

(Translation)

**Minutes of Meeting of Traffic and Transport Committee**

Date : 22 May 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 YU Lai-fan  
Ms LEE Kwai-chun  
Mr TANG Ka-piu, Bill, JP  
Ms YUNG Wing-sheung, Amy  
Mr CHOW Ho-ding, Holden  
Ms TSANG Sau-ho, Josephine  
Mr KWOK Ping, Eric  
Ms FU Hiu-lam, Sammi  
Mr WONG Fuk-kan  
Mr WONG Ma-tim  
Mr WONG Shun-chuen  
Mr HO Siu-kei  
Mr WAN Tung-yat

**Attendance by Invitation**

Mr LI Chiu-kit, Joe	Senior Transport Officer/Railway 6, Transport Department
Mr HO Kin-sing, Charles	Senior Engineer/Special Duty, Transport Department
Ms LO Shuet-ye, Zoe	Engineer/Special Duty 2, Transport Department
Mr YIM Kai-lung, Felix	Chief Transport Officer/Boundary/Projects, Transport Department
Mr WONG Pui-chung, William	Senior Transport Officer/Boundary/Projects, Transport Department
Mr TANG Kam-kee	Senior Engineer/CWY1, Highways Department
Mr KWOK Chun-sum, James	Engineer/NT4-2, Highways Department
Mr CHAN Lit-wai	Senior Engineer/NT3 (Atg), Highways Department
Mr NG Siu-tung	Engineer/NT3-2, Highways Department
Mr IP Kwok-leung, Nelson	Chief Engineer/Port Works, Civil Engineering and Development Department
Mr CHEUNG Wing-hong	Senior Engineer/Projects 2, Civil Engineering and Development Department
Mr AU Ying-kit, Paul	Senior Engineer (Works)(2), Home Affairs Department
Mr YUEN Kin-yip, Alan	Senior Civil Engineer 4, Housing Department
Ms YEUNG Ying-ngai, Fiona	Civil Engineer/1 Housing Department
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
Mr CHAN Kin-ming	Chief Engineer, Maurice Lee and Associates Ltd.
Mr Alex OR	Assistant Engineer, Maurice Lee and Associates Ltd.
Ms Betty CHOI	Senior Environmental Consultant, Cinotech Consultants Limited
Ms Annie LAM	Assistant PR Manager - External Affairs, MTR Corporation Limited
Mr Jeff C K POON	Assistant Manager, Traffic Operations, Long Win Bus Company Limited

**In Attendance**

Miss CHONG Yan-ye, Belinda	Assistant District Officer (Islands)1, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Mr WONG Po-fung	Senior Engineer/Islands, 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 Lantau Bus Co. (1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. (1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited
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**

Mr KWONG Koon-wan

Mr LAM Po-keung

Mr LAW Kwan

Mr YUEN King-hang

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### **Welcome Remarks**

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

- (a) Mr WONG Po-fung, Senior Engineer/Islands of Transport Department (TD), who attended the meeting in place of Miss LAW Shun-wa, Virginia; and
- (b) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited, who attended the meeting in place of Mr Vincent CHUA of HKR International Ltd.

2. Members noted that Mr KWONG Koon-wan, Mr LAM Po-keung, Mr LAW Kwan and Mr YUEN King-hang were unable to attend the meeting due to other commitments.

### **I. Confirmation of the Minutes of Meeting held on 20 March 2017**

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

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

II. The Change in Passengers Travelling Pattern after the Commissioning of the South Island Line (East) and the Revised Proposals of the Public Transport Re-organisation Plan  
(Paper T&TC 29/2017)

5. The Chairman welcomed Mr Joe LI, Senior Transport Officer/Bus and Railway Branch of TD; Mr Brian NG, Chief Planning Officer and Miss Joyce WAN, Chief Public Affairs Officer of Citybus Limited and New World First Bus Services Limited (Citybus/NWFB) to the meeting to present the paper.

6. Mr Joe LI presented the paper with the aid of PowerPoint presentation.

7. Ms LEE Kwai-chun said that a period of observation was needed before the effects brought about by the commissioning of the Mass Transit Railway (MTR) South Island Line (East) could be seen.

8. Mr Joe LI said that it had been 5 months since the commissioning of the South Island Line (East) on 28 December last year. The change in passengers travelling pattern had become stable, after which the Department had conducted surveys at various time periods of normal working days and school days in order to analyse the change in the demand pattern of passengers. According to information, there were about 110 000 passengers using the South Island Line (East) each day, some of them previously travelled by buses and green minibuses (GMBs). As such, the commissioning of South Island Line had a certain impact on the bus companies. The proposals in the paper were formulated in accordance with results of the surveys and existing guidelines and some proposals were shelved due to incompliance with existing guidelines. The proposals would be implemented in phases starting from June this year.

9. Ms LEE Kwai-chun enquired whether the proposals could be further revised if problems were found after trial implementation.

10. Mr Bill TANG said that the Islands District covered Lantau Island and other outlying islands, and bus services on Lantau were mainly provided by Long Win Bus Company Limited (Long Win) and Citybus. It would therefore be difficult for Members to discuss the bus service arrangements for Hong Kong Island. The revenue of Citybus/NWFB would be affected by the 110 000 passengers switching to the MTR. He enquired whether consideration would be given to providing new bus routes to alleviate the pressure for fare increase and operational difficulties of the bus companies.

11. Mr Joe LI said that the Department would observe on a regular basis whether the level of service of various routes was able to meet the demand of passengers after re-organisation. It would also, in accordance with existing departmental guidelines, review from time to time whether various bus routes were able to meet the actual demand of passengers after re-organisation. As to Mr TANG's enquiry about whether the bus companies would introduce new routes and the operational matters, it would be responded by the bus companies.

12. Mr Brian NG said that in response to the change in passengers travelling pattern after the commissioning of the MTR South Island Line (East), the Companies formulated holistic and regional public transport re-organisation plans. The Companies also made service adjustments to better match the new demand, and curtailed excessive bus resources to avoid wastage, with a view to continuing to provide quality bus services at reasonable bus fares.

13. Mr Bill TANG opined that the reduced bus routes after the commissioning of the South Island Line might lead to lower demand for drivers. He enquired whether the bus companies faced pressure of layoffs.

14. Miss Joyce WAN said that the Companies had no pressure of layoffs as manpower could be adjusted through natural wastage. The Companies had earlier explained in detail to various labour unions and frontline staff.

(Mr Randy YU, Mr Holden CHOW, Ms Sammi FU, Mr HO Siu-kei and Mr WONG Shun-chuen joined the meeting at about 2:10 p.m.)

### III. Provision of Cover to Walkway (Paper T&TC 30/2017)

15. The Chairman welcomed Mr Charles HO, Senior Engineer/Special Duty and Ms Zoe LO, Engineer/Special Duty 2 of TD; and Mr TANG Kam-kee, Senior Engineer/CWY1 and Mr James KWOK, Engineer of Highways Department (HyD) to the meeting to present the paper.

16. Ms Zoe LO presented the paper with the aid of PowerPoint presentation.

17. Mr Bill TANG opined that the walkway alignment proposals 1A, 1B, 2, 3A and 3B for provision of cover to walkway were all related to the footpaths near the North Lantau Hospital and Tung Chung Fire Station, except that the beginning and finishing points of the alignments were different. He enquired whether an overall planning of the alignment proposals could be made, instead of setting priority for the proposals. In addition, while the proposal of catwalk connecting Yung Shue Wan Main Street to Ferry Pier (Yung Shue Wan pier catwalk) raised by Mr CHAN Lin-wai did not meet the criteria of the programme, there were views that a cover should be provided on the catwalk. He enquired whether the Department could consider the proposal again. He gave the “Universal Accessibility Programme” as an example and pointed out that in the initial stage of the programme, lift retrofitting works were only performed at public walkways which were under the maintenance responsibility of HyD. As the programme entered into the second phase now, the applicable scope was extended to public passages. He enquired whether the Department could provide flexibility for the criteria.

