

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 20 March 2017 (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 CHOW Yuk-tong, BBS
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Mr LOU Cheuk-wing
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 Fuk-kan
Mr LAM Po-keung
Mr LAW Kwan
Mr WONG Ma-tim
Mr HO Siu-kei
Mr WAN Tung-yat
Mr YUEN King-hang

Attendance by Invitation

Mr NG Wai-keung	Chief Engineer 1/Major Works, Highways Department
Ms YEUNG Sai-hee, Sally	Senior Engineer 4/Universal Accessibility, Highways Department
Mr POON Ka-ho	Engineer 4/Universal Accessibility, Highways Department
Mr CHAN Fai	Project Coordinator 17/HZMB, Highways Department
Mr NG Wai-hong	Senior Engineer 5/HZMB, Highways Department
Mr PANG Chi-chiu	Senior Engineer 9/HZMB, Highways Department
Ms NG Kam-han	Senior Transport Officer/Bus/Lantau, Transport Department
Miss WONG On-yu	Transport Officer/Bus/Lantau, Transport Department

Ms CHU Wai-sze, Fiona	Senior Transport Officer/Planning/Ferry 2, Transport Department
Mr WONG Wing-fai, Freddy	Senior Engineer/Consultants Management 2, Drainage Services Department
Mr. CHEUK Fan-lun	Assistant Director/Planning & Services, Marine Department
Mr CHAN Ping-fai, Rico	Senior Marine Officer/Planning & Development (3) (Acting), Marine Department
Mr MAK Chin-yeung	Construction Manager, China State Construction Engineering (Hong Kong) Limited
Mr WONG Kwok-fai, Alfred	Chief Engineer/Hong Kong(1), Civil Engineering and Development Department
Mr LEUNG Chiu-keung, Kenneth	Senior Engineer 3 (Hong Kong Island Division 1), Civil Engineering and Development Department
Mr S Y NG	Senior Resident Engineer (Civil) Transportation, Hong Kong, AECOM
Mr Jeff C K POON	Assistant Manager, Traffic Operations, Long Win Bus Company Limited
Mr Rayson Y W LAW	Planning and Support Officer I, Long Win Bus Company Limited
Mr Billy WONG	Assistant Manager Operation Support, New Lantao Bus Co.(1973) Limited
Mr Thomas S Y CHEUNG	Senior Resident Engineer, Black & Veatch Hong Kong Limited
Mr WU Ka-hing, Humphrey	Senior Resident Engineer, Ove Arup & Partners Hong Kong Limited
Mr KWAN Chi-fai	Deputy Project Manager, Ove Arup & Partners Hong Kong Limited
Mr Simon H K CHAN	Associate Director - Engineering Division, Mannings (Asia) Consultants Limited
Mr CHEUNG Kin-keung, Martin	Deputy Managing Director, Mannings (Asia) Consultants 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 CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Miss LAW Shun-wa, Virginia	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr POON Wai-wing, Alvin	Engineer 11 (Islands Division), Civil Engineering and Development Department
Mr CHAN Chiu-fai	District Operations Officer (Lantau), Hong Kong Police Force
Mr YUEN King Ho	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantao Bus Co.(1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Co.(1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

Ms CHAN Ka-ying, Florence

Executive Officer I (District Council), Islands District Office

Absent with Apology

Ms YU Lai-fan

Mr WONG Shun-chuen

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**Welcoming remarks**

The Chairman welcomed Members and representatives of government departments to the meeting, and introduced the following department representatives who attended the meeting:

- (a) Mr YUEN King-ho, Police Community Relations Officer (Marine Port District) of Hong Kong Police Force (HKPF) who succeeded Mr LAW Tung-wah, Benji; and
- (b) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBTSL) who attended the meeting in place of Mr Vincent CHUA of HKR International Limited.

2. Members noted that Ms YU Lai-fan and Mr WONG Shun-chuen were unable to attend the meeting due to other commitments.

I. **Confirmation of the Minutes of Meeting held on 17 January 2017**

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

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

II. **Next Phase of the “Universal Accessibility” Programme**  
(Paper T&TC 13/2017)

5. The Chairman welcomed Mr NG Wai-keung, Chief Engineer 1/Major Works, Ms YEUNG Sai-hee, Sally, Senior Engineer 4/Universal Accessibility and Mr POON Ka Ho, Engineer 4/Universal Accessibility of Highways Department (HyD), and Mr Simon H K CHAN, Associate Director - Engineering Division of Mannings (Asia) Consultants Limited to the meeting to present the paper.

6. Mr NG Wai-keung presented the paper with the aid of PowerPoint presentation.
7. Mr KWONG Koon-wan proposed the retrofitting of lifts near Nga Ning Court on Sai Wan Road, Cheung Chau. While the entire Nga Ning Court was built along the hillside and many senior citizens were living in the three buildings (namely Ho Chak House, Chun Chak House and Leung Chak House), no lift or elevator was available. When going out or coming back, residents had to walk up and down a 650-metre steep road or a stairway of 300 steps, which was very inconvenient and as a result some residents were considering moving elsewhere. He had made suggestions to the Government several times. The Housing Department (HD) had conducted a feasibility study for the road section near Nga Ning Court and the preliminary result revealed that lift retrofitting was feasible. However, it was not implemented due to the huge cost of works. He hoped to take this opportunity to request HyD to consider retrofitting of lifts in Nga Ning Court, Cheung Chau, starting with connecting Sai Wan Road with Ho Chak House, Nga Ning Court, for serving the majority of residents living in Nga Ning Court and Peak Road West. He believed that the above proposal met the criteria stated in paragraphs 5(a) to (c) of the paper, whereas the criterion stated in paragraph (d) would be followed up by HyD or HD. Since HD had conducted a feasibility study, he hoped HyD could implement the works as soon as possible.
8. Mr Ken WONG said that several housing estates near Shing Ka Road in Peng Chau were built along the hillside and suggested that the steep road section at Shing Ka Road be included in the “Universal Accessibility” Programme for lift retrofitting, so as to facilitate residents accessing the Peng Chau Columbarium.
9. Ms LEE Kwai-chun indicated that Cheung Kwai Estate in Cheung Chau faced the same problem as Nga Ning Court. At present, residents leaving and returning to the estate had to take a narrow and steep stairway or detour along a long road, which caused inconvenience (in particular to the elderly). She hoped that lift retrofitting works could be implemented for accessing Cheung Kwai Estate.
10. Mr FAN Chi-ping said that lift retrofitting works at Structure Nos. NF332 and NF328 commenced last year but there had been no progress since then. He enquired about the reason for the slow progress.
11. Mr NG Wai-keung gave a consolidated response as follows:
  - (a) Having consulted various District Councils (DCs) on the Next Phase of the “Universal Accessibility” (UA) Programme, the Department noted that there were estates in other districts being built along the hillside. In view of the ageing resident population and the problem faced by the elderly residents when climbing the long stairways in order to go home or go out, similar proposals were raised by Councillors in other districts.
  - (b) Regarding Members’ proposal of lift retrofitting in Cheung Kwai Estate and Nga Ning Court, Cheung Chau, such proposal had been received from

members of the public as early as 2012. However, as the proposed locations for lift retrofitting were within the area of the estates, the Department had passed on the proposal to HD for follow-up. He added that as the stairways in the estates were not spanning across public roads maintained by HyD, they were beyond the scope of the UA Programme.

- (c) As for members' proposal of lift retrofitting at Shing Ka Road, Peng Chau, the Department suggested Members provide relevant information for follow-up after the meeting.

12. Ms Sally YEUNG reported that three items of lift retrofitting works had commenced in the Islands District in November 2015. Retrofitting of two lifts was underway at subway no. NS230, where relocation of underground utilities was required before the works of one lift could proceed, while foundation works were in progress for the other lift. Retrofitting of three lifts was underway at footbridge no. NF328, where relocation of underground utilities was also required for the works of two lifts to proceed, and construction of lift shaft was in progress for the other lift. Retrofitting of two lifts was underway at footbridge no. NF332 and foundation works were in progress. The above lift retrofitting works generally went smoothly and were expected to be completed in mid-2018.

13. Mr Ken WONG indicated that on the proposal of lift retrofitting at Shing Ka Road, Peng Chau, it was to connect the road section beneath the Peng Chau Clinic to Shing Ka Road uphill instead of the site of Peng Chau Columbarium.

14. Mr KWONG Koon-wan said that with reference to the issue of whether the estates spanned across public roads maintained by HyD, both Sai Wan Road beneath Nga Ning Court and Peak Road West above it were managed by HyD and the first phase of the proposed works was to connect Sai Wan Road and Ho Chak House, Nga Ning Court. If the criterion at paragraph 5(a) of the paper could not be fulfilled because Ho Chak House was under the ambit of HD, the scope of the proposed works might be extended to Peak Road West. He hoped the Department would liaise with him and discuss the proposal after the meeting.

15. The Chairman asked the Secretariat to solicit input on suggestions of lift retrofitting from Members concerned after the meeting and relay to HyD for follow-up.

(Ms Sammi FU and Mr WONG Ma-tim joined the meeting at about 2:10 p.m.; and Mr LAM Po-keung joined the meeting at about 2:15 p.m.)

### III. Bus Route Planning Programme 2017-2018 for Islands District (Paper T&TC 12/2017)

16. The Chairman welcomed Ms NG Kam-han, Senior Transport Officer/Bus/Lantau and Miss WONG On-yu, Transport Officer/Bus/Lantau of TD; Mr Mistral SIN, Manager (Planning), Mr Brian NG, Chief Planning Officer and Miss Joyce WAN, Chief Public Affairs Officer of Citybus Limited (Citybus)/New World First Bus Services Limited (NWFB); Mr

Jeff C K POON, Assistant Manager, Traffic Operations and Mr Rayson Y W LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win); and Mr Billy WONG, Assistant Manager Operation Support of New Lantao Bus Co.(1973) Limited (NLB) to the meeting to present the paper.

17. Ms NG Kam-han presented the paper.

18. Mr Eric KWOK raised the opinions as follows:

- (a) There were large estates in both Tung Chung West and Tung Chung North at present. The population intake of Ying Tung Estate and the new estate in Tung Chung Area 39 would begin this summer and in 2018 respectively, and there would be an increase in population and demand for bus services.
- (b) Many passengers boarded Long Win E31 bus at Yat Tung Estate bus stop and the buses were mostly full especially during peak hours. He had repeatedly requested that the bus route not to pass through Tung Chung North and the bus frequency be increased to meet the demand, yet TD suggested that the bus route operated via Tung Chung Area 39, which would increase the travel time and number of bus stops. As the population intake of the new estate in Tung Chung Area 39 would commence in 2018, he suggested the Department consider providing direct bus route without passing Yat Tung Estate, in order to cater for the population growth in the area.
- (c) As for Long Win S64 bus, it took about an hour running from Yat Tung Estate to the airport (Terminal). If the bus was to operate via Tung Chung Area 39 and only one additional trip would be provided, he believed that it might not be able to meet the demand of the two estates' residents.
- (d) NLB route no. 39M was a new circular route plying between Tung Chung Area 39 and the MTR Tung Chung Station. With only two single-deck and two double-deck buses serving the route, he believed that it was insufficient to meet the demand.

