah said that apart from the airport-bound of NLH, drivers were also concerned about the traffic condition on the Kowloon-bound. He suggested the department install VMSs at Yu Tung Road and near Yat Tung Estate so that drivers might choose to divert to Cheung Tung Road when there was congestion on NLH arising from traffic accidents.

104. Mr Randy YU reckoned that the representative of the department failed to definitely respond to Members' enquiries. He hoped that the department would conduct further study on the proposal of installing VMSs and provide a reply within 2 months. Assuming that the drivers departed from Yuen Long and knew from the VMSs that there was congestion on Route 3 and Route 9 which might significantly lengthen the journey time, they might instantly change route in view of the traffic condition in order to arrive at the airport on time. The usefulness of the VMSs was without doubt. Members did not agree with the department's saying that the number of VMSs was sufficient. He hoped that the department would consider Members' suggestions and views. If the department still decided to maintain the status quo, Members would discuss further actions.

(Post-meeting note: The committee had written to TD regarding the matter concerned.)

105. Mr Holden CHOW concurred with Mr Randy YU and hoped that the department would reply within 2 months. If the department failed to increase the number of VMSs, Members would discuss further actions. Moreover, in view of the year-on-year increase of the traffic accidents on NLH, he requested the relevant departments to step up surveillance and law enforcement.

(Mr FAN Chi-ping and Ms LEE Kwai-chun left the meeting at around 4:45 p.m.)

IX. Question on request for provision of road facilities for enhancing safety
(Paper T&TC 8/2018)

106. The Chairman welcomed Miss KWOK Sze-wan, Cynthia, Engineer/Islands 1 of TD to the meeting to respond to the question.

107. Mr LOU Cheuk-wing briefly presented the question.

108. Miss Cynthia KWOK replied as follows:

- (a) Since the accident was still under investigation by the Police, TD was unable to conclude the cause of the accident. The department had checked the information about the location concerned on Tai O Road and found that the incident scene was not a traffic black spot. In addition to the subject traffic accident, 1 traffic accident involving injuries was recorded over the past 3 years. Overall speaking, the Tai O Road section near the fire station was a straight road with clear and broad vision, where both the pedestrians and drivers could clearly see the surrounding environment of the road and the vehicles approaching from afar. The speed limit was 50 kilometres per hour (km/hr).
- (b) Regarding the proposal of changing the speed limit to 30 km/hr, the department would regularly review the existing speed limit to maintain smooth traffic and protect road safety and safety of road users. Upon completion of the investigation, the department would examine again the cause of the accident and the road condition. If the accident was found to be related to the speed limit, it would review the speed limit on Tai O Road according to the existing mechanism. To avoid causing confusion, the department would normally not set different speed limits for the same road.
- (c) Reducing the speed limit was not the only way of effectively avoiding traffic accidents. TD would also consider installing appropriate warning signs at locations susceptible to accidents. The department would, based on field observation and investigation findings, consider implementing appropriate traffic measures for Tai O Road near the fire station to enhance road safety. Since the accident involved Lantau taxi, the department would remind taxi drivers to drive carefully when passing the said location. It would continue to monitor the traffic condition and report to Members the accident investigation findings in due course and take follow-up action.

109. Mr LOU Cheuk-wing disagreed with TD's saying and raised his views as follows:

- (a) The Tai O Road section near the fire station was a traffic black spot where fatal traffic accidents had occurred in the past. The said location was close to the bus stop outside Buddhist Fat Ho Memorial College (BFHMC) at which there were many teachers and students. A number of traffic accidents involving injuries happened at the vicinity of Lung Tin Estate in which the drivers were suspected of speeding, thus the speed of vehicles should not be too high.
- (b) The said location was close to San Tsuen and the injured person was knocked down when passing the entrance to San Tsuen by bicycle. The accident was anticipated to be caused by the driver of the vehicle concerned driving too fast. After making a turn at Hang Mei, the view of the drivers

would be blocked especially when there were buses stopping at the bus stop. Therefore, he opined that vehicles should reduce speed at the road section behind Hang Mei, and suggested that the speed limit be changed to 30 km/hr to ensure the safety of pedestrians.