18. Mr Eric KWOK agreed with Mr Bill TANG’s opinion, and pointed out that there were overlapping road sections between some alignment proposals. He opined that it was

not necessary to prioritise the proposals, and proposed an overall planning in provision of cover to the walkway connecting Chung Yan Road section at the North Lantau Hospital to Tung Chung Fire Station, so as to provide convenience for residents of Yat Tung Estate, the Tung Chung Area 39 and the estates near the North Lantau Hospital. In addition, he enquired TD whether the programme had to be implemented according to the requirements as mentioned in the Policy Address, or it could be implemented in other ways.

19. Mr Holden CHOW said that he was enquired by Tung Chung residents about the provision of cover to the walkway connecting Tung Chung Fire Station to Chui Kwan Drive and the road section near the North Lantau Hospital. According to Proposal 2, some road sections at Chui Kwan Drive were managed by the Hospital Authority (HA), not TD. TD was only responsible for managing other road sections in the alignment proposal (i.e. the road sections marked in red in Sketch 2). If the alignment proposal for provision of walkway cover was endorsed, would HA need to bear the works cost for the road section under its ambit? And if HA was unable to bear the cost, how would the matter be dealt with? As the several alignment proposals covered similar areas, he opined that there was no need to select three out of the five, and that the matter should be handled flexibly so as to satisfy public needs as far as possible. He proposed that in the interests of the residents and if the programme budget allowed, all five alignment proposals should be endorsed.

20. Mr CHAN Lin-wai said that the Yung Shue Wan pier catwalk was built after the completion of the pier and regarded as part of the pier area. He reckoned that the catwalk was mainly used by members of the public for access to the pier to take ferries and enquired why it could not be included in the programme.

21. Ms Zoe LO gave a consolidated response as follows:

- (a) Regarding the enquiry of Members on whether all alignment proposals could be considered jointly as all of them involved the areas around the North Lantau Hospital, according to the design guidelines of TD, the total length of walkway on which cover was to be provided could not exceed 500 metres. Except for Proposal 3A, most of the above alignment proposals did not involve walkway exceeding 500 metres. If Proposal 3A was given the first priority, the length had to be amended so as to meet the 500-metre length criteria of the programme.
- (b) With regard to funding, the funding ceiling for Category D projects was \$30 million, which could cover the construction of cover on walkway of about 200 metres in length, and projects carried out under Category D would take a shorter time. If the cost of proposed works exceeded \$30 million, the Department would need to upgrade the works from Category C to Category B and then finally to Category A, and submit funding application to Finance Committee of the Legislative Council, thus requiring a longer time. Apart from difference in time needed for Category D and Category A projects, the length criteria of 500 metres in design guidelines also made it impossible for all proposals involving the vicinity of the North Lantau Hospital be implemented together.

- (c) The Department would take into account factors such as local and public opinions as well as departmental resources in examining whether phase 2 of the provision of cover to walkway programme would be implemented. It would also explore enhancing the flexibility of the programme.
- (d) The Department understood the demand of provision of cover to the Yung Shue Wan pier catwalk. However, as that road section did not fall within the maintenance scope of HyD, it could not be included in the programme at this phase. The next agenda item would cover improvements to piers and the relevant departments would then respond to the proposal of provision of cover to the Yung Shue Wan pier catwalk.
- (e) With regard to the road section under the ambit of HA, TD had encountered similar situation in other districts. Part of the road section in Proposal 2 (as shown by purple dotted line in Sketch 2) was managed by HA, not TD. If that proposal was given priority, the Department would write to HA as soon as possible to request that feasibility study be implemented at the same time, so as to provide a continuous walkway cover. However, it was the HA's consideration and decision as to whether the proposal would be implemented.

22. Mr Eric KWOK gave opinions as follows:

- (a) The lengths of the covers in Proposals 1A and 1B were about 193 metres and 168 metres respectively. If the two proposals were to be revised and combined into one proposal, the total length would be only about 361 metres. He enquired whether it met the 500-metre criteria of the design guidelines.
- (b) He opined that Proposal 3A was more comprehensive. If the length of the cover was too long (about 545 metres), he could make amendments to the proposal and cancel the cover for the road section from Tung Chung Fire Station to the bus stop in order to meet the length criteria of 500 metres specified in the design guidelines. In the future, with the intake of residents of the housing estates in Area 29 near the North Lantau Hospital, the number of people using that road section would significantly increase.
- (c) With regard to Proposal 2, as part of the road section at Chui Kwan Drive fell within the ambit of HA, he was concerned that it would hinder the works of provision of cover.

23. Ms YU Lai-fan gave opinions as follows:

- (a) The Government promoted an age-friendly community and the Policy Address proposed the provision of cover to walkways. As a result of the restrictions imposed by TD in respect of the provision of cover to walkways, only several proposals in Tung Chung met the criteria of the programme. She opined that TD should not request the Committee to set priority for the proposals.

- (b) She agreed that covered walkways should be provided in Tung Chung, in particular the road sections in the vicinity of the North Lantau Hospital, but other areas in the Islands District also had such a need. She took the Lamma Island as an example and indicated that Yung Shue Wan Pier had been in use for many years and many people walked along the catwalk to the pier to take ferries. She hoped that a cover could be built on the catwalk.

24. Mr Bill TANG hoped that the relevant departments would raise the request to HA for provision of walkway cover at Chui Kwan Drive. He had consulted HA about the matter, and HA replied that if the Government was to build a cover at Chui Kwan Drive, it would provide assistance as much as possible including exploring the provision of cover for part of the road section at Chui Kwan Drive within the HA area. As Chui Kwan Drive went through the North Lantau Hospital, provision of cover would benefit the residents, in particular the elderly.

25. Ms Zoe LO gave a consolidated response as follows:

- (a) With regard to the suggestion of combining Proposals 1A and 1B, as the Policy Address stated that at this phase, cover would be provided on one walkway in each district, the two proposals could not be combined as one even if their total length did not exceed 500 metres.
- (b) With regard to the proposed amendment to Proposal 3A, which was to cancel the cover for the Tung Chung Fire Station road section to meet the 500-metre criteria, the Department opined that the bus stop outside the fire station serving as many as 37 bus routes was akin to a bus terminus and thus met the definition of a proposed area connecting to public transport interchanges or railway stations as described in the Policy Address. As such, the starting point at the bus stop outside the fire station could not be changed. With regard to making amendments at other locations or shortening the cover to 500 metres, the Department might conduct study and make adjustment after the proposals were prioritised.
- (c) She explained that it was the District Councils (DCs) to recommend to TD and HyD proposals of provision of cover to walkways based on local needs under the programme. TD and HyD would then conduct preliminary assessment and invite DCs to nominate three prioritised proposals on provision of cover to walkway. The Department noted Members' hope of enhancing the flexibility of the programme at the next phase and would make timely review.
- (d) After the proposals were prioritised, TD would write to HA enquiring whether cover could be provided at the road section under its management, and then report to the Committee.



26. Mr Eric KWOK said that if the beginning section in Proposal 3A could not be changed because the proposed covered walkway had to connect to the bus stop, he proposed to cut the section on the other end. He believed that could meet the length criteria of TD's guidelines. He said that there were demands for transportation facilities in the Islands District but the Government did not devote much resources into it. He opined that it was unfair to adopt the standard of facilities of the urban areas in the Islands District. The Government should consider making special arrangements for special cases and exercise flexibility.

27. Mr Randy YU gave opinions as follows:

- (a) He considered it a pity that the Yung Shue Wan pier catwalk did not meet the criteria of the programme. He hoped that the said proposal could be incorporated into the study scope in the next phase of the programme.
- (b) He had doubt about the definition of "one" walkway under the programme. With regard to Proposal 3A, the alignment of cover at the Tung Chung Fire Station road section was broken into many parts. However, TD regarded it as "one" walkway. Even though the walkways (Proposals 1A and 1B) on two sides of Chung Yan Road were under two proposals, they should meet the definition of "one" walkway. He hoped that the Department could make the maximum use of the 500-metre length limit.
- (c) He believed that all Members would agree that there was a need to provide a covered walkway at Chung Yan Road and near the North Lantau Hospital and that the length limit of 500 metres should be fully utilised so as to make the best use of resources under the programme.
- (d) He opined that the Committee needed not prioritise the alignment proposals and recommended that the Department should, after the meeting, invite District Councillors of Tung Chung (including Mr Bill TANG, Mr Holden CHOW, Mr Eric KWOK and Mr FAN Chi-ping) to discuss the locations in the area for provision of covers.