19. Mr FAN Chi-ping concurred with Mr Eric KWOK. The residents of several new estates in Tung Chung Area 39 would soon be moving in and the population was growing. With the existing high passenger volume at Yat Tung Estate bus stop, the detouring of route no. S64 to Tung Chung Area 39 would not only lengthen the travel time, but also fail to meet the demand of passengers. As the Home Ownership Scheme (HOS) development in Tung Chung Area 27 was not mentioned by representatives of the Department nor in the paper, he enquired the Department about the arrangement on ancillary transport facilities in the area.

20. Mr Ken WONG indicated that a submission was received prior to the meeting, which mentioned that NWFBC route no. 91 would not stop at the Central Piers but go straight to the Hong Kong-Macau Ferry Terminal in Sheung Wan. He would like to know the reasons

behind as such change would affect students of the Islands District going to schools in the Central and Western District.

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

- (a) In view of the anticipated upsurge in transport demand during peak hours upon the population intake of Ying Tung Estate, bus route no. E32A would be introduced by Long Win to serve Tung Chung North during the morning peak hours and the existing bus route no. E31 would provide service during off-peak hours. Upon the population intake of Tung Chung Area 39, bus route no. E32A would be extended to whole-day service, and route no. E31 would operate via Tung Chung Area 39 instead of detouring to Tung Chung North, thereby slightly shortening the travel time.
- (b) The Bus Route Planning Programme provided a guideline for service adjustment, under which the Department could request the bus companies to increase the number of trips when the patronage reached a certain level due to an increase in local population, so as to meet the passenger demand.
- (c) As for NLB route no. 39M, it was just a tentative plan at this stage. The Department could request the bus company to enhance service to cater for the need of passengers according to the guideline for service adjustment.
- (d) Regarding NWFB route no. 91 which was not covered under this Bus Route Planning Programme, she asked representatives of the bus company to respond.

22. Mr Mistral SIN said that the re-organisation of NWFB route no. 91 was under the public transport re-organisation plan of the South Island Line instead of a route planning programme that submitted annually, and thus not included in the Bus Route Planning Programme for Islands District. NWFB had earlier submitted the proposed plan to TD and he believed that the Department would consult relevant DCs.

23. Ms Amy YUNG said that the service of NWFB route no. 91 would affect Islands District residents using Central Pier Nos. 2 to 6 because many students needed to change to bus to go to schools in the Central and Western District. To her knowledge, 30% to 40% of the passengers taking the bus route were residents and students of the Islands District. She enquired TD why only the Southern DC was consulted but not the Islands DC (IDC).

24. Mr FAN Chi-ping said that representatives of TD just now did not respond to the traffic arrangement for Tung Chung Area 27.

25. Ms Josephine TSANG said that NWFB route no. 91 concerned not only the Southern District. As stated by Ms Amy YUNG, many residents and students of the Islands District took route no. 91 bus, if TD re-routed the bus to skip the bus stop at the Central Piers, it would cause inconvenience to residents and students of the Islands District. She opined that TD and NWFB should consult IDC.

26. Mr Randy YU welcomed that NLB introduced in March this year the Fare Concession Scheme for various South Lantau bus routes. Passenger who had paid adult full fare and taken 30 rides on the same route within the same month was eligible to redeem one complimentary ticket of the same route. He indicated that passengers travelling from Tong Fuk to Tung Chung needed not pay the full fare, whereas full fare was required when travelling from Tung Chung to Tong Fuk. As such, a working passenger could only accumulate 26 full-fare rides within a month and could not enjoy the above fare concession. As reflected by residents of Tong Fuk, while the travelling distances from Tong Fuk to Tung Chung and from Tung Chung to Tong Fuk were the same, the fares were different. They requested that sectional fares be implemented on the journey from Tung Chung to Tong Fuk. Notwithstanding that the adoption of sectional fares would require resetting the Octopus fare system and also reduce the revenue of the Bus Company, he hoped TD and the Bus Company would consider the suggestion of the residents to implement sectional fares on the Tung Chung to Tong Fuk journey.

27. Mr CHOW Yuk-tong considered that the diversion arrangements for NWFB route nos. 91 and 94 would not be effective as it only involved the cancellation of two bus stops at Central. It would even cause inconvenience to passengers going to the Central Piers because they would have to change to other transport means to travel from the Hong Kong-Macau Ferry Terminal in Sheung Wan to the Central Piers. He did not support the arrangements.

28. Mr Ken WONG concurred with Mr CHOW Yuk-tong. NWFB route no. 91 was currently operating along Pok Fu Lam Road. After disembarking from the ferry, students of the Islands District had to change to route no. 91 bus to go to schools in the Central and Western District. It would cause inconvenience to the students if the bus did not operate via the Central Piers.

29. Mr LAM Po-keung said that the bus terminus at Ying Tung Estate was small in size. He suggested that a bus stop be provided on Ying Hei Road outside The Visionary and buses of certain routes need not enter Ying Tung Estate. At present, the bus stop near The Visionary could only accommodate one bus. He hoped TD would consider extend the length of the bus stop. In addition, the taxi stand at Ying Tung Estate could only accommodate two taxis for picking up and dropping off passengers. If the demand for taxi service increased in the future, the bus access might be blocked by taxis. He enquired TD if there was any solution.

30. Mr Eric KWOK said that representative of TD mentioned earlier a service frequency adjustment mechanism, under which the frequency of bus route no. E31 could be increased or decreased in response to the patronage. While there would be an increasing population upon the future occupation of Tung Chung Area 39, the Department reduced the number of buses serving route no. E31 from 12 to 10, which ran counter the situation. He doubted whether the Department had any supporting data. Moreover, he had conducted a questionnaire survey which revealed that the residents generally supported that the bus route via Yat Tung Estate remained unchanged and circular bus routes be introduced to ply between Yat Tung Estate/Tung Chung North and the airport and Tung Chung new town, so as to address the



traffic problem in the area. As Yat Tung Estate and the estates in Tung Chung Area 39 would be occupied progressively, he hoped TD would discuss with the relevant bus companies the arrangement for focused bus services to provide direct bus service for the area and increase the frequency of buses going to the urban areas.

31. Ms Sammi FU said that the terminus of Citybus route nos. E11S, E21A, E21X and E22S had been relocated to Tung Chung Area 39. Since the buses serving the said routes departed from Tung Chung Area 39, residents might not be able to get on board at Tung Chung North during peak hours as the bus was full. She enquired the Bus Company whether it would consider splitting the bus routes or introducing a special trip that departed from Tung Chung New Development Ferry Pier during peak hours to serve the residents of Tung Chung North.

32. Ms NG Kam-han gave a consolidated response as follows:

- (a) The re-organisation of NWFB route no. 91 was under the service re-organisation plan of the South Island Line. The Department was aware that it might affect the residents of Islands District and the responsible colleagues of relevant division would consult IDC in due course. She would also relay to the colleagues concerned the opinions of Members. Members might express their opinions again during the consultation if needed.
- (b) Concerning the arrangement of bus stop or taxi stand at The Visionary, the New Territories Regional Office took charge of the daily operation and the Department would follow up with them.
- (c) It was understood that the population intake of Tung Chung Area 27 would start in 2020. As the current Bus Route Planning Programme did not cover 2020, relevant traffic arrangement was not available for the time being.
- (d) Upon the completion and population intake of the housing estates in Tung Chung Area 39, the service of Long Win bus route no. E31 would be re-organised. By then, the bus route would no longer operate via Tung Chung North and the travel time would be shortened. The resources would then be redeployed to bus route no. E32A for provision of whole-day service. As for the frequency of route no. E31, the travel time would be shortened when it no longer operated via Tung Chung North, and the number of buses would be adjusted accordingly but the basic frequency would remain unchanged. Under the above arrangements, there would be buses departing from Tung Chung Area 39, Ying Tung Estate and Tung Chung North respectively to go to Tsuen Wan and Kwai Chung.
- (e) Citybus route nos. E11S, E21A, E21X and E22S operated via Tung Chung North at present. Upon the population intake of Tung Chung Area 39, the Department would consider increasing the frequency or exploring the re-organisation of bus service in response to service demand. It would

consider making adjustment during a review next year if the number of passengers from Ying Tung Estate remained high.

- (f) As for the fare concession recently introduced by NLB, i.e. the “ride 30 get 1 free” or “ride 40 get 2 free” promotion, it was a concession scheme introduced by the Bus Company in light of its financial position and was simply a commercial decision.

33. Ms Josephine TSANG hoped TD would consult IDC on the diversion proposal for shortening the journey of NWFB route no. 91.

34. Mr CHAN Kam-hung remarked that a traffic sign on Ying Hong Street between Century Link and The Visionary directed that vehicles entering Ying Tung Road could only turn left and those exiting from Ying Hong Road could only turn right instead of heading straight to Ying Tung Estate. Moreover, there were only two taxi parking spaces at Ying Tung Estate taxi stand, which were inadequate and would hinder the access of buses. He hoped TD would enhance the said traffic sign and increase the number of taxi parking spaces in Ying Tung Estate.

35. Mr Randy YU welcomed the Fare Concession Scheme of NLB and understood that it was a commercial decision. He referred to the pilot scheme on sectional fares mentioned in paragraph 18 of the paper and cited the bus route plying between Tong Fuk and Tung Chung with different fares for Tung Chung to Tong Fuk trip and Tong Fuk to Tung Chung trip, although the fares of the same road section ought to be comparable. In addition, residents of South Lantau faced hardship in taking buses. During holidays, they had to keep standing for the whole journey even though they could get on the bus. He hoped TD would explore with NLB ways to introduce sectional fares for the bus routes on trial in South Lantau to benefit the residents.

36. Mr LAM Po-keung indicated that the inadequacy of pedestrian crossing facilities in Ying Tung Estate posed danger to residents crossing the roads. He enquired whether the bus terminus in Tung Chung Area 39 was near to the schools. At present, the parking spaces at Yat Tung Estate bus terminus were inadequate, which resulted in traffic chaos. He suggested TD reserve sufficient bus parking spaces at Tung Chung Area 39 bus terminus, or there would be undesired situation.