110. Mr Randy YU raised his views as follows:

- (a) He understood TD's concern of setting different speed limits for the same road, but as Tai O Road was not a standard road and there were many bends which posed dangers, driving at high speed was inappropriate. After a serious incident happened in Pui O, the speed limit of the road section concerned was later changed to 30 km/hr. Prosecutions had been made to a number of non-compliant drivers, achieving a certain degree of deterrent effect. To ensure the safety of road users, he opined that the department should consider the proposal of reducing the speed limit.
- (b) He had written to TD to request for limiting the vehicle speed at Tong Fuk Village to 30 km/hr. Since a lot of buses and vehicles were operating in the area at a speed of 50 to 60 km/hr and cattle was observed on the road from time to time, there were many dangerous encounters.
- (c) To alleviate the problem of roads on Lantau and enhance road safety, he suggested the relevant departments conduct site inspection with Members concerned and village representatives to all villages in Tai O and Mui Wo to examine the driving speed limit. For example, a speed limit of 30 km/hr might be implemented on roads in Pui O, 70 km for Cheung Sha road section, 50 km for other road sections and 30 km for areas within the villages. Drivers had to take note of the guidelines and requirements on speed limit when applying for the closed road permit each year.

111. Mr WONG Fuk-kan raised his views as follows:

- (a) He suggested TD install speed enforcement cameras (SEC) on Tai O Road and at various locations along South Lantau Road from Mui Wo to Tai O (including Tong Fuk Village and Shui Hau Village), as well as inspect the entrance to every village and install SECs as necessary with a view to enhancing the deterrent effect and ensuring the safe access of villagers. Moreover, he suggested relocating the SEC outside Mui Wo Police Station to another more appropriate location because drivers used to reduce speed when passing the bend at the location, rendering the SEC useless.
- (b) Regarding the previous case of 50 vehicles illegally entering South Lantau Road without applying for a closed road permit, he hoped the relevant departments would handle it seriously. The existing fine of only several hundred dollars for offending drivers might not be able to achieve a deterrent effect. He suggested amending the regulation to incur driving offence points (DOP) in addition to fines, for example, drivers entering South Lantau Road without a permit would incur 5 DOPs to achieve deterrent effect.

112. Mr Eric KWOK said that a SEC was installed at Pui O near the pumping station and was effective to a certain extent as drivers would decelerate when passing by. He supported the installation of SECs at appropriate locations in each village. It was known that the Police had deployed additional manpower to set up road blocks in Shek Mun Kap. He had time and again proposed to TD at meetings that automatic electronic detection system should be used to save administrative expense, time and Police resource as well as effectively prohibit drivers from entering South Lantau illegally.

113. Mr Randy YU concurred with Mr LOU Cheuk-wing. The scene was close to a secondary school and the villagers of the nearby San Tsuen would cross the road at the said location, so facilities for enhanced road safety should be provided as soon as possible. If it was unable to provide such facilities at the vicinity due to the fire station, he suggested TD explore providing zebra crossing or pedestrian crossing at the said location as well as installing a small pedestrian refuge at the centre of the road as soon as possible. Drivers would reduce speed when the road was narrowed. Moreover, he hoped TD would conduct site inspection as soon as possible to explore the feasibility of the proposal.

(Post-meeting note: TD had arranged staff to conduct site inspection at the road section concerned to understand the traffic condition of Tai O Road section near BFHMC. After examining the overall traffic situation of the road section, the department planned to install “SLOW” road marking and “junction ahead” road sign at eastbound of Tai O Road near the fire station, so as to alert drivers of the side road and zebra crossing ahead for enhanced traffic safety. In addition, the department also planned to install double white lines at the bend of the road section ahead of Tai O to prohibit vehicles from overtaking. The department would consult relevant departments and the local communities on the project proposal, and implement the project subject to their support.)

114. The Chairman asked TD to arrange for site inspection with Members concerned as soon as possible.

(Mr Holden CHOW and Mr LAU Chin-pang left the meeting at around 5:10 p.m., and Mr Randy YU left the meeting at around 5:20 p.m.)

X. Reports by Working Groups
T&TC Working Group

115. Members noted and endorsed the working group report.

(Mr WAN Yat-tung left the meeting at around 5:25 p.m.)