28. Mr Holden CHOW agreed with Mr Randy YU's opinions. As in the initial discussions, Members were not aware of TD's request of setting priorities for the alignment proposals and thus raised their own proposals, leading to overlapping in alignments. He agreed that District Councillors of Tung Chung should discuss after the meeting to make the best use of the length limit of 500 metres for provision of cover to walkways in Tung Chung.

29. Mr Bill TANG also supported Mr Randy YU's proposal and he did not hope that a decision was made by selection and drawing lots. Proposed alignments of Islands District that met the criteria were concentrated in Tung Chung. To make good use of resources, he proposed that several Members of the area should discuss and select a suitable proposal for the Tung Chung area and fully utilise the length limit of 500 metres.

30. Ms Zoe LO gave a consolidated response as follows:

- (a) She said that TD noted Members' opinions. With regard to the provision of cover for the Yung Shue Wan pier catwalk, as far as she knew, the paper for the next agenda item covered the improvement works of Yung Shue Wan Pier on Lamma Island.
- (b) She explained the reason for requesting the DCs to set priorities for the proposals. Under the programme, after the DCs proposed and selected the proposals, the Department would conduct feasibility study on the proposals selected. If TD discussed with Members of respective areas, it might go against the original intention. If the DC, after discussions, chose other means (such as directly discussing with individual Members) to finalize the proposal, the Department would respect its decision.

31. Mr Bill TANG said that Members noted that proposals that met the programme's criteria were concentrated in Tung Chung and authorised DC Members of Tung Chung to, on the premise of the benefit of the district, further deliberate with TD and HyD the alignment proposals. He opined that it was the best resolution and no voting was needed.

32. Mr LOU Cheuk-wing did not agree with the adoption of voting and arrangement of nominating three prioritised proposals. He opined that all proposals should be adopted as far as possible. Since only three proposals could be selected, TD should from the beginning select three proposals for the Committee's consideration, instead of requesting Members to split the proposals. He hoped that the Department would accept Members' opinions.

33. Ms Josephine TSANG opined that TD should provide flexibility to the length limit of 500 metres. Regardless of the methods to be adopted, it should give prime consideration to the need of the local residents. The decision of respective DC Members should be respected and proposals should not be selected by voting.

34. Mr FAN Chi-ping agreed with Mr Randy YU's proposal. At present all proposals that met the criteria were concentrated in Tung Chung and thus discussion should first be conducted with respective DC Members. Knowing that cover was to be provided on the walkway of Chui Kwan Drive near the North Lantau Hospital, TD should first consult the HA before requesting consideration on part of the DC so as not to waste time.

35. Ms YU Lai-fan said that TD should first provide a walkway cover of not more than 500 metres long at Chui Kwan Drive, Tung Chung, and then discuss with HA in respect of the road section managed by HA, so that works could be implemented the soonest possible.

36. Mr Holden CHOW said that as the provision of cover to the Yung Shue Wan pier catwalk could not be implemented, he hoped the Government would consider setting up a timetable or adopting other means to follow up on the above matter as soon as possible.

37. Ms Zoe LO said that TD understood that Members would like to make good use of the length limit of 500 metres of the programme to provide cover on walkway at Chung Yan Road or near the North Lantau Hospital. The Department would arrange for a working group meeting or follow-up meeting through the Secretariat and invite interested Members and proponents to join in the discussion of the exact location of the proposal. The Department would also relay Members' opinions to HA after the meeting and would report to Members on HA's response at the working group meeting or follow-up meeting.

38. The Chairman said that Members generally agreed that TD and HyD should directly discuss with DC Members of Tung Chung on matters of provision of cover to walkway. He hoped that the relevant departments would follow up.

39. Mr CHAN Lin-wai enquired that if the provision of cover on Yung Shue Wan pier catwalk could not be included in the programme, would TD refer the proposal to relevant departments for follow-up.

40. Ms Zoe LO said that the Department had liaised with the Civil Engineering and Development Department (CEDD) subsequent to the previous meeting. When introducing the Pier Improvement Programme (PIP) under the next agenda item, CEDD would mention the considerations for improvement of the Yung Shue Wan pier catwalk and provision of cover. In respect of matters related to the catwalk, TD would continue to liaise and follow up with CEDD. The Department noted the suggestions of Members and would take them into consideration in the next phase of the programme, if any.

#### IV. Implementation of Pier Improvement Programme (Paper T&TC 31/2017)

41. The Chairman welcomed Mr Nelson IP, Chief Engineer/Port Works and Mr CHEUNG Wing-hong, Senior Engineer/Projects 2 of CEDD; and Mr Paul AU, Senior Engineer (Works)(2) of Home Affairs Department to the meeting to present the paper. Several Members tendered submissions in respect of this agenda item before the meeting, which were tabled for Members' perusal. Mr KWONG Koon-wan was not able to attend the meeting due to other commitments and expressed his support of the Pier Improvement Programme (PIP) in the submission.

42. Mr CHEUNG Wing-hong presented the paper with the aid of PowerPoint presentation.

43. Mr CHAN Lin-wai introduced the background of Yung Shue Wan Public Pier and Pak Kok Pier on Lamma Island and hoped that Members would support the inclusion of the two piers in the PIP:

- (a) Yung Shue Wan Public Pier on Lamma Island was constructed in the 1960s. In those days, residents mainly took ferries at the pier to travel to and from Sai Ying Pun. After the pier was constructed by the Government, it had been

used for transportation of both passengers and goods. The Hongkong and Yaumati Ferry Co. Ltd. provided several trips of service every day. In the 1990s, the Government extended the public pier to develop the present Yung Shue Wan Ferry Pier. Yung Shue Wan Public Pier was connected with the ferry pier. Every day there were around 9 000 to 10 000 passengers travelling between Yung Shue Wan on Lamma Island and Hong Kong Island. The public pier was constructed as early as the 1960s and needed to be improved due to its aged structure and exposed bar tendons.

- (b) Pak Kok Pier on Lamma Island had a long history and provided service to about 1 000 passengers every day. There were a number of villages nearby, including Pak Kok Kau Tsuen, Pak Kok San Tsuen and Tai Peng Village, etc., which were still occupied by many villagers at present. In early years, the villagers raised funds by themselves to build the pier. In the early 1980s, the Hongkong Electric Company Limited provided funding to repair and extend the pier. Since the 1990s, the maintenance and repair of the pier was the responsibility of the Government till the present. Kaitos started operation in the mid-1990s to carry passengers to Pak Kok Pier and Yung Shue Wan Pier for taking ferry to the urban areas. The villagers had to use Pak Kok Pier to travel to and from Yung Shue Wan Pier and the urban areas or else they would have to walk along a rough and rugged path to Yung Shue Wan, which took about 1.5 hours and was very inconvenient for the elderly, children and persons pushing prams. He reckoned that Pak Kok Pier did not meet the existing safety standards and accidents had occurred in the past. Thus the villagers hoped that the Government would construct a pier that met the safety standards.

44. Mr LOU Cheuk-wing supported the PIP and opined that the rolling out of the programme by the Government was very timely as the piers at remote villages had been in use for decades and were in urgent need of improvement. He learnt that the Government would conduct improvement works on ten selected piers in the first phase of the programme and three of which were in the Islands District. He was pleased that Yi O Pier was included in the programme. He pointed out that in another remote village Fan Lau in Tai O, there was a small and dilapidated pier with damaged railings. As the pier was too close to the water surface, it was inconvenient for berthing of vessels and boarding/alighting of passengers, and would easily pose dangers. Thus he hoped that the Department could incorporate Fan Lau Pier in Tai O into the scope of study and perform repair and improvement.

45. Mr CHOW Yuk-tong said that transportation in the Islands District relied heavily on vessels. He supported the programme and suggested that improvement works be first implemented to Pak Kok Pier and Yung Shue Wan Public Pier on Lamma Island and Yi O Pier on Lantau Island as proposed in the paper. Other remote piers in Islands District (such as Man Kok Tsui Pier and Fan Lau Pier) were also in urgent need of improvement. Thus it was hoped that they could be incorporated into the scope of study as well. He hoped that Members would agree to implement the improvement works at the three piers of Islands District first as proposed in the paper, and requested the relevant departments to relay

Member's opinions about other piers to the Committee on Piers for consideration. In addition, regarding the improvement works of Yung Shue Wan Pier on Lamma Island, he suggested considering the provision of cover to the catwalk and hoped that works could be implemented the soonest possible.

46. Mr Ken WONG gave opinions as follows:

- (a) He agreed that improvement works should be implemented at the various remote piers mentioned above, in particular Pak Kok Pier on Lamma Island. He hoped that when the Government constructed and repaired the piers, the local people and residents would be consulted in order to tie in with local needs.
- (b) Taking the Trappist Monastery Pier as an example, it was not well designed at that time. Only one side of the pier could be used for berthing of vessels. In times of strong easterly winds, vessels would face difficulty in berthing. Moreover, only one side of Peng Chau Ferry Pier could be used for berthing, thus ferries of New World First Ferry Services Limited and those of Hong Kong and Kowloon Ferry Holdings Limited had to accommodate each other in taking turns to berth. In case of unpunctuality of ferries, subsequent sailings would be affected. He hoped that when the Government considered extending the piers, improvement would be made to the design to allow berthing at both sides of piers.
- (c) He declared interests that he operated ferry service. While TD always urged ferry service operators to cleanse the vessels so as to prevent the spread of infectious disease, no water supply was available at piers located in remote areas on outlying islands. For example, no water supply was available at Peng Chau Public Pier for cleansing of vessels, but some other ferry piers (such as Disneyland Resort Pier) had water supply. He suggested TD review the water supply situation of existing piers and provide water supply facilities at public piers.

47. Ms YU Lai-fan was glad that the Government implemented the PIP and enquired about the timetable of the programme. She opined that it was too late for the programme to commence only in 2019. She said that Pak Kok Pier on Lamma Island was poorly designed and was buffeted by winds and waves for a long time. Vessels found it difficult to berth at the pier and accidents had occurred in the past. As such, improvement works had to be implemented the earliest possible. Yung Shue Wan Public Pier on Lamma Island had been in use since the 1960s. While the Government conducted regular maintenance, it was still hoped that the Department would deploy more resources to expedite the progress of pier improvement works which would enhance the safety of the pier. In addition, she agreed with the proposal of Mr CHAN Lin-wai to provide cover to the Yung Shue Wan pier catwalk.

48. Mr Randy YU supported the PIP. He indicated that three of the ten selected piers under the first phase of the programme were located in the Islands District and opined that the

improvement works of these piers should commence as soon as possible. He asked the Department to consider Members' proposal of providing cover on the catwalk when it examined Yung Shue Wan Pier on Lamma Island. He pointed out that one of the submissions described in detail the actual conditions and needs of Man Kok Tsui Pier, where accidents had occurred and improvements were urgently needed. In addition, Fan Lau Pier also needed improvement as vessels found it difficult or even impossible to berth in both low and high tides. He hoped that the Department would incorporate Man Kok Tsui Pier and Fan Lau Pier into the scope of study. Even though they were not included in the ten piers under the first phase, it was hoped that improvement works of these piers could be implemented under the next phase or within a certain period of time.

49. Mr Eric KWOK also supported the PIP and gave opinions as follows:

- (a) Yung Shue Wan Pier on Lamma Island had been in use for more than 60 years. He opined that relying solely on improvement works might not be able to resolve the issues thoroughly and thus proposed to re-design and construct a new pier.
- (b) As external transportation of the Islands District relied heavily on piers, safe pier facilities not only could benefit the local people, but also help promote green tourism. He hoped that after the completion of the first ten pier projects under the first phase, the Government would progressively implement projects in the second and third phases so as to cover all piers in need of improvement.
- (c) Apart from representatives of government departments, he proposed that local stakeholders should also be invited to join in the Committee on Piers as they understood local environment better and could give suitable advice.

50. Mr HO Siu-kei hoped that CEDD could enhance communication with representatives of remote villages in Tai O and the respective DC Members. He said that many tourists and campers visited the villages in Tai O during holidays. However, at low tides, even small vessels could not berth at Yi O Pier or Fan Lau Pier. In times of emergency services needed, the small vessels of the Marine Police might not be able to berth sometimes. As such, he hoped that the Department would take into account the above factors and improve the design and structural safety of the two piers.

51. The Chairman supported the PIP and enquired about the criteria for selecting piers. He received many requests for assistance from Man Kok Tsui residents saying that despite the villagers living in Man Kok Tsui for a long time, the pier was dilapidated and vessels were always unable to berth due to insufficient water depth, making the villagers unable to return home. An incident occurred at Man Kok Tsui Pier in the past where a Marine Police launch was unable to berth at low tide and could not therefore transport the dead body of an elderly person. The incident had dragged on for some time before it was finally resolved. Recently, the assistance of the Government Flying Service was required to transport an injured person to hospital as vessels were unable to berth. On the contrary, the population of Yi O was small and representative of the Department previously said that the improvement of

Yi O Pier was mainly for providing convenience to tourists. He supported the improvement works for remote piers in the Islands District but opined that priority should be set. At present the foundation of Man Kok Tsui Pier was damaged and the safety of the pier was compromised. He thus hoped that the pier could be included in the PIP so that improvement works could be implemented at the soonest possible.

52. Mr WONG Fuk-kan opined that among the five key assessment criteria mentioned in the paper, the most important was the utilisation and passenger flow of the pier. That would avoid the scenario of nobody using the pier after works were completed and causing wastage. He proposed that the priority of PIP projects could be set in accordance with the five assessment criteria. In addition, he agreed that the two piers on Lamma Island were in urgent need of improvements to enhance their facilities and safety. He supported that improvement works should be implemented as soon as possible.

53. Ms LEE Kwai-chun said that residents of the Islands District mainly relied on ferries to travel to and from urban areas. The long-standing transportation issue had dragged the development of the outlying islands. She therefore requested the Government to deploy more resources to improve the facilities in the Islands District to meet local needs.

54. Mr Nelson IP gave a consolidated response as follows:

- (a) The Department would consult the local communities fully on the programme. If the PIP was supported by the Committee, the Department would then commission consultants and the study was expected to commence at the end of this year or early next year. When conducting the study, the consultants would also consult the local communities, for example, on whether a cover should be provided on Yung Shue Wan pier catwalk, whether reconstruction or improvement works should be conducted, the berthing location for boarding and alighting of passengers and the length of the pier, etc. The Department would only finalise the design after consulting the local communities.
- (b) With regard to the timetable of the programme, the commencement of works in 2019 had nothing to do with resources. It was because the procedures involved took time. For example, the marine works would involve environmental protection matters and Environment Impact Assessment (EIA) would be required. Even if the consultants were successfully commissioned at the end of this year, it would still take more than a year to conduct the EIA, and thus it was difficult for the works to commence before 2019. However, the Department would gather opinions during the consultation and would not rule out that some simple and quick improvement measures could be implemented earlier.
- (c) Ten piers were initially included as the improvement items under the first phase of the programme. If the programme was implemented smoothly, the Department might consider implementing the next phase of the programme. Apart from the three piers in Islands District currently suggested, the

Department would not exclude the possibility of including other piers in the programme later.

- (d) The selection of piers for improvement works was different from that of provision of cover to walkway or lift retrofitting works. Pier works involved more considerations, and were more complicated in scope and technical terms. Given the different geographical and marine environment as well as needs of passengers of the piers, the Department, after conducting preliminary assessment on PIP, selected some potential pier items and consulted the DCs to gather opinions. The Department noted Members' opinions about Man Kok Tsui Pier and Fan Lau Pier, and would relay them to the Committee on Piers.
- (e) After holistic consideration, the Committee on Piers initially decided to include three piers in the Islands District in the first phase of the programme. The facilities of Pak Kok Pier on Lamma Island were simple and posed safety risk during boarding and alighting. Yung Shue Wan Public Pier on Lamma Island had been built for more than 50 years. While the Government had conducted maintenance for the pier, the structure of the pier was a cause for concern and overall review had to be conducted as to whether reconstruction or major improvement works was needed. Although the utilisation of Yi O Pier on Lantau Island was less than Man Kok Tsui Pier, the Committee on Piers tentatively selected Yi O Pier due to its poor facilities and signs of collapsing, as well as the recent development in green tourism.
- (f) The Department understood that Members were concerned about Man Kok Tsui Pier. Apart from reflecting Members' opinions to the Committee on Piers, the Department would deploy staff to conduct site visit to Man Kok Tsui and carry out preliminary survey and review the possibility of implementing minor improvement works.

55. Mr Ken WONG enquired whether water supply would be provided for public piers with high passenger flow, as it was hard for private companies to successfully apply for installation. He had reservation about selecting Yi O Pier under the programme as the waters off the pier was very shallow. The pier had to be built further away from the shore to solve the issue on water depth. If a small pier was built, there would be possibilities that it might be exploited by illegal vessels, thus defeating the original intention of building the pier. Moreover, Man Kok Tsui Pier also faced the problem of insufficient water depth, where vessels were not able to berth during low tide. He opined that the problem could only be effectively resolved by extending the pier or installing floating pontoon.

56. The Chairman enquired about the details of Green Tourism Development Programme of Yi O, the ownership of the land to be developed, the progress of the programme, and the resources devoted for pier improvement. The water depth at Yi O Pier was low and the works were believed to involve substantive amount of capital. He hoped that the Department would enhance transparency of the works.



57. The Vice-Chairman Mr CHEUNG Fu opined that the improvement works of the three Islands District piers proposed in the paper should be implemented first. The issue of water depth could be further studied and resolved by engineers. After the completion of the improvement works for the three piers, improvement works for Man Kok Tsui Pier might be considered if resources were available.

58. Mr Randy YU declared that the family members of his wife owned land in Yi O, and thus he would not give any opinions about matters of Yi O Pier.

59. Mr LOU Cheuk-wing opined that Yi O Pier and Fan Lau Pier were small and maintenance of which was not complicated. There had never been large vessels of ferry companies providing service to villagers at Yi O or Fan Lau. Villagers hired village-type small vessels themselves and thus the cost of improving the piers would not be high. He also agreed that the improvement works of the three Islands District piers proposed in the paper should be implemented first. It would be even more desirable if Man Kok Tsui Pier and Fan Lau Pier could also be included in the programme. He hoped that the Committee on Piers would take into consideration.

60. Mr Nelson IP understood that Members were concerned about the issue of water supply. The Department could request the consultants to cover water supply facilities in the study of the three Islands District piers in the first phase, but the water supply at piers across the territory was not within the programme scope.

61. Mr CHEUNG Wing-hong explained that the aim of PIP was not to develop large piers, but to satisfy the basic needs of residents or tourists, such as providing piers with appropriate water depth to ensure the safety of berthing vessels and boarding/alighting passengers. In addition, the Department would commission consultants to conduct study on water depth of piers and berthing of vessels, etc., with a view to avoiding vessels being unable to berth due to insufficient water depth after the completion of improvement works. During the study, the Department would invite the local communities for discussion and collate opinions from all sides to explore a suitable and feasible solution after taking into account the situation and constraints of each pier.

62. The Chairman concluded that the Committee supported the implementation of PIP and the improvement works for the three Islands District piers proposed in the paper. He hoped that the Department would as early as possible commence the improvement works, and at the same time consider and study Members' opinions.

V. Updates on Local Public Transport Service Arrangements for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities  
(Paper T&TC 32/2017)

63. The Chairman welcomed Mr Felix YIM, Chief Transport Officer/Boundary/Projects and Mr William WONG, Senior Transport Officer/Boundary/Projects of TD to the meeting to present the content of the paper.

64. Mr Felix YIM briefly introduced the background of the paper, and Mr William WONG presented the paper.

65. Mr Holden CHOW said that the intake of residents for the housing estates near Ying Hei Road, Tung Chung North was now in progress with an anticipated population of 20 000 to 30 000. The GMB service shown in Diagram 8 of the paper would operate on a circular basis, routeing via the airport from Ying Hei Road before proceeding to the Hong Kong Port (HKP) of the Hong Kong-Zhuhai-Macao Bridge (HZMB). He understood that the said GMB would mainly serve residents of Tung Chung North, in particular those who worked at the airport and the HKP. However, given the limited number of seats on GMB and that no franchised bus would operate on the same routeing, he worried that GMB alone could not meet the demand of passengers. He enquired TD whether franchised bus service would be provided to also serve the demand of passenger so as to increase the carrying capacity. In addition, as passengers from the airport might also take the said GMB, he hoped that the Department would provide incentive to attract passengers to take other routes to travel to Tung Chung town centre.

66. Ms Sammi FU said that the GMB would route through various locations such as Tung Chung North, Tung Chung East and Airport Catering Services Area before proceeding to the HZMB HKP. However, with a carrying capacity of only 16 passengers and if there were too many stopping points, passengers waiting at en-route stops might not be able to board the minibus. The paper proposed introducing a new franchised bus route to serve residents of Tung Chung Area 39 and Tung Chung West. She enquired of the criteria based on which TD determine the provision of franchised bus service for Tung Chung Area 39 and Tung Chung West, whereas only GMB service was available for Tung Chung North.

67. Mr Bill TANG gave opinions as follows:

- (a) The future growth of population in Tung Chung mainly concentrated in Tung Chung North. With only one GMB route travelling to the Airport Island and the HKP, demand of residents (in particular the working ones) could not be met even if the number of seats of GMB increased.
- (b) He raised the following enquiries: firstly, he requested the Department to provide the commissioning date of the HZMB; secondly, he requested the Department to explain the progress of the works of Tuen Mun-Chek Lap Kok Link Southern Connection and Northern Connection which had yet been completed; thirdly, he requested the Department to explain the impact on travelling time of “A” route airport buses after the commissioning of the HKP. After revising the “A” route buses arrangement, buses travelling to the HKP would first set down passengers at the airport and then stop at the HKP before returning to the terminating point at the airport. He enquired about the increase in travelling time.

- (c) He was concerned that under the new transport arrangements, vehicular flow and traffic loading would be increased and thereby affecting the smooth flow of traffic across the Tung Chung New Town. He opined that the one to be benefitted most would be the franchised bus companies, not the residents or airport staff. New bus routes would bring new passenger flow, which would in turn increase the revenue of franchised bus companies. While the franchised bus companies provided Octopus concessions for “A” route buses, Tung Chung residents could not benefit. He hoped that Long Win and Citybus would consider providing other concessions as rebates for Tung Chung residents.

68. Mr Eric KWOK gave opinions as follows:

- (a) According to paragraph 9 on page 4 of the paper, in view of the anticipated population growth of Tung Chung and public views, three new franchised bus routes would be provided, including Tung Chung route (Diagram 4) and airport route (Diagram 5). He opined that Tung Chung residents (Yat Tung estate residents in particular) would not benefit and proposed that the two routes be integrated and enhanced. The route should depart from Tung Chung Area 39, operate via Chung Yan Road, the North Lantau Hospital and Tung Chung Area 27, and then route through the airport and AsiaWorld-Expo before terminating at the HKP, so that residents of Tung Chung Area 39, Yat Tung Estate, Fu Tung Estate and Tung Chung Area 27 could all benefit.
- (b) The paper did not mention the design of the minibus compartment. He proposed that space and facilities for placing luggage should be provided on GMB to provide convenience to passengers. In addition, he proposed that the GMB should operate via Yat Tung Estate to provide residents of Tung Chung West an alternative transportation mode apart from franchised buses.
- (c) He opined that the transport planning for the HZMB HKP had not taken into account the traffic situation of Tung Chung Town Centre. He hoped that the Government would review and improve the traffic flow of Tung Chung Town Centre as early as possible in order to tie in with the future transport links to the Mainland and Macao.

69. Mr FAN Chi-ping agreed with Mr Eric KWOK’s opinions. The new franchised bus route would depart from Tung Chung Area 39 but would not route through the housing estates in Tung Chung Area 27 and the villages nearby. There were many residents in the area, but the Department did not give a clear explanation on the transport arrangements. At present, the Department focused only on planning the transport service for Tung Chung North and the new town, but did not take into account the transportation needs of Tung Chung West. Housing estates in Area 39 and Area 27 of Tung Chung West would be completed one after another. He enquired how the Department would satisfy the transportation needs of residents of the area, and whether GMB could be arranged to route through Tung Chung West to provide convenience for the residents.

70. Mr William WONG gave a consolidated response as follows:

Commissioning time of HZMB

- (a) According to the latest progress, HyD anticipated that the target of completion of essential works for commissioning of the local projects by end of 2017 remained unchanged.

Completion date of Tuen Mun-Chek Lap Kok Link Southern Connection and Northern Connection

- (b) With regard to Southern Connection, according to the latest programme submitted by the HyD's contractor, HyD anticipated that if no unforeseen conditions arose in the future, the construction works could be completed in the first half of 2019 at the earliest. As for Northern Connection, it was anticipated that the construction works could be completed in 2020 at the earliest.

Travelling time of "A" route airport buses

- (c) According to the revised proposal of the Department, the 9 "A" routes plying to the urban areas would depart from the airport, operate via the HKP and proceed to the urban areas. It was initially estimated that the travelling time would be lengthened by 7 to 8 minutes.

Fare concessions

- (d) The Department had all along maintained liaison with the franchised bus companies through various channels and relayed to them requests from Members and members of the public in respect of fare concessions. Franchised bus companies were encouraged to provide fare concessions in order to reduce the public transport expenditure of members of the public. The Department was exploring with the franchised bus companies the provision of fare concessions to employees working at the HKP and would report to Members timely when latest information was available.

New franchised bus service

- (e) The Department originally proposed introducing a GMB route plying between Tung Chung Town Centre and the HKP. During the consultation in 2016, there was opinion that GMB could hardly meet passengers' demand. After taking into account opinions of various stakeholders, it was decided that franchised bus service would be adopted instead. The buses would depart from Tung Chung Area 39 and travel to the HKP via Tung Chung Town Centre. The new franchised bus route would have a higher carrying capacity and could minimise the impact on the traffic network of Tung Chung Town Centre.

Routeing design

- (f) The new routes the HKP were designed to carry passengers of Tung Chung Town Centre, Tung Chung West, Tung Chung North or Sunny Bay (including

staff and cross-boundary passengers) to and from the HKP in the quickest and most direct way. The Department understood that Members hoped that the franchised buses or GMB could route through more locations in Tung Chung. However, since the targeted passengers of the new routes were mainly staff and cross-boundary passengers travelling to the HKP, if these new routes operated in many places, it would result in circuitous journeys and violate the objective of providing quick and direct service.

#### Amalgamation of routes

- (g) Some Members proposed that the new franchised bus Tung Chung route and airport route be amalgamated to serve more Tung Chung residents. The Department opined that if the buses routed through various places before arriving at the HKP, the journey time would be prolonged and the itinerary of passengers (including staff or cross-boundary passengers) might be affected. Thus the Department inclined to maintain the existing routeing arrangements.

#### GMB service

- (h) During the consultation in 2016, the Department received opinions from members of the public that franchised buses could not go all the way into the end of Catering Road East. Staff who took franchised buses to the vicinity of Cathay Dragon Logistics Centre would have to alight at the bus stop halfway down Catering Road East and walk the rest of the way to their workplaces. With a shorter body, GMB could go all the way to the end of Catering Road East to serve those staff. Under the revised arrangement, the GMB route would operate via Tung Chung North and Catering Service Area of the airport, but would not go to Tung Chung Town Centre and Tung Chung West, and would not via Terminal 1 of the airport. Residents of Tung Chung North working at Terminal 1 of the airport could take Citybus route no. S56. The franchised bus company would closely monitor their service and adjust bus frequencies when necessary.

#### GMB luggage rack facilities

- (i) The Department would request the GMB operator to install luggage rack in the minibus compartment. The Department predicted that the purpose of travelling of passengers going to Zhuhai and Macao was different from that of airport passengers. The former would generally carry only a small amount of luggage and hand baggage, and it was believed that the luggage rack of GMB could meet the need.

71. Mr Eric KWOK gave opinions as follows:

- (a) With regard to the franchised bus Tung Chung route(Diagram 4), he opined that in planning the routeing, TD assumed that members of the public would only go to the HKP, without considering that they might need to travel to other places (such as the airport hotel and Terminal 1), which was not desirable. From the viewpoint of a resident, he proposed that the route should depart from

Tung Chung Area 39, travel to the HKP, operate via AsiaWorld-Expo, airport hotel and Terminal 1, and then return to Tung Chung Town Centre. He believed it was an all-round option that could benefit residents as well as tourists. He pointed out that the franchised bus airport route (Diagram 5) could only benefit tourists, but not residents of Tung Chung Town Centre and Tung Chung West. He thus proposed that part of the route in Diagram 5 be amalgamated with that in Diagram 4.

- (b) It was learnt that under the transport policy, minibus played a supplementary role to make up for the inadequacies of franchised bus. Since the Department proposed the provision of GMB service, it should consider setting up more stops in Tung Chung Town Centre and Tung Chung West, so as to widen the passenger base of GMB. He opined that if the GMB and franchised bus were allowed to operate on the same routeing, members of the public could be provided with one more choice of mode.

72. Mr Bill TANG gave opinions as follows:

- (a) As the population of Tung Chung kept increasing, he hoped that the Department would formulate the transport policy in a more flexible and diversified manner instead of providing only one mode of transport for each area.
- (b) He opined that the business performance of the two franchised bus companies was satisfactory, and after the commissioning of the HKP, new franchised bus routes would bring in more passengers and thus the revenue. At present, the franchised bus companies provided Octopus concessionary fares for passengers of “A” route buses and were exploring the provision of concessionary fares for staff working at the HKP. However, only passengers working at the airport or the HKP could benefit. As Tung Chung and Lantau residents mainly took “E” route buses to the urban areas, they did not benefit from the above two concessions. He hoped that the Department and franchised bus companies would negotiate to provide other fare concessions to benefit Tung Chung and Lantau residents.

73. Mr FAN Chi-ping reiterated that the housing estates in Tung Chung Area 27 were under construction, and with the several villages nearby, the population was on the increase. However, the Department did not explain the transport arrangements and ancillary facilities for the area. While the area was served by Long Win route no. S64, after the bus departed from Yat Tung Estate in the morning and arrived at the bus stop at the North Lantau Hospital on Chung Yan Road, it was already full and the residents simply could not board the bus. GMB service was inadequate to meet the demand as well. If there was no franchised bus routeing through the said location in the future, residents would face boarding difficulty.

74. Mr William WONG gave a consolidated response as follows:

- (a) The paper mainly discussed local public transportation service arrangements for the HKP and studied the proposals of transportation service connecting the public transport interchange at the HKP to the urban areas. With regard to the development of transportation network of the Islands District, including franchised bus route planning programme, development of public transportation network, and traffic arrangements of Tung Chung Area 27, the Department's New Territories Regional Office would conduct a review on the overall regional traffic and transportation arrangements. In respect of the proposals of providing franchised bus service for residents travelling to and from Tung Chung Town Centre, the airport and Airport Catering Services Area, etc., the Department would consider them when it conducted review on the annual franchised bus route planning programme.
- (b) The Department had at various occasions requested the franchised bus companies to offer concessions to passengers, such as offering more fare concessions and monthly tickets, etc., and had been following up on the matter with the companies. Moreover, the Department would at the same time consider the needs of staff working at the HKP in the future and follow up with franchised bus companies on arrangement of concessions.
- (c) With regard to the proposal of amalgamating the franchised bus Tung Chung route and the airport route, the routeing mentioned in the paper had respectively covered services plying between Tung Chung Town Centre/Tung Chung West and the HKP, and between AsiaWorld-Expo/Terminal 1 of the airport and the HKP. Some Members proposed integrating these two franchised bus routes to serve passengers travelling between Tung Chung West and the airport, and to connect the HKP, Airport Island and Tung Chung on a circular basis. The Department understood Members' proposal. However, the route integration would result in circuitous journey and deviate from the original intention of providing a quick service to and from the HKP. In fact, there were a number of franchised bus routes travelling between Tung Chung West and the Airport Island, such as Long Win route no. S64 and its supplementary routes nos. S64C and S64X, which provided franchised bus services for residents of Tung Chung West travelling to the Airport Island. While these services might not be able to completely tie in with residents' needs, the Department would, in response to local development and changes in passengers travelling pattern, review the transportation need of members of the public and transportation service arrangement from time to time in order to provide suitable services.

75. Mr WONG Wah enquired that if the GMB service proposed could not meet the demand of Tung Chung North residents, would the Department consider using franchised buses to increase the carrying capacity. Furthermore, there was a refuse collection point

(RCP) and a roundabout near Tung Chung Area 27 which made it difficult for large buses to pass through. He proposed the roundabout be widened to facilitate access of large buses.

76. Mr CHAN Kam-hung enquired whether the new franchised bus routes and GMB would operate around the clock, and whether different fares would be charged at late night.

77. Mr William WONG said that the service time of the future new franchised bus routes would tie in with the opening and closing time of the HKP. For example, Shenzhen Bay Port currently closed at 12:00 midnight and the last bus trip departed approximately at 12:15 a.m. to 12:20 a.m. to carry the last batch of incoming passengers at the port. The same arrangement would be made for the new franchised bus routes and GMB route of the HKP in the future, with a view to carrying the last batch of passengers leaving the arrival hall. The Hong Kong Special Administrative Region (SAR) Government was discussing with the Zhuhai Municipal Government and the Macao SAR Government the opening and closing time of the HKP. Announcement would be made in due course.

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

79. Mr Felix YIM supplemented that the revised public transport arrangements were to tie in with the operation of the HKP. The opinions of some Members might not be directly related to public transport serving the HKP but address only local transportation needs. The Department reiterated that the purpose of the revised arrangements was to provide direct and quick service for members of the public to travel to and from the HKP. Similar to the transportation arrangements of other boundary crossing facilities might change over time, the planning and service concerned would be revised from time to time in response to the change in demand of passengers and the operational situation of public transportation service operators, in order to tie in with the demand of members of the public.

(Mr Holden CHOW left the meeting at about 4:25 p.m.)

## VI. New Wang Tong River Bridge (Paper T&TC 33/2017)

80. The Chairman welcomed Mr CHAN Lit-wai, Senior Engineer/NT3 (Atg) and Mr NG Siu-tung, Engineer/NT3-2 of HyD; Mr CHAN Kin-ming, Chief Engineer and Mr Alex OR, Assistant Engineer of Maurice Lee and Associates Ltd.; and Ms Betty CHOI, Senior Environmental Consultant of Cinotech Consultants Limited to the meeting to present the paper.

81. Mr NG Siu-tung and Mr Alex OR presented the paper with the aid of PowerPoint presentation.

82. Mr Bill TANG supported the reconstruction and widening of Wang Tong River Bridge, Mui Wo and enquired about the estimated cost of the project.



83. Mr Randy YU also supported the construction of New Wang Tong River Bridge and enquired about the estimated cost of the project. Over the years, he had repeatedly reflected that subsidence occurred on half of the passageway by the side of Silvermine Beach Resort connecting New Wang Tong River due to the loss of sand. He enquired whether HyD would enhance and stabilise the road surface during the construction of the bridge.

84. Mr Eric KWOK appreciated the design of the New Wang Tong River Bridge. According to the preliminary design, segregation space was set aside on the south side of the bridge while the north side was quite narrow. He enquired whether the intersection of the two bridges on the north side would lead to collision of pedestrians, bicycles and village vehicles, and how HyD would deal with it.

85. The Chairman said that he conducted site inspection with HyD in respect of the construction of New Wang Tong River Bridge years ago. He was supportive of this project and hoped that the works could commence the soonest possible.

86. Mr NG Siu-tung gave a consolidated response as follows:

- (a) As the preliminary design of New Wang Tong River Bridge had just been completed and detailed design (including survey of geological study, etc.) was underway, a precise estimation of the project cost could not be provided at the moment.
- (b) With regard to the subsidence near the bridge, the Department would conduct road surface enhancement and resurfacing works at both ends of the bridge. As for works outside the area of the project, they need to study and liaise with colleagues responsible for repair and maintenance, so as to handle the works in a holistic manner.
- (c) With regard to the intersection of the bridge on the left (northern side) of the design drawing, the Department had explored enhancement measures and ways to avoid collision between pedestrians and bicycles/village vehicles. The said road section was narrow due to limited space. However, the Department would explore adopting traffic measures to clearly indicate the priority of usage at the intersection and providing clear road markings.

87. Mr Bill TANG requested HyD to provide information on the estimated project cost in due course.

88. Mr WONG Fuk-kan suggested HyD/the consultant consult the Mui Wo Rural Committee (RC) in respect of the details of design drawing. As regards the passageway by the side of Silvermine Beach Resort mentioned by Mr Randy YU, he supplemented that during the passage of Typhoon Hagupit years ago, the sand of the beach was blown away. Thus the Government constructed a gabion wall of about ten metres in length, but the iron wires of the gabion wall were now exposed as a result of oxidation by seawater. As the pavement was on top of the gabion wall, he hoped that the Department would assist in

resolving the issue of gabion wall and bring it up for discussion when it consulted the Mui Wo RC.

89. Mr NG Siu-tung said that the consultant was responsible for the preliminary design while HyD was responsible for the subsequent detailed design. The Department would liaise with the Mui Wo RC to explain the detailed design in due course.

90. The Chairman said that the Committee supported the above project proposal.

(The Vice-Chairman Mr CHEUNG Fu left the meeting at about 4:50 p.m.; Mr Ken WONG left the meeting at about 4:55 p.m.; and Mr FAN Chi-ping and Ms Josephine TSANG left the meeting at about 5:00 p.m.)

VII. Question on equipment failure of MTR Tung Chung Line  
(Paper T&TC 34/2017)

91. The Chairman welcomed Ms Annie LAM, Assistant PR Manager (External Affairs) of MTR Corporation Limited (MTRCL) to the meeting to respond to the question. Mr Holden CHOW was unable to attend the meeting due to other commitments and had entrusted Mr Randy YU to present the question on his behalf.

92. Mr Randy YU briefly presented the question.

93. Ms Annie LAM responded as follows:

- (a) The incident occurred at about 9:10 a.m. Soon after a Tung Chung Line Hong Kong-bound train left Tung Chung Station, the train captain spotted a train fault and stopped the train on the tracks and train service was disturbed. Upon learning of the incident, the Operations Control Centre immediately arranged an empty train to move the incident train off the main line, so as to resume train service on the Tung Chung Line the soonest possible. In the meantime, train service on the Tung Chung Line was maintained. Service between Hong Kong Station and Sunny Bay Station was maintained at 12-minute intervals, and service between Hong Kong Station and Tung Chung Station was running at approximately 30-minute intervals. At around 10:15 a.m., engineering staff estimated that it would take some more time before the incident train could be moved away from the main line. MTRCL immediately made arrangements to suspend the train service between Tung Chung Station and Sunny Bay Station, and arranged free shuttle buses to carry affected passengers from Tung Chung Station and Sunny Bay Station to Tsing Yi Station.
- (b) With regard to the dissemination of train service information during the incident, MTRCL informed passengers through various channels in accordance with established mechanism. After the incident occurred, within a short time

MTR had informed passengers through public announcement in stations and compartments. Passengers were also informed through MTR Mobile App “Traffic News” and MTRCL website. The media was also informed so that passengers could keep abreast of the latest train service information. Crowd management measures were implemented immediately at Tung Chung Station. Members of Customer Service Rapid Response Unit were deployed to stations affected (including Tung Chung Station and Tsing Yi Station) to assist passengers in taking other means of transport or free shuttle bus. At about 10:30 a.m., the incident train was moved to an emergency platform at Tai Ho Wan. Passengers were carried by another train to Hong Kong Station and train service on Tung Chung Line gradually resumed to normal starting from 10:35 a.m.

- (c) After examination of the incident train by engineers, it was found that the protection system was activated to stop the train due to failure of the compressed air system. She explained that as hundreds of thousands of parts of the entire railway system operated at the same time every day, it would be difficult to completely avoid incidents from happening. MTRCL was very concerned about every incident and would handle them in accordance with established procedures, such as adopting emergency measures, communicating with passengers and disseminating train service information, etc., with a view to minimising the impact on passengers. The said incident had no impact on operational safety. On maintenance, MTRCL invested over \$8 billion last year in maintaining, enhancing and upgrading railway assets and stringent maintenance procedures were in place. The Company would continue to effectively perform maintenance and examination of assets and step up train inspection in order to maintain reliable train services.

94. Mr Randy YU understood that the MTR was an extensive system with a large number of trains operating every day, and a small number of them might be ageing. Since MTRCL knew the cause of incident and had invested over \$8 billion in enhancing train maintenance and the railway system, he enquired whether resources had been devoted to prevent similar incidents from happening. After the incident occurred, while MTRCL disseminated information externally through various channels, arranged diverting of passenger flow and assisted them to take other means of transport, some residents still reflected that dissemination of information and broadcast were inadequate. He hoped that MTRCL would step up its effort on this front.

95. Mr Eric KWOK gave opinions as follows:

- (a) He opined that MTRCL had the capability of handling emergencies. However, many residents reflected that the information of MTRCL on the day of the incident was confusing. Starting from 9:30 a.m., notice boards in stations repeatedly indicating that train service would resume normal in 30 minutes. However, it did not happen as expected and passengers were not informed of the reason by the staff. Train service resumed normal only at

around 11 a.m. He reminded MTRCL that it should not disseminate wrong information as it would adversely affect the travelling arrangement of passengers. He hoped that the Company would improve the dissemination of train service information and disseminate information only when accurate information was available.

- (b) Similar incidents had occurred at Tung Chung Station many times, but MTRCL always arranged for shuttle bus service only at a late stage. He hoped that the Company would learn from experience and improve the arrangement of shuttle bus service to prevent the same situation from happening again.

96. Ms Annie LAM gave a consolidated response as follows:

- (a) She understood that Members hoped that passengers could obtain accurate information at the earliest possible time. Whenever an incident occurred, Operations Control Centre of MTRCL would disseminate information as soon as possible and update the information in response to the development of the incident. On the day of the incident concerned, MTRCL had to first assess the time needed to move the incident train away from the main line, and then update the information according to the latest development. Thus the information might be different from that received by passengers in the first instance. MTRCL would conduct a review every time an incident occurred in order to minimise the inconvenience caused to the passengers.
- (b) If it was known that the incident would continue to have an impact over a certain period of time, MTRCL would activate the shuttle bus service to carry passengers. However, it took time for the buses to arrive at the stations. The Company would review whether the time needed could be shortened.
- (c) The MTR system had been in use for nearly 40 years. The investment of over \$8 billion mentioned earlier were mainly used on repair and maintenance, including preventive and daily maintenance of urban and Tung Chung lines. Apart from maintenance of the permanent system, other systems would be updated (such as signal system) and new trains had been procured as well. She understood the concerns of Members and would relay their views to relevant departments in order to explore better handling approaches.

VIII. Question on ancillary facilities in Tung Chung New Development Ferry Pier  
(Paper T&TC 35/2017)

97. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal before the meeting.

98. Ms Sammi FU briefly presented the question.

99. Mr Gary TO said that Ferry Section and Public Pier Section of TD had provided a written reply on the facilities in the Tung Chung New Development Ferry Pier. For facilities outside the pier, the Department had from time to time explored the enhancement of bus stop facilities with the bus companies so as to cater for the needs of passengers and drivers. A toilet was available at the Tung Chung promenade located at some metres away from the pier. It took only about a one-minute walk from the pier to the toilet. In addition, a bus company recently submitted an application for setting up a bus regulator's kiosk at the pier and the application was being processed.

100. Mr Eric KWOK gave opinions as follows:

- (a) The population of Tung Chung would be increased from more than 90 000 at present to around 150 000 after 5 years. In addition, with the Tung Chung New Town Extension, it was estimated that 12 years later around 200 000 people would live in Tung Chung East and the total population would reach over 300 000. At present, Tung Chung residents mainly relied on MTR for transportation, but the MTR was already very crowded. The HZMB HKBCF only connected Tuen Mun, and Tung Chung residents did not have other means of transport to go to the urban areas. As such, he opined that the location of Tung Chung New Development Ferry Pier was very important. He proposed to increase the transport ancillary facilities at the pier to connect MTR and other major housing estates, so as to improve the traffic in the area and to tie in with the Tung Chung New Town Extension in the future.
- (b) He also proposed to introduce more ferry services, such as from Tung Chung to Tsing Yi, Tsim Sha Tsui, Central and Hung Hom so as to divert passengers and alleviate the pressure of MTR and buses. He opined that waterway transport did not require major infrastructural facilities and could provide one more transportation choice in Tung Chung.

101. Mr Gary TO said that he would relay Members' opinions to the relevant departments.

IX. Question on bus terminus at Ying Tung Estate  
(Paper T&TC 36/2017)

102. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD; and Mr Alan YUEN, Senior Civil Engineer and Ms Fiona YEUNG, Civil Engineer of Housing Department (HD) to the meeting to respond to the question.

103. Ms Sammi FU briefly presented the question.

104. Ms Fiona YEUNG said that HD was commissioned by CEDD to design and construct Ying Tung Road including bus stop facilities that met the criteria and standards of

TD and HyD. The construction of Ying Tung Road was completed and the operation, maintenance and management of the road were responsible by TD and HyD.

105. Mr Gary TO said that Ying Tung Estate had a bus terminus and the facilities of which were managed by TD. In addition, two taxi stands were set up at Ying Tung Road, one for urban taxis and the other for Lantau taxis.

106. Mr WONG Wah said that at present, there were three New Lantau Bus routes terminating at Ying Tung Estate. However, the size of the bus terminus was small with each bus stop accommodating only one to two buses. Upon the full occupation of Ying Tung Estate in the future, the number of buses and routes would be increased and the parking spaces would be inadequate to meet the demand. He proposed the provision of a bus bay at the Ying Tung Estate-bound section of Ying Tung Road for parking of buses.

107. Ms Sammi FU enquired whether the bus terminus at Ying Tung Estate would be upgraded to those of the standard bus terminus at Yat Tung Estate or the one outside MTR Tung Chung Station.

108. Mr Gary TO said that the Ying Tung Road bus terminus area was under the ambit of TD. Regarding Members' hope of extending the Ying Tung Road bus terminus and upgrading its standard to those of the bus terminus at Yat Tung Estate or the one outside MTR Tung Chung Station, it would be subject to the availability of space for extension of bus terminus in the housing estate area under the ambit of HD.

109. Mr Alan YUEN explained that Ying Tung Road and the bus terminus at Ying Tung Estate were constructed and designed by HD and Hong Kong Housing Authority as commissioned