37. Ms NG Kam-han said that Traffic Engineering Division and Regional Office of TD would follow up on Members’ opinions about the traffic in Tung Chung Area 39.

38. Mr Eric KWOK reiterated his hope that bus routes of Yat Tung Estate would not operate via Tung Chung Area 39. Buses running to Tung Chung Area 39 would pass through Yu Tung Road, where part of the road was designated as large coach parking spaces. He enquired TD how the coach parking could be addressed if Yu Tung Road was used by buses and coaches simultaneously. He hoped the Department would not make any changes to the bus routes of Yat Tung Estate and suggested the provision of focused bus services for Tung Chung Area 39 and Ying Tung Estate.

39. Mr Randy YU hoped TD would follow up and study with NLB on the introduction of a pilot scheme on sectional fares for bus routes in South Lantau, and asked the Secretariat to put it on record.

40. Ms NG Kam-han said that the Department would explore with NLB the feasibility of sectional fares after the meeting.

41. The Chairman hoped TD would consider the opinions of Members.

IV. Hong Kong Link Road – Section between Scenic Hill and Hong Kong Boundary Crossing Facilities (Contract No. HY/2011/03)  
Temporary Traffic Management Scheme  
Extension of Existing Temporarily Reduced Maximum Speed Limit on Section of North Lantau Highway (Airport Bound) between Tung Chung and Pak Mong  
(Paper T&TC 14/2017)

42. The Chairman welcomed Mr CHAN Fai, Project Coordinator /HZMB of HyD, Mr WU Ka-hing, Humphrey, Senior Resident Engineer of Ove Arup & Partners Hong Kong Limited and Mr MAK Chin-yeung, Construction Manager of China State Construction Engineering (Hong Kong) Limited to the meeting to present the paper.

43. Mr Humphrey WU presented the paper with the aid of PowerPoint presentation.

44. Members noted the temporary traffic management arrangements for the above road section.

(Mr Ken WONG left the meeting at about 3:05 p.m.)

V. Construction of an Additional Sewage Rising Main between Tung Chung and Siu Ho Wan and Associated Works (Contract No. DC/2016/01) - Relaxation of the Current Traffic Restrictions for Road Works on Cheung Tung Road  
(Paper T&TC 17/2017)

45. The Chairman welcomed Mr WONG Wing-fai, Freddy, Senior Engineer/Consultants Management 2 of Drainage Services Department (DSD) and Mr Thomas S Y CHEUNG, Senior Resident Engineer of Black & Veatch Hong Kong Limited to the meeting to present the paper.

46. Mr Freddy WONG and Mr Thomas CHEUNG presented the paper respectively.

47. Ms Amy YUNG raised the opinions as follows:

- (a) She reckoned that the above works had far-reaching implications on the residents of Discovery Bay. As bus routes serving the airport and Tung Chung had to pass through Cheung Tung Road, the works would not only lead to an increase in the number of work fronts but also lengthen the journey time. There were currently other works underway on Cheung Tung Road, where serious traffic congestion was caused recently, causing residents late for work. She was worried that the works would further increase the traffic load.
- (b) Representative of DSD just now indicated that the sewage rising main had been operating for about 20 years and almost reached the end of its design life. It might affect the adjacent areas (e.g. North Lantau Highway) if the works were not to be implemented. She was aware of the need and urgency of the works but had reservations on the mitigation measures of starting the construction works after 9:00 a.m., because many residents of Discovery Bay who worked shifts had to go to work at the airport or Tung Chung after 9:00 a.m.
- (c) Members had time and again discussed in previous meetings the road safety of Cheung Tung Road, including the increased danger on the road caused by various construction works and increasing traffic flow. She suggested construction of a cycle track along the coast so that bicycles could be diverted there, and prohibit the bicycles from using Cheung Tung Road so as to ease the traffic flow at that road section, enhance road safety and maintain a smooth traffic.
- (d) She hoped representative of DBTSL would keep an eye on the above works and relevant arrangements/measures to minimise the inconvenience caused to the residents of Discovery Bay.

(Post-meeting note: During the works period, DSD project team would continue to maintain close liaison with relevant stakeholders, including the Police, TD, DBTSL and Discovery Bay Road Tunnel Company Limited, etc., to closely monitor the traffic condition of Cheung Tung Road and review the temporary traffic arrangement, so as to avoid serious traffic congestion and delay.)

48. Mr Peter TSANG said that in order to complement the Hong Kong-Zhuhai-Macao Bridge (HZMB) works, Cheung Tung Road section between Tung Chung and Discovery Bay Tunnel had to be closed from time to time and Discovery Bay buses running overnight routes had to detour to the Sunny Bay on their way to the airport or Tung Chung. As mentioned earlier by the Consultant, due to the above works and an increase in work fronts, the journey time of Discovery Bay buses plying between Discovery Bay Pier and the MTR Tung Chung Station or the airport would be lengthened by one to four minutes. Based on observation, at present, the operation of Discovery Bay buses was disrupted from time to time. In the future, when the number of work fronts was increased to five, the road was converted to one-lane-two-way traffic and the number of temporary traffic lights was further increased, the

operation of Discovery Bay buses would be further disrupted. While it was willing to facilitate the above works, the Company wished the duration of operation disruption be maintained at the current level as far as possible. In view of the need of many Discovery Bay residents to travel to the airport and Tung Chung to take the flight or go to work, if the bus frequency and the journey time were further affected, it would be difficult to meet the need of the residents. As such, he hoped DSD and the Consultant would consider the traffic impact thoroughly.

(Post-meeting note: During the works period, DSD project team would continue to maintain a close liaison with DBTSL to closely monitor the traffic condition at Cheung Tung Road and review the temporary traffic arrangement, so as to maintain the duration of operation disruption at the current level as far as possible.)

49. Mr CHAN Chiu-fai learnt that night works of HZMB would be occasionally performed on the road section at Cheung Tung Road. He suggested in the event of night works, DSD and the Consultant co-ordinate with relevant works departments of HZMB in advance to avoid duplication of works and minimise the traffic impact on Cheung Tung Road. Moreover, regarding the lengthening of bus journey time, given that a specific timer was set for the temporary traffic lights, he suggested the use of “manually operated signals” in the morning session to provide flexibility according to prevailing road and traffic conditions, so as to achieve a smoother traffic flow.

(Post-meeting note: DSD project team would study the above proposal with the Police and TD to enhance the temporary traffic arrangement as far as possible.)

50. Ms Amy YUNG indicated that the traffic on Cheung Tung Road was very busy. In the event of accidents, the traffic and the nearby residents of Discovery Bay would be significantly affected. She had received many complaints about this from residents travelling to the airport and Tung Chung by Discovery Bay buses. She hoped when unexpected incidents occurred, the Consultant would provide information to relevant stakeholders immediately for appropriate traffic arrangement. It was noted that the Consultant would inform affected persons via WhatsApp. She enquired DSD whether DBTSL or road users, etc., would be informed immediately in case of disruption or road closure due to unexpected incidents so that corresponding traffic arrangement could be made.

51. Mr Thomas CHEUNG said that DSD project team had been maintaining a close tie with the stakeholders (including Rural Committee Members and Discovery Bay Road Tunnel Company Limited, etc.). On the arrangement of immediate dissemination of information in case of unexpected incidents, the project team would set up a WhatsApp group to maintain communication with various stakeholders and relevant government departments before the commencement of works so that affected persons could be immediately informed about any unexpected incidents and traffic disruption.

52. Ms Amy YUNG remarked that the above works would commence next month and not be completed until 2023. Relevant departments should have a long-term plan for such

prolonged works. For the sake of road safety, she once again suggested TD consider prohibiting bicycles from using Cheung Tung Road and diverting them to the road along the coast.

53. Mr CHAN Kam-hung supported the prohibition on bicycles using Cheung Tung Road and reckoned that the road was not suitable for cycling. He opined that DSD's works progress was slow and as a result the journey time for the road section in Mui Wo was substantially lengthened. He was worried that Cheung Tung Road would face the same problem upon the commencement of works.

54. The Chairman concluded that the Committee supported the works proposal and hoped relevant departments would consider the opinions of Members.

VI. Designation of Restricted Areas and Special Areas for Hong Kong Link Road and Southern Connection of Tuen Mun-Chep Lap Kok Link  
(Paper T&TC 16/2017)

55. The Chairman welcomed Mr NG Wai-hong, Senior Engineer/HZMB and Mr PANG Chi-chiu, Senior Engineer/HZMB of HyD, Mr CHEUK Fan-lun, Assistant Director/Planning & Services and Mr CHAN Ping-fai, Rico, Senior Marine Officer/Planning & Development (3) (Acting) of Marine Department (MD), Mr KWAN Chi-fai, Deputy Project Manager of Ove Arup & Partners Hong Kong Limited and Mr S Y NG, Senior Resident Engineer (Civil) Transportation, Hong Kong of AECOM to the meeting to present the paper.

56. Mr KWAN Chi-fai and Mr S Y NG presented the paper with the aid of PowerPoint presentation respectively.

57. Mr KWONG Koon-wan referred to an earlier incident of a towboat hitting a bridge pier and enquired whether the new bridge was designed with an alarm system to give early warnings to vessels (e.g. giving early warning to ship master if the derrick boom was excessively high) in order to prevent similar accidents from happening.

58. Mr CHEUK Fan-lun responded as follows:

- (a) An alarm system was installed on the bridge as designed by HyD. Signals would be sent by the alarm system in the event of collision between vessels and the bridge.
- (b) On preventing vessel-bridge collision, MD currently disseminated information about the bridge height restrictions mainly through publicity and education. Prior to the implementation of various height restriction requirements, MD would inform the industry of the bridge height restrictions, whereas HyD would place clearance signs on the bridge to make known to vessel operators the bridge height restrictions.

- (c) Regarding the restricted areas, the maximum height restriction of Hong Kong Link Road was 41 metres and that of Tuen Mun-Chek Lap Kok Link was 21 metres. Ordinary vessels would not be affected by the above height restrictions, with the exception of vessels with high masts. As such, MD would step up education on this front to let operators of high-mast vessels be aware of the height restrictions.
- (d) MD had examined the possibility of providing an advance warning system on the bridge. However, at present, there were no reliable facilities which could measure the height of approaching vessels accurately from a long distance and promptly inform the concerned vessel operators not to steer the vessel towards the bridge. As such, it was unable to install an advance warning system on the bridge to warn the vessels as suggested by the Member.

59. Mr LAM Po-keung enquired about the distance at which the clearance signs were visible to vessel operators in unfavourable foggy weather, and whether signs that were visible from a long distance would be provided so that vessels with high masts or derrick booms would lower or take down the facilities. Moreover, in the event of collision between vessels and the Tsing Ma Bridge, whether the Department had any specific measure to arrange for evacuation of vehicles from the bridge.

60. Mr CHEUK Fan-lun said that there were navigation aids at the bridge, including red and green lights were installed to indicate the fairway boundaries and white lights were in the middle. Those lights were visible to vessel operators from a long distance in generally low visibility conditions or at nights. The bridge was also equipped with radar transponders (i.e. an equipment that sent radar signals), through which vessels equipped with radar could recognise the signals from the transponders. Vessel operators could then find out the centre of the fairway even in foggy and adverse weather, and pass through the bridge. Nowadays large vessels and tugs towing high-mast barges were generally equipped with radar. The above devices should function well to assist ship navigation satisfactorily. Moreover, in the event of collision between vessels and the bridge, signals would be sent from the alarm system and relevant departments would then take emergency measures and make practical arrangements.

61. Mr CHAN Kam-hung enquired whether a speed limit was set for the SkyPier near the AsiaWorld-Expo in addition to the height restriction, and whether the small crafts by which many people travelled to Sha Lo Wan for fishing were subject to a speed limit.

62. Mr CHEUK Fan-lun explained that the designation of height restriction areas along Hong Kong Link Road and Southern Connection of Tuen Mun-Chek Lap Kok Link would not affect the operation of the SkyPier. Since the height of the small crafts passing through the area to the north of Lantau did not exceed five metres, they would neither be affected by the new height restriction nor be subject to any speed limit.

(Mr LAW Kwan left the meeting at about 3:30 p.m. and Mr Holden CHOW joined the meeting at about 3:40 p.m.)

VII. Improvement Works at Tai O, Phase 2 Stage 1 Progress Report  
(Paper T&TC 18/2017)

VIII. Question on tourist coaches in Tai O  
(Paper T&TC 21/2017)

63. The Chairman welcomed Mr WONG Kwok-fai, Alfred, Chief Engineer/Hong Kong and Mr LEUNG Chiu-keung, Kenneth, Senior Engineer (Hong Kong Island Division) of Civil Engineering and Development Department (CEDD), Mr CHEUNG Kin-keung, Martin, Deputy Managing Director and Mr Simon CHAN, Associate Director – Engineering Division of Mannings (Asia) Consultants Limited to the meeting to present the paper.

64. Mr Simon CHAN presented the paper with the aid of PowerPoint presentation.

65. Mr LOU Cheuk-wing considered that the question under agenda item VIII was related to this item and suggested they be discussed together. Members agreed with the said arrangement.

66. Mr LOU Cheuk-wing raised the opinions as follows:

- (a) The improvement works at Tai O were progressing well. Phase 2 Stage 1 of the works involved the relocation of tourist coach parking area. The paper revealed that more than 10 temporary coach parking spaces on Lung Shing Street in Yim Tin would be soon completed and were expected to be ready for use in April this year. He hoped relevant departments would make arrangement on the relocation as soon as possible.
- (b) There were coaches in Tai O bus terminus which often obstructed the loading and unloading of bus passengers, thus causing traffic congestion. During weekends and holidays, traffic queues even extended to outside Buddhist Fat Ho Memorial College (Fat Ho College). Many tourists also went looking for their coaches in the bus terminus, giving rise to an undesirable situation. He had conducted a site visit to Tai O with representatives of the bus company and TD. The Department indicated that it was feasible to provide a loading and unloading area for coaches outside Lung Tin Estate. He noted that the provision of the loading and unloading area for coaches was only a temporary arrangement and suggested relevant departments consider making the arrangement permanent so that coaches needed not go to the western end of Tai O Road after the completion of the improvement works.

67. Mr Randy YU concurred with Mr LOU Cheuk-wing and raised the opinions as follows:

- (a) There had been frequent traffic congestion on Tai O Road due to loading and unloading of coaches. As Tai O was a tourist attraction, the visitors as well as



the members of the public also took buses to Tai O. There were currently about 30 coaches entering and leaving Tai O daily. Many organisations organised one-day tour to Tai O from time to time. Tourist coaches had caused much pressure on the traffic at Tai O bus terminus and even Lung Tin Estate and outside Fat Ho College and it would take quite some time before the vehicular flow could be eased.

- (b) Regarding the temporary traffic arrangement for loading and unloading of coaches proposed in the paper, he together with Mr LOU Cheuk-wing and Mr Ho Siu-kei had earlier proposed to CEDD and the Consultant for making the temporary traffic arrangement permanent. He hoped TD would consider it.
- (c) Upon the completion of phase 2 stage 1 of improvement works at Tai O (including an entrance plaza, a new bus terminus and other parking spaces, etc.), if several coaches arrived at the same time, a “bottleneck” would still be created outside Lung Hin Court and at the bends nearby. If the loading and unloading area for coaches on Lung Shing Street was made a permanent arrangement, it would not only ease the traffic congestion, but also facilitate passengers finding their coaches by assigning a number to each parking space.
- (d) Upon the completion of the improvement works at Tai O, it was expected that in the future, tourists would mainly gather at the entrance plaza, i.e. the location of the existing Tai O bus terminus. As the nearby Wing On Street (nos. 1 to 20) was narrow with shops at both sides, it would be very crowded with pedestrians. If the loading and unloading area for coaches was to be relocated to Lung Shing Street, passengers could be diverted by using Tai Ping Street. Upon the completion of Tai O twin bridges, tourists might then walk along Yim Tin to Sun Ki Bridge to admire the monuments such as stilt-houses, Wang Hang, salt worker quarters and the Mortuary, etc. This would also help divert the tourists in Tai O. He hoped TD would consider Members’ opinion and make the temporary arrangement permanent.

68. Mr WONG Wah concurred with Mr LOU Cheuk-wing and Mr Randy YU. According to the bus company records, there was traffic congestion in Tai O on 12 and 19 February this year, where the traffic queue was extended to Fat Ho College and buses were unable to stop at Tai O bus terminus, causing lost trips. At present, about six to seven coaches could be accommodated at Tai O bus terminus to pick up and drop off passengers. He was worried of serious traffic congestion if the new Tai O bus terminus could only accommodate two to three coaches for loading and unloading passengers. He supported that the loading and unloading area for coaches be relocated to outside Lung Tin Estate as a permanent measure.

69. Mr LAM Po-keung said that if coaches were allowed to load and unload passengers in the new Tai O bus terminus upon completion, it would not only obstruct the traffic but also pose risk to tourists. He opined that the 15 coach parking spaces on Lung Shing Street were inadequate to meet the demand and suggested TD provide more coach parking spaces there.

Since TD had not restricted the duration during which the coaches could stay in Tai O, coaches might go to the same tourist spot at the same time and leave at the same time, thus causing traffic congestion. He hoped TD could co-ordinate with the tourism industry on the time schedule of coaches staying in Tai O.

70. Mr HO Siu-kei said that Mr LOU Cheuk-wing, Mr Randy YU and representative of the bus company had reflected the traffic problem of Tai O bus terminus and hoped TD would take heed of it.

71. Mr CHAN Kam-hung suggested TD prohibit coaches from entering the western end of Tai O Road as soon as possible and assign double yellow line road marking for the area adjacent to Tai O taxi stand to prohibit illegal parking.

72. Mr Simon CHAN indicated that representative of TD would respond separately to the proposal of making permanent the temporary traffic arrangement for loading and unloading of coaches. He gave responses as follows:

- (a) Regarding the question on the number of coach parking spaces, upon the completion of phase 2 stage 1 of improvement works at Tai O, 17 coach parking spaces and four coach loading and unloading spaces would be provided on Lung Shing Street, which were similar to the number of affected coach parking spaces at present. Spaces would also be allotted for the parking of goods vehicles.
- (b) Regarding the question on Tai O taxi stand, he believed that the taxi stand might be re-provisioned due to works in the future, and the design of taxi stand, such as whether it should be designated as a restricted area or assigned double or single yellow line road marking, etc., might then be discussed separately. During the implementation of works, some facilities might need to be relocated depending on the actual situation.

73. Miss Virginia LAW gave a consolidated response as follows:

- (a) Upon the completion of phase 2 stage 1 of improvement works at Tai O, the loading and unloading spaces of coaches would be separated from the new Tai O bus terminus. The intention of TD was to separate the loading and unloading area of coaches from the new Tai O bus terminus to alleviate the congestion in the bus terminus.
- (b) TD was open to Members' proposal of the permanent relocation of the loading and unloading spaces of coaches to Lung Shing Street after the completion of the new bus terminus in view of the potential bottleneck with coaches and buses leaving simultaneously. If the parking area of coaches was to be relocated to Lung Shing Street, there would be four fewer coach parking spaces than the number of currently affected parking spaces because some parking spaces would be used for loading and unloading for coaches. She hoped

relevant departments would conduct a traffic review and explore whether the shortfall could be made up elsewhere.

- (c) Under the option of phase 2 stage 1 of improvement works at Tai O, six loading and unloading spaces for coaches could be provided at Tai O Road. However, the number of loading and unloading spaces for coaches would be reduced correspondingly to only four if the loading area was to be relocated to Lung Shing Street. She was concerned whether the four loading and unloading spaces for coaches could meet the demand and hoped relevant departments would conduct a traffic review.
- (d) She believed that if the loading and unloading area of coaches was to be permanently relocated to Lung Shing Street, the passenger flow and traffic flow therein would be affected. She suggested relevant works departments consider Members' opinion and conduct a traffic review, whereas TD would also give advice from the transport perspective.

74. Mr LOU Cheuk-wing gave the opinions as follows:

- (a) There were six coach parking spaces outside Lung Tin Estate at present, and an additional 17 coach parking spaces would be provided on Lung Shing Street, where spaces would also be available for the parking of goods vehicles. Several coach parking spaces were provided outside Tai O bus terminus at present. Upon the commencement of the improvement works, the coaches had to move to Lung Shing Street for loading and unloading passengers. Based on his observation, usually six to seven coaches would arrive at Tai O at the same time and the number could be up to 10. As there were more than 10 coach parking spaces on Lung Shing Street, it should be adequate to meet the demand. Coaches loading and unloading passengers and parking at that area generally would not stay long and would depart from Tai O by approximately 4:00 p.m., thus he believed that the impact on the residents were not significant.
- (b) Tai O Rural Committee had consulted the residents of Wing On Street, Tai Ping Street and Lung Tin Estate, Tai O and the shop owners strongly supported the relocation proposal. He considered that the proposal could help divert the flow of tourists and prevent them from gathering on Wing On Street which would cause a "bottleneck" situation.
- (c) Vehicles going to Tai O Jockey Club General Out-patient Clinic had to pass through Wing On Street to Market Street opposite via the bridge. If Wing On Street was seriously congested, the ambulances would be unable to access the bridge, thus affecting emergency services. He believed that after the diversion of tourists, the resident movement and delivery of goods would be improved. He reiterated that Tai O Rural Committee had conducted survey

on the permanent arrangement and the residents were strongly supportive of it. Therefore, there was no need to conduct another assessment.

75. Mr Randy YU hoped TD would be more open-minded. In its earlier response, the Department hoped that a traffic review would be conducted by the lead departments. However, the problem actually lied with the traffic condition and the works department just helped improve the traffic through the improvement works at Tai O. CEDD mentioned that the current proposal on the loading and unloading arrangement for coaches was temporary in nature, and the permanent arrangement would be studied by TD upon the completion of works. He opined that TD should not commence study only after CEDD completed the review, but should solve the problem in conjunction with CEDD and the Consultant, which he believed could get twice the result with half the effort.

76. Mr WONG Wah believed that as only part of the area outside Lung Shing Street Car Park was designated as parking spaces for goods vehicles and coaches, there was still room for additional coach parking spaces. As the new Tai O bus terminus could only allow one to two buses to load and unload passengers at the same time, he hoped TD and relevant departments would explore ways to enlarge the bus stop for more buses to use.

77. Mr Simon CHAN gave a consolidated response as follows:

- (a) Although the current proposal of providing a loading and unloading area of coaches on Lung Shing Street (i.e. outside Lung Tin Estate) was just a temporary arrangement, the dimensions of the parking spaces for coaches and goods vehicles were basically identical with the design for permanent ones. The purpose of the design was to make use of the limited space to provide more private car parking spaces on Tai O Road. To this end, it was proposed that coach parking spaces be provided outside Lung Tin Estate as far as possible. Together with the loading and unloading spaces, a total of 21 spaces could be provided which was the same as the number of affected coach parking spaces at present. The Consultant hoped Members would support this temporary traffic arrangement to ensure the continued implementation of works.
- (b) Regarding the permanent arrangement for loading and unloading of coaches, after the coach parking and loading/unloading area was relocated to Lung Shing Street, the Consultant would monitor whether the diversion of coaches and buses could help the works proceed and enhance traffic safety.
- (c) Regarding the question on enlarging the area of the new Tai O bus terminus, when designing the terminus, the Consultant had to weigh in the needs for buses, operation of the bus terminus, private cars, entrance plaza and public space, etc. Upon the completion of improvement works at Tai O, the space of the new bus terminus would be increased, which he hoped would facilitate the daily operation of the terminus and passengers, etc.

78. Mr Kenneth LEUNG indicated that many Members supported the diversion of coaches to Yim Tin for loading and unloading. He pointed out that the total number of coach parking spaces and loading/unloading spaces was the same as the number of the existing parking spaces, i.e. 21. The current proposal of temporary traffic arrangement could achieve a diversion effect, which he believed could ease the traffic congestion. From the perspective of works, there was a genuine need to release space for continued implementation of improvement works at Tai O. He hoped Members would support the proposal of the temporary traffic arrangement for loading and unloading of coaches. With regard to the opinions on the permanent arrangement for loading and unloading of coaches, CEDD would continue to discuss with TD.

79. Mr LOU Cheuk-wing suggested Members support the content of the paper.

80. Mr WONG Wah supported the proposal of temporary traffic arrangement and also the proposal for making the temporary arrangement permanent.

(Mr WONG Fuk-kan left the meeting at about 4:15 p.m.)

IX. Question on fast ferry services of Mui Wo to Central route during morning peak hours  
(Paper T&TC 19/2017)

81. The Chairman welcomed Ms CHAU Shuk-man, Anthea, Corporate Communications Manager of New World First Ferry Services Limited (NWFF) to the meeting to respond to the question.

82. Mr YUEN King-hang presented the question.

83. Ms Anthea CHAU indicated that as the statistics mentioned in the question involved internal sensitive information of the Company, they could not be made public directly, but an overall response could be provided as follows:

- (a) On question 1, as the requested information covered two financial years and it had been only some 10 working days since the Company received the question, it was unable to provide all of the information concerned within a short period of time. However, based on the analysis of data for the past six months up to 6 March this year, none of the 8:05 a.m. sailings was fully loaded, whereas the 8:30 a.m. sailings were fully loaded on 18 and 24 January this year. The main reason of the full-load departures was that two tour groups took the ferries without prior notice and thus arrangement could not be made in time. Based on the information in the past six months, the full-load departures of the above two sailings were rare which belonged to individual cases.
- (b) On question 2, the information as at 10 March this year was summarised as follows:

| <b>8:05 a.m. sailing</b>                                        |                                                                                                                              |
|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Average patronage in the past 30 working days                   | 60.6%                                                                                                                        |
| The day with the highest number of passengers and its patronage | 20 February (Monday)<br>(67.99%)                                                                                             |
| The day with the lowest number of passengers and its patronage  | 27 January (Friday)<br>(49.38%)                                                                                              |
| <b>8:30 a.m. sailing</b>                                        |                                                                                                                              |
| Average patronage in the past 30 working days                   | 81.56%                                                                                                                       |
| The day with the highest number of passengers and its patronage | 23 February (Thursday)<br>(94.37%)<br>(Remarks: The number of passengers was 218; the number of vacant seats onboard was 13) |
| The day with the lowest number of passengers and its patronage  | 27 January (Friday)<br>(44.67%)                                                                                              |

- (c) On question 3, the information as at 10 March this year was summarised as follows:

| <b>8:05 a.m. sailing</b>                                                                                                               |                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| Percentage of passengers paying elderly concessionary fare against the total number of passengers                                      | 8%                                                      |
| The day with the highest number of passengers paying elderly concessionary fare and their percentage in the total number of passengers | 3 March (Friday)<br>(11%)                               |
| The day with the lowest number of passengers paying elderly concessionary fare and their percentage in the total number of passengers  | 6 February (Monday) and<br>10 February (Friday)<br>(6%) |
| <b>8:30 a.m. sailing</b>                                                                                                               |                                                         |
| Percentage of passengers paying elderly concessionary fare against the total number of passengers                                      | 8%                                                      |
| The day with the highest number of passengers paying elderly concessionary                                                             | 21 February (Tuesday)<br>(13%)                          |

|                                                                                                                                       |                             |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| fare and their percentage in the total number of passengers                                                                           |                             |
| The day with the lowest number of passengers paying elderly concessionary fare and their percentage in the total number of passengers | 8 March (Wednesday)<br>(5%) |

- (d) On question 4, it was known that Mui Wo HOS projects (Ngan Wai Court and Ngan Ho Court) would be completed in August next year. The Company would monitor closely the changes and potential changes in patronage of the Mui Wo to Central route for appropriate deployment of vessels. The Company would also call for the local organisations to make advance notice on any plans of large groups of passengers taking a particular sailing (particularly peak hour sailings) so that appropriate vessel arrangements could be made. She cited Mui Wo Rural Committee which over the years informed the Company in advance on activities to be held, for making special arrangement of vessels to cater for the need of passengers.

84. Mr Eric KWOK considered that the questions raised by Members did not involve funding or financial matters. As a licensed ferry operator, he hoped NWFF would clarify what kind of information was sensitive. He enquired that according to the terms of ferry service licence, upon the request for information from Councillors or Members, whether a ferry operator could give a vague response without any reasonable explanation for the reason that sensitive information was involved.

85. Ms Anthea CHAU said that the sensitive information she mentioned earlier referred to the number of passengers of the two sailings enquired in questions 2 and 3. While the ferry fare was publicly available information, if the number of passengers for the past 30 days was disclosed, the daily income of the Company could be estimated, which was sensitive information. She indicated that Members might enquire TD if they had any doubt about the patronage of the Company. According to prevailing terms of ferry service licence, TD was the regulator of ferry operators and the Company had to provide TD with statistics including the number of passengers. Moreover, information on the total patronage was provided on a monthly basis at the TD website.

86. Mr KWONG Koon-wan did not accept the explanation of NWFF concerning sensitive information. If ferry operators needed not provide relevant information under the existing system, it would be a major loophole of the system. Other public utility companies such as buses and railways operated under a franchise also had to provide information on income and expenditure. He opined that the above issue had existed for years and hoped the new-term Government could amend the existing ferry policy.

87. Ms Amy YUNG believed that Members enquired about the number of passengers and the number of full-load departures for the 8:05 a.m. and 8:30 a.m. sailings in the past 30 working days because they wanted to know whether full-load departure was frequent and

whether there was a need to increase the service frequency or make other arrangements. Therefore, she deemed that these were not sensitive information. Members only requested for the information of two morning sailings but not all the sailings in the day. Since the number of passengers was available at the TD website, it was not a good way to respond to the question by saying that the information could not be disclosed due to its sensitive nature. In fact, Members were just concerned that many residents were unable to embark on the ferry and were late to work. As such, she hoped the Company could adopt a more open-minded approach to respond to the question.

88. Mr Eric KWOK remarked that as NWFF was funded with a large amount of public money under the existing ferry service licence, Members had to closely monitor its service. If NWFF considered that providing the number of passengers would involve disclosure on the Company's income and expenditure account, he questioned whether the Company's accounts were not in order, such that it could not give a clear account of the use of public fund. He hoped the Committee would relay Members' concern to Transport and Housing Bureau (THB) and relevant departments in writing.

89. Ms LEE Kwai-chun also hoped that NWFF representative would provide further explanation.

90. Ms Anthea CHAU gave a consolidated response as follows:

- (a) The Company noted Mr KWONG Koon-wan's opinion on the ferry licence restriction and would disclose the requested information according to the arrangement of TD which assumed the regulatory role.
- (b) She was aware of Members' concern that certain sailings were fully loaded and hoped the Ferry Company could provide ferry service to meet the need of the passengers as far as possible. As indicated in the earlier response, if prior notice was given by tour groups, the Company would endeavour to make arrangement and provide assistance. Based on the information of the past six months, there was no full-load departure for the 8:05 a.m. sailing; as for the 8:30 a.m. sailing, there was no full-load departure apart from the sailings on 18 and 24 January. The Company would monitor closely whether there were full-load departures for the above two sailings and would provide assistance when appropriate.
- (c) On the question on the number of passengers raised by Ms Amy YUNG and Mr Eric KWOK, the information had been provided in the earlier response. As for the figures on the two sailings for all the days, she could not provide such at the moment. If Members wanted to obtain further information concerning the earlier overall response or a particular figure, she was glad to give an account of it.
- (d) Regarding Members' concern that the Company's failure to disclose the figures was a deliberate attempt to withhold the fact, she believed that under the



stringent regulation of the government departments, the figures on ferry service provided by the ferry operators to the regulator were subject to verification by the Government's auditing department. In case of any doubts on the figures, TD would request the Company to clarify or provide further information. She explained that as the parent company of NWFF was a listed company, all figures had to be handled with caution and could not be disclosed indiscriminately. If TD requested the provision or verification of certain figures, the Company would be willing to co-operate.

91. The Vice-Chairman Mr CHEUNG FU enquired NWFF on the vessel types and the number of seats with regard to the two sailings.

92. Ms Anthea CHAU indicated that NWFF provided ferry services for Cheung Chau and Mui Wo with two types of vessel, namely ordinary and fast ferries. Ordinary ferries included large and small vessels which were triple-decked and double-decked respectively. The Company had three double-decked and five triple-decked vessels at present. Fast ferries included large and small vessels which provided 403 and 231 seats respectively. The Company had five 403-seater and three 231-seater fast ferries. NWFF arranged ordinary and fast ferries alternately to serve the Mui Wo route, and would deploy the vessel types depending on factors such as the patronage and the vessels available, etc.

93. The Vice-Chairman Mr CHEUNG Fu suggested NWFF deploy fast ferries with more seats (i.e. large vessels) to serve the two morning sailings to avoid full-load departure. He indicated that many local residents took the two sailings to Central to work and hoped the Ferry Company would consider his opinion seriously.

94. Ms Anthea CHAU said that in the past six months, the 8:05 a.m. sailings were generally served by the 403-seater fast ferries. As for the 8:30 a.m. sailings, the number of passengers was relatively fluctuating with an average patronage of about 81.56% (or about 150 passengers) in the past 30 working days, which accounted for 81.56% of the capacity of the 231-seater small vessel, hence a small vessel was still sufficient to cater for the demand. Nevertheless, the Company had been deploying the 403-seater fast ferries to serve the 8:30 a.m. sailings in the past six months. Only when maintenance or annual inspection of the ferry was required would it be replaced by the 231-seater vessel type. The Company would continue to monitor closely and deploy the vessel type with more seats as far as possible during the morning peak period when people travelled to work.

95. Ms LEE Kwai-chun suggested NWFF make long-term planning and consider acquiring more vessels or vessels with more seats.

96. Mr YUEN King-hang indicated that the question was submitted about a month prior to the meeting and was perplexed by Ms CHAU's saying that she had only some 10 working days to respond. Moreover, a large volume of figures was provided verbally by Ms CHAU at the meeting, making it difficult for Members to comprehend instantly. It would be easier for Members to comprehend if a written reply could be provided prior to the meeting. He did not agree that the number of passengers was sensitive information because the figure

could be easily obtained by head counting at the entrance gate. He opined that the reluctance of the Company to provide the figure ran contrary to the open data policy currently implemented by the Government.

97. Ms Anthea CHAU said that the some 10 working days mentioned earlier was counted from 6 March this year on which the email from the Secretariat was received. Upon receiving the question, she had tried to contact Mr YUEN King-hang to explain the content of the response, but Mr YUEN indicated that he was not free and she could not get in touch with him. Mr YUEN was welcome to enquire further about the figures mentioned in the response and the Company would provide supplementary information in writing. On the question on sensitive information, she had already explained and would not repeat again.

98. There were no other questions from Members.

(Mr FAN Chi-ping left the meeting at about 4:30 p.m.)

X. Question on ferry fare concession for students in Islands District  
(Paper T&TC 20/2017)

99. The Chairman welcomed Ms CHU Wai-sze, Fiona, Senior Transport Officer/Planning/Ferry 2 of TD and Ms Anthea CHAU, Corporate Communications Manager of NWFF to the meeting to respond to the question.

100. Mr Randy YU presented the question.

101. Ms Fiona CHU said that students receiving primary, secondary education or attending a full-time degree course in a recognized institution and passing the means test were eligible for applying the Student Travel Subsidy (STS) Scheme from the Government. Information indicated that about 1 300 students travelling to and fro the outlying islands applied for the above Scheme in 2015-16 academic year, among which 70% lived in the outlying islands. As subsidies were currently provided to needy and eligible students by the Government, the Ferry Company would not consider providing ferry fare concession to students for the time being.

102. Mr Holden CHOW indicated that some parents did not meet the eligibility criteria for the Government's STS Scheme and their children had to pay a ferry fare of \$39.40 to \$59.80 daily to travel to the urban areas for school, incurring a high transport expense. As ferry was the only transport means for most of the students in the Islands District, he hoped the Ferry Company could explore with TD on referencing the MTR Student Travel Scheme to provide ferry fare concessions to students as a compassionate arrangement, in order to ease their financial burden.

103. Mr Randy YU said that although travel subsidy was provided to students by the Government, the household income of some students exceeded the limit and did not meet the eligibility criteria. Those students had to pay a ferry fare of over \$60 each day, causing a

financial burden to the families. Therefore, he hoped the Ferry Company could make reference to the MTR Student Travel Scheme and consider providing ferry fare concession to students. At present, the Community Care Fund set up by the Government provided support to citizens with financial difficulties. As many residents of the Islands District had no alternative to the ferries as the means of transport, he hoped the Government would explore to provide appropriate subsidy for residents of the Islands District.

104. Mr LOU Cheuk-wing said that appropriate adjustments were made to the statutory minimum wage, old age allowance, and the income limit for applying public housing, etc. He enquired when the income limit for STS Scheme was last adjusted.

105. Mr KWONG Koon-wan said that it was known that it had been over 10 years since the income limit for STS Scheme was last adjusted. He opined that a comprehensive review on the eligibility should be conducted and the income limit should be relaxed to benefit more families.

106. Ms Fiona CHU was aware of Members' hope of reviewing the STS Scheme but as the Scheme was not under TD's purview of traffic management, she suggested Members reflect to relevant departments. Moreover, child aged 3 or above and under 12 years old could enjoy a half-fare concession at present.

107. Ms Anthea CHAU gave a consolidated response as follows:

- (a) Child aged 3 or above and under 12 years old could enjoy a half-fare concession at present, while students aged above 12 might consider buying a monthly ticket. Using 20 to 22 school days in a month as the basis for calculation, the monthly ticket scheme offered a 15% to 20% discount on the fare with no age limit.
- (b) NWFF set aside an annual fund of about \$10,000 for each school in Cheung Chau and Mui Wo to subsidise students of these two areas to commute to the urban areas for school activities. Schools might apply for the ferry fare subsidy to reduce students' transport expenses on commuting between the outlying islands and the urban areas. There was residual funding every year and the Company would continue to provide more information to schools and encourage them to apply for the subsidy.
- (c) NWFF had explored to provide subsidy with reference to the MTR Student Travel Scheme, but it could not be implemented due to various considerations. Firstly, the above MTR Scheme covered the entire territory without district restriction. The expenditure concerned amounted to only a drop in the bucket for MTR Corporation which made huge profits, yet it would be more difficult for a ferry operator with relatively limited income to provide such concession. Secondly, in deciding the coverage of concession (e.g. districts and schools), consensus in the community had to be obtained before the Company could conduct further study. Thirdly, the above concession involved complicated

administrative procedures and processing of massive data, such as staffing and storage of personal privacy data, etc. Lastly, in order to maintain fare stability, the Company had to consider the impact on fare when exploring the introduction of new concession.

- (d) She agreed with Members' suggestion of reviewing the eligibility of STS Scheme and suggested TD reflect to Labour and Welfare Bureau (LWB) the request for considering the relaxation of household means test for Islands District applicants of STS Scheme. Moreover, the Company would also continue to explore the feasibility of providing different concessions.

108. Mr Randy YU hoped TD would reflect the opinions of Members to LWB and review the income eligibility of STS Scheme where appropriate. He also suggested NFFF, in addition to providing the annual fare subsidy of \$10,000 to each school, consider extending the half-fare concession from the age group of 3 to 12 to 13 or 14 years old or even 15 years old, so as to benefit more students.

109. Ms Fiona CHU indicated that STS Scheme was under the purview of Education Bureau (EDB).

110. Mr KWONG Koon-wan suggested reflect to EDB the request for conducting a comprehensive review on STS Scheme.

111. Ms Anthea CHAU said that she would relay Members' opinions to the Company for consideration.

(Mr WAN Tung-yat left the meeting at about 5:00 p.m.)

XI. Question on ferry services for outlying islands and improving ancillary facilities for public transport as mentioned in the Policy Address 2017  
(Paper T&TC 24/2017)

112. The Chairman welcomed Ms Fiona CHU, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to respond to the question.

113. Ms Amy YUNG presented the question.

114. Ms Fiona CHU said that THB had provided a written reply on 17 March. She presented the reply in detail at the meeting.

115. Ms Amy YUNG expressed disappointment at the Department's response. The Special Helping Measures (SHM) for the six major outlying island ferry routes had been in discussion since many years ago but outlying island ferry routes serving Discovery Bay and Ma Wan, etc., were not covered under SHM. If consideration would only be made in the mid-term review in 2019, whether SHM would be introduced for those routes at that time

would be still unknown. Moreover, other Members had raised many opinions about the Government owning the ferry fleet, but the Department now responded that the Government would not provide subsidy and the ferry operators had to operate at their own cost. The Government devoted more resources to land transport than sea transport. For example, the Government provided huge funding for construction of bridges and roads and development of MTR, etc. As to Hong Kong citizens living in the Islands District, the Government did not provide subsidy for the infrastructure or purchase of vessels, etc. Even if the Government would not purchase any vessels, it should subsidise the outlying island ferry routes to benefit the outlying island residents.

116. Mr KWONG Koon-wan referred to the last paragraph of the written reply from THB, which pointed out that unlike outlying island ferry services, most kaitos were not meant for daily commuting, and they were of smaller scale in terms of operation and mostly provided non-regular services. He did not agree with this. Kaitos were the daily means of transport in various outlying islands, and some kaitos even provided regular services which were under TD's regulation. It was unreasonable that the Government subsidised the ferry operators which owned sizeable assets but did not subsidise kaitos which owned limited assets. Despite its smaller scale of operation, the Government should provide subsidy to kaitos as well.

117. Ms Fiona CHU said that the Government pledged that when it made a decision on the long-term operation model of the six major outlying island ferry routes in the first half of 2019, it would decide in one go whether the operation model should be applicable to the remaining eight outlying island ferry routes. Regarding the comment from Mr KWONG Koon-wan that kaitos were of small scale in operation and were not subsidised, she said that kaito services were different from licensed ferry services in terms of regulation and requirement. Licensed ferry services had to be operated in accordance with the timetable and fares specified in the Schedules of Service. Application to TD and consultation were required for any fare adjustment. Taking the SHM for the six major ferry routes as an example, the operators of those routes had to report their financial position and submit the audited figures to the Government for review. As for kaito services, they were more flexible to adjust the fares on their own when necessary. If the Department imposed more regulations on kaito services, their flexibility would be reduced accordingly, making their operation more difficult.

118. Mr KWONG Koon-wan reckoned that a ferry route was important regardless of its patronage. In view that kaitos were not subsidised by the Government at present, if more restrictions were imposed, no one would be willing to operate them. Maintaining its flexibility was not a reason for not subsidising kaitos. With a small scale of operation, kaitos required a relatively small amount of funding. He hoped the Government would seriously consider providing subsidy to kaitos when reviewing the ferry policy in the future.

119. Ms Amy YUNG said that both the ferry and kaito companies faced difficulties in operation. Since the ferry tragedy of Lamma Island, the Government had imposed very stringent regulations on vessels. Kaitos were also subject to relevant safety regulations, which made its operation difficult. While a Member just now mentioned that kaitos were the

daily means of transport for the local residents, she also noticed that many students of the Islands District relied on kaitos to go to school, and thus opined that the Government should provide subsidy to kaitos. She hoped THB could appreciate the public sentiments and consider providing kaitos with subsidy.

120. Mr CHOW Yuk-tong agreed with Members' opinions. The Government did provide SHM to major island ferry routes at present but kaito services were not covered in the funding scope. As kaitos already faced much business difficulties due to the small-scale operation, it would be unfair to the kaito operators if the Government did not provide any subsidy. He hoped TD would consider providing subsidy to kaitos when reviewing the ferry policy in the future.

121. Ms Fiona CHU indicated that the Department noted Members' opinions and would reflect to THB.

(Mr CHAN Lin-wai, Mr Holden CHOW and Mr YUEN King-hang left the meeting at about 5:05 p.m.)

XII. Question on introduction of new ferry routes plying between Tung Chung and urban areas  
(Paper T&TC 25/2017)

122. The Chairman welcomed Ms Fiona CHU, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to respond to the question.

123. Ms Amy YUNG presented the question.

124. Ms Fiona CHU responded as follows:

- (a) Hong Kong's existing transport policy was to develop railways as the backbone of its transport system. Under such premise, the Department advocated that the railway service should be fully utilised, whereas the franchised buses would continue to play an important role in the public transport system with other public transport modes (including ferry service) continually performing a supplementary role in the entire transport system.
- (b) For certain outlying islands where ferry service was the major means of transport due to the absence of other transport options, in assessing the feasibility of introducing new ferry routes, the Department would consider factors such as the availability of alternative transport services, demand of passengers, as well as financial and operational viability of the proposed ferry services.
- (c) There was a very comprehensive public transport network in Tung Chung. In addition to railway service, there were different bus routes plying between Tung Chung and the Hong Kong Island, Kowloon and the New Territories.

The bus companies would seek advice from the Committee on bus route planning, and the railway company would make adjustment and improvement in response to passenger needs. Given that the public transport network in Tung Chung was comprehensive, the Department had no plan to introduce new ferry routes.

- (d) The Department had not received application from ferry operators for introducing new ferry routes plying between Tung Chung and the urban areas. In the event that an application was submitted by ferry operator, the Department would take into consideration the financial and operational viability of the proposed ferry routes. If they were found to be feasible, tendering exercise for the proposed ferry routes would be conducted.

125. Ms Amy YUNG supported the transport policy of using the railways as the backbone of the public transport system and buses as the supplementary means of transport, in the hope of reducing the number of vehicles and pollution. However, as the MTR Tung Chung Line had reached full capacity and the number of compartments was limited, the demand of passengers during peak hours could not be met and the Lantau Link was heavily congested during peak hours. She pointed out that in the past ferries were used to ease congestion in the event of unexpected incidents. As such, she hoped THB would explore the introduction of the relevant ferry routes. As there had been previous cases of signalling equipment fault in MTR Tung Chung Line, she hoped the Government would proactively examine the railway service and explore options to increase the frequency or compartments, etc., in order to ease the passenger flow.

126. Mr Eric KWOK indicated that in a Tsing Ma Bridge accident last year, traffic in the entire North Lantau came to a standstill and ferries were used to ease the passenger flow. While the capacity of Tsing Ma Bridge was approaching its limit, the MTR Corporation could not unlimitedly increase the number of compartments. He proposed the implementation of “dual transport” where new ferry services were introduced to provide a sea transport network in addition to the road transport. Moreover, Tung Chung was developing rapidly. According to an earlier gazette notice, reclamation of over 200 hectares would be conducted in Tung Chung North for accommodating 140 000 to 160 000 residents in the future. Relying on the land transport system solely might not be able to meet the population needs, and ferry service would be a practical solution. He opined that in order to attract ferry operators to operate new ferry routes, the Government should take the initiative to introduce new routes and conduct tendering exercise for operation by ferry operators with financial capability.

127. Mr Bill TANG said that if TD would only consider introducing new ferry routes upon an expression of interest by ferry operators, he urged to notify the ferry operators of the above. Given that the HZMB works were currently in progress and the construction of the road connecting Tuen Mun and the Lantau Island was yet to be completed, if Tsing Ma Bridge was solely relied upon, the traffic would be significantly affected in case of accidents. In view of the continuous development of the Lantau Island, there was a real need for ferry service. He hoped TD could take one step forward by taking the initiative to approach and

encourage ferry companies to submit a letter of intent to operate new ferry routes, or explore other ways if this was found infeasible.

128. Ms Fiona CHU referred to the accident at the Lantau Link mentioned by a Member and said that the Department would arrange for emergency ferry services in response to accidents. With the railways as the backbone of Hong Kong's public transport system, together with the numerous transport options in Tung Chung and the comprehensive public transport network, the introduction of new ferry routes would depend on the interest of ferry operators. In the event that any ferry operator expressed the intent to operate, the Department would complete a feasibility study and conduct open tendering thereafter.

129. Mr Eric KWOK said that with the future development in Tung Chung, there would be a significant increase in population. Since Tsing Ma Bridge and MTR Tung Chung Line had reached saturation, it would be too late if TD only conducted study after accidents occurred. Moreover, he had raised the above question to officers of the Planning Department in his own capacity at the Lantau Development Advisory Committee meeting and they agreed that the use of "dual transport" might be considered.

130. The Chairman asked TD to consider Members' opinions.

XIII. Question on request for improving the design of four bus stops along Tung Chung Road  
(Paper T&TC 22/2017)

131. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to respond to the question.

132. Mr Eric KWOK presented the question.

133. Miss Virginia LAW said that upon the occupation of the estates in Tung Chung Area 39, the routes of local buses would mainly travel along Yu Tung Road instead of Tung Chung Road. As such, it was believed that the traffic flow of Tung Chung Road would not be significantly increased and there was no need to provide layby facilities at the moment.

134. Mr WONG Wah said that upon the future occupation of the estates, some residents might not use Yu Tung Road and might take buses on Tung Chung Road to go to Tung Chung town centre. Moreover, buses stopping at bus stops along Tung Chung Road would occupy part of the road, and some bus stops might not be long enough for a stopping bus, making the rear of the bus protrude into the lane. He suggested that the length of the existing bus stops with passing bays be extended.

135. Mr Eric KWOK reckoned that TD should maintain a more open mind instead of assuming that residents would only use Yu Tung Road instead of other roads. There would be an intake of about 10 000 people in Area 39, which would attract numerous commercial and other activities when the estates therein were further developed. The traffic and



passenger flows might be increased at that time. He urged TD to address the problem and explore improvement measures as soon as possible.

136. Mr Randy YU indicated that Tung Chung Road was not very busy at present, but the bus stopping areas at the road were too short. Buses travelling in the direction of Tung Chung town centre could only stop at the roadside for loading and unloading due to the lack of passing bays at the road. There had been serious traffic accidents in the past and the situation was undesirable. Upon the completion of Tung Chung Area 39, apart from using the bus stop at Chung Wai Street, residents would also take buses at Tung Chung Road to go to Tung Chung town centre. At that time, many residents would cross the road there. As such, the issues of bus stoppage at bus stops, passenger loading/unloading areas and waiting areas should be resolved as soon as possible. It would be too late to conduct study after the happening of incidents. He hoped TD would be more open-minded and improve the design and facilities of bus stops soonest.

137. Mr LAW Po-keung remarked that many tour groups were picked up and dropped off near the Tung Chung Fort, obstructing the traffic. In addition, there were citizens crossing the road and waiting for buses, which caused traffic confusion. He hoped TD would pay more attention to the situation.

138. The Chairman indicated that when collecting refuse on Tung Chung Road, refuse collection vehicles of the Food and Environmental Hygiene Department also had to park at the roadside due to the absence of passing bays. He hoped TD would address the problem squarely and proactively consider Members' opinions.

139. Miss Virginia LAW indicated that the Department noted Members' opinions and would make consideration when appropriate.

XIV. Motion to revoke Lantau Closed Road Permit fee  
(Paper T&TC 23/2017)

140. The Chairman welcomed Mr TO Chi-keung, Gary, Senior Transport Officer/Islands of TD to the meeting to respond to the question.

141. Mr Randy YU presented the motion. The motion was seconded by Mr WONG Man-hon.

142. Mr Gary TO said that pursuant to regulation 49(1)(3)(4) of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap 374E), any person who wished to drive a motor vehicle on a closed road in Lantau must apply to TD for a closed road permit, and the Department would issue the permit with fee charged. The fees for first issue and annual renewal were prescribed in Schedule 2 to the Regulations. The Department noted Members' opinions on adjusting the fees for first issue and annual renewal of the Lantau Closed Road Permit, and would take into consideration all their opinions before deciding

whether the new fee proposal would be implemented. If the proposal was to be implemented, the Department had to first go through the procedures for legislative amendment.

143. Mr LOU Cheuk-wing considered the Lantau Closed Road Permit outdated and the long-standing practice of designating certain roads in Lantau as closed roads to restrict vehicle access as inappropriate. While roads in Lantau were not standard vehicular accesses, TD performed minor road improvement works only and not significantly improved the road network in Lantau on the ground of insufficient vehicular throughput. This ran contrary to the Government's policy on developing the Lantau Island. He had proposed the revocation of Closed Road Permit at the IDC meeting held earlier. However, representative of TD replied just now that the proposal was subject to the procedures for legislative amendment in the Legislative Council (LegCo). He doubted whether the Department used this as an excuse for not addressing the problem. If the revocation was not allowed by law, he questioned why it could raise the fees for Closed Road Permit arbitrarily. He requested TD to consider revoking the Closed Road Permit or waiving the fee if it could not be revoked.

144. Mr Gary TO added that the Department would listen to Members' opinions on fee adjustment but had not yet decided whether the proposal would be implemented.

145. Mr KWONG Koon-wan suggested the motion be endorsed first before discussion about whether it should be directed to LegCo.

146. The Chairman asked Members to vote on the motion by a show of hands as there was no amendment. There were 14 votes for the motion, none against and one abstention. Hence the motion was passed.

147. Mr Randy YU reiterated that the motion was passed and the Committee had clearly called for the revocation of Lantau Closed Road Permit fee and hoped TD would consider it seriously. Concerning that the permit fee was a statutory requirement as indicated by the Department, he asked TD to submit the proposal of fee waiving to LegCo in order to amend the relevant regulations.

XV. Question on Discovery Bay Temporary Bus Terminus  
(Paper T&TC 26/2017)

148. The Chairman welcomed Mr Peter TSANG, Senior Manager – Transportation of DBTSL, Mr CHAN Chiu-fai, District Operations Officer (Lantau) of HKPF, Mr Gary TO, Senior Transport Officer/Islands and Miss Virginia LAW, Engineer/Islands of TD to the meeting to respond to the question. The written replies of Discovery Bay Services Management Limited (DBSML) and TD had been distributed to Members for perusal prior to the meeting.

149. Ms Amy YUNG presented the question.

150. Mr Peter TSANG gave a consolidated response as follows:

- (a) In order to facilitate the improvement works of facilities near DB Plaza, the existing bus terminus (old bus terminus) was closed on 25 February this year. During the period, temporary traffic arrangement was implemented to relocate all bus stops and the bus terminus to different locations in Discovery Bay, including the provision of temporary bus stops on Discovery Bay Road to facilitate the residents to access DB Plaza or walk to the ferry pier. Under the new measure, the Bus Company would revamp some bus routes and take into account the time required to walk from the temporary bus stops on Discovery Bay Road to the pier when designing the schedule of new bus routes, in order to effectively make them in sync with the ferry schedule. The Bus Company would also provide Discovery Bay residents with the latest service schedule and the suggested bus trips to interchange to ferries for their reference.
- (b) Following the implementation of the temporary traffic arrangement, the Company collected operation data for the preceding two weeks for analysis, including a comparison between the arrival time of all trips of new bus routes (particularly bus routes for ferry interchange) and the ferry schedule. After data analysis, the Company would make appropriate adjustment to bus trips according to the analysis results. In addition, the Company requested the traffic consultant to conduct review on the operation in the past three weeks and propose improvement measures, such as on road crossing facilities and pedestrian crossing arrangement, etc., in order to make progressive improvement.
- (c) With regard to the views of residents solicited in the past two weeks, the Company had consolidated the views and proposed various short-term improvement measures, including adjusting the bus schedule to make it in sync with the ferry schedule, relocating the bus stops, providing temporary road signs, improving the lighting system and installing seats at the temporary bus stops, etc. Some of the improvement measures had been implemented and the remaining would be implemented shortly.
- (d) The Company had reached out to the elderly and people with impaired mobility who had to go from their homes to the ferry pier regularly, in order to understand their needs. As the vicinity of the pier was now a works site, after consideration, the Company was of the view that the provision of new bus routes going to the ferry pier was not practicable at the moment. Nevertheless, most of the wheelchair users indicated that they could go to the ferry pier by existing bus services. In the event that they could not take buses due to special needs, they might call the customer service hotline and the new hotline provided by the Bus Company for assistance, and the Company would then arrange for rental car escort service.

151. Ms Amy YUNG gave the opinions as follows:

- (a) Comments were recently received from residents that there was no road crossing facility at the temporary bus stop near the fire station. She hoped that a zebra crossing could be provided there to prevent residents from jaywalking. The same problem was also found in Discovery Bay North, where the residents had repeatedly requested DBSML to provide a zebra crossing. She understood that statutory procedures such as gazetting was required to provide such facility, but still hoped TD would consider the request concerned.
- (b) A traffic accident occurred in Discovery Bay last week, resulting in a child being injured and admitted to hospital. She hoped the same accident would not happen again. A number of works were in progress in Discovery Bay and large vehicles were travelling in and out frequently, causing chaos on the roads. She was worried about the safety of residents and enquired the Police whether site inspection on the road safety of Discovery Bay was performed.
- (c) She hoped the improvement measures mentioned earlier by representative of DBTSL could genuinely cater for the traffic needs of the residents, elderly and persons with disabilities, and hoped the Company could continue to implement improvement measures in response to residents' needs, including assisting persons in need to take feeder buses and shortening the walking distance.

152. Miss Virginia LAW indicated that she would reflect the request of providing zebra crossing to relevant colleagues and explore the feasibility with DBSML. The Department had conducted an inspection at Discovery Bay bus terminus after the implementation of temporary traffic arrangement and would maintain communication with DBSML to explore room for improvement.

153. Mr CHAN Chiu-fai said that he had performed an inspection on traffic situation at Discovery Bay bus terminus and Discovery Bay North with traffic police officers and considered the situation acceptable. Based on the site observation, there were DBSML staff assisting in managing and directing the traffic in the bus terminus, but clear traffic signs were absent on the road, and as a result some pedestrians would get confused with directions when crossing the road. The ferry schedule and the bus arrival time were too close, and there was a steep road section between the bus terminus and the ferry pier, which could easily cause danger in rainy days. As such, he hoped the Bus Company and the Ferry Company could co-ordinate on the schedule to allow sufficient time for alighting passengers to reach the pier to take the ferry. Moreover, in addition to providing a zebra crossing, he suggested DBSML and TD consider providing facilities that did not require gazetting procedure (e.g. cautionary crossing), so as to respond to the needs of residents soonest.

154. Mr Peter TSANG added that the Company was currently reviewing the arrival time of each bus trip and would later compare with the ferry schedule of the Ferry Company to explore whether adjustment of bus schedule was needed. In the original design of bus schedule, consideration had been given to the walking time of residents with a view to allowing sufficient time for alighting residents to walk to the pier. In addition to providing

new temporary bus stops, two traffic bollard facilities were available on the road section adjacent to the fire station for pedestrians to cross the road. The Company would also ask the traffic consultant to explore other traffic improvement measures (such as provision of road signs and pedestrian crossing facilities) to provide residents with convenience.

155. Ms Amy YUNG thanked TD and HKPF for arranging staff to conduct site inspection at Discovery Bay bus terminus and offering advices. Given that the new temporary bus stops would be used for as long as two years, she hoped the Bus Company and DBSML would consider formulate a series of long-term measures, including providing pedestrian crossing facilities and road signs, investing in the construction of bus stops, and re-organising the bus routes to make them in sync with the ferry schedule, so as to meet the needs of residents.

(Mr Eric KWOK left the meeting at about 5:45 p.m.)

XVI. Question on bus carrying capacity and the design of South Lantau Road bus stop  
(Paper T&TC 28/2017)

156. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands and Miss Virginia LAW, Engineer/Islands of TD and Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to respond to the question.

157. Mr LAM Po-keung presented the question.

158. Mr Gary TO said that TD was currently planning to deploy double-deck buses to serve NLB route no. 3M plying between Mui Wo and Tung Chung via South Lantau Road. The Department had followed up with relevant departments last year on the tree pruning work and HyD had completed the pruning for some road sections. The trees on the road section between South Lantau Road and Mui Wo Ferry Pier were under the ambit of the Leisure and Cultural Services Department which was currently performing the pruning work. Upon the completion of pruning of all roadside trees along the bus route, the Department would conduct trial run of double-deck buses for route no. 3M in the hope of serving the route with double-deck buses soonest.

159. Mr WONG Wah remarked that as the intake of HOS estates in Mui Wo would start in the third quarter next year and the population would be increased then, it would be necessary to deploy double-deck buses which had a larger carrying capacity. NLB had conducted trial run of double-deck buses on the road section between Tung Chung and San Shek Wan in November last year with satisfactory results. Upon the completion of tree pruning along the bus route from San Shek Wan to Mui Wo by relevant departments, NLB would conduct trial run of double-deck buses on that road section. Citybus would lend out a double-deck bus with shorter bus body for testing. As it took a year to acquire a double-deck bus, given the time constraint, he wished that the testing could be completed as soon as possible.

160. Mr Randy YU said that given that the HOS estates in Mui Wo would be progressively occupied shortly, relevant departments should make early preparation and formulate corresponding measures. In view that various works were underway in Mui Wo and the HOS estates were about to be occupied, which would increase the passenger flow, he had earlier written to TD to request for provision of additional pedestrian crossing facilities. As matters concerning the bus frequency, double-deck buses, pedestrian crossing facilities and car parks, etc., were under the ambit of TD, he requested the Department to arrange a meeting as soon as possible for Members and relevant departments/organisations to follow up on the timetable soonest, so as to formulate a long-term plan and the arrangement for the overall ancillary transport facilities in Mui Wo to dovetail with the intake time of HOS estates next year. He asked the Secretariat to put that on record and requested TD to arrange the meeting.

161. Mr LAM Po-keung enquired about the improvement plan for the bus stop waiting areas at South Lantau Road, particularly the bus stops at San Wai Tsuen and Mui Wo Cooked Food Market. The operation of bus doors was often affected by the design of bus stops, which not only caused danger, but also obstructed the passengers from boarding and alighting.

162. Miss Virginia LAW said that regarding the design of bus stops at South Lantau Road, TD planned to construct a bus bay near San Shek Wan on South Lantau Road to improve the traffic flow. As for the issue of bus stops at San Wai Tsuen and Mui Wo Cooked Food Market, relevant information was not available at the moment and she would follow up with relevant Members after the meeting.

163. Mr WONG Wah indicated that double-deck buses were of two-door configuration and passengers alighting from the rear door might not be able to use the footpath. He hoped TD would follow up.

164. The Chairman hoped relevant departments would complete the tree pruning work as soon as possible and asked TD to consider and follow up on Members' opinions.

## XVII. Any Other Business

### Highways Department's Minor Traffic Improvement Projects and Works Schedule

165. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to introduce the contents of the paper. HyD had submitted, prior to the meeting, the Islands District Minor Traffic Improvement Projects and Schedule (the Schedule) as at early March of the current year. The Schedule was tabled at the meeting and Members were invited to raise enquiries and opinions.

166. Mr LAM Po-keung thanked HyD for arranging staff to provide "manually operated signals" at Bend K10 during the New Year to maintain smooth traffic.

167. Mr WONG Wah wished to follow up on the arrangement of site visit to the

roundabout at Pak Kung Au proposed at the last meeting.

(Post-meeting note: A site visit was conducted on 18 April 2017.)

168. The Chairman hoped TD would follow up with Members and relevant departments to fix the date of site visit as soon as possible.

XVIII. Date of next meeting

169. The meeting was adjourned at 6:15 p.m. The next meeting would be held at 2:00 p.m. on 22 May 2017 (Monday).

- End -