XI. Any Other Business

Highways Department’s Minor Traffic Improvement Projects and Works Schedules

116. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to give response. HyD had submitted before the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early January this year. The Schedules were tabled at the meeting and Members were invited to raise enquires and opinions.

117. Mr WONG Wah enquired whether HyD could complete the Bend K10 works before the Lunar New Year (LNY); if no, he suggested the department re-open the 2 traffic lanes of the road section during the LNY and cancel the temporary traffic lights and traffic signs.

118. Mr WONG Fuk-kan said that regarding Item 6 of Bend S1 works at South Lantau Road near Cherry Court, it originally involved widening the front section of the road, but it was found after works completion that the rear section of the road was widened by about 10 inches only. According to the Schedules, only 2 projects were outstanding at present, but there were still serious damages at various sections of South Lantau Road. He enquired whether the department would include other road sections that required improvement in the Schedules.

119. Ms LEUNG Chiu-mei gave a consolidated reply as follows:

- (a) Bend K10 works were tentatively scheduled for completion in the first quarter of 2018. In view of the busy traffic at the location during the LNY, the department and the contractor planned to re-open the 2 traffic lanes before the LNY and would not install traffic lights.
- (b) Bend S1 works could not be implemented according to the original plan due to road constraints and were slightly modified, the works location was thus different from originally planned. The Schedules indicated that only Bend K10 widening works were outstanding. Regarding Members' concern about the damages of South Lantau Road, the department would from time to time inspect the road condition and arrange for repair and even resurface the road if necessary. As for other road sections and bends that required improvement, the department and TD would further discuss with the local communities.

120. Mr WONG Fuk-kan said that most of the minor traffic improvement projects had been completed at present. He suggested the department make use of the remaining resource to improve the Mui Wo to Tai O section of South Lantau Road to ensure the safety of road users.

121. The Vice-Chairman Mr CHEUNG Fu said that he had conducted a site inspection at South Lantau Road with HyD and found a number of damages at the section from Mui Wo to Shek Pik. He enquired whether the department had any plan to repair the damaged parts. Moreover, while repair could not be conducted at Pui O Au due to the works, the Schedules showed that the works concerned would be completed soon. He hoped the department would apply for excavation permit early so as to commence the repair works as soon as possible.

122. Ms LEUNG Chiu-mei said that the department was aware of Members' concern about the road repair works, and would include relatively large repair works in the Schedules to provide Members with more information. Regarding the damages on South Lantau Road, the department received the views of many local communities and had been examining and planning for the relevant repair work. Since application for excavation permits was required for some works, the department could not commence the repair work instantly. The department would prioritise the works and first repair the road sections with serious damages as far as possible to reduce the risk of accidents.

123. Mr WONG Fuk-kan added that the bend near Swire House Holiday Home (SHHH) at Pui O Au and the bend outside Cheung Sha Fire Station were traffic black spots. He had once proposed applying anti-skid surface dressing at the above locations, but HyD responded that testing was required to confirm whether it was feasible. The proposal was yet to be finalised so far. With the completion of SHHH and the imminent operation of double-decker buses on the road section concerned, accidents might easily happen when vehicles passing the bend. He hoped the department would apply anti-skid surface dressing at the road section as soon as possible.

124. The Vice-Chairman Mr CHEUNG Fu hoped that HyD would pay close attention to the road condition of South Lantau Road in the future, and take the initiative to plan and arrange for repair of damaged sections instead of taking action only when being reminded by Members.

125. Ms LEUNG Chiu-mei said that the department understood Members' concern about the bend near SHHH and was performing planning work with a view to addressing it as soon as possible. As for the bend outside Cheung Sha Fire Station, she would follow up with the relevant colleagues after the meeting.

(Post-meeting note: HyD was about to re-construct the road outside the SHHH works site as a long-term improvement plan. The department had already kicked-off the preliminary preparation of the road re-construction works. The newly-constructed road with concrete pavement would significantly enhance the slip resistance of the road. The horizontal stripes on the road carried anti-slip function similar to that of anti-skid surface dressing, application of the latter was thus not needed. The department anticipated that the road re-construction works would commence in the middle of the year.)

XII. Date of next meeting

126. The meeting was adjourned at 5:35 p.m. The next meeting would be held at 2:00 p.m. on 19 March 2018 (Monday).

-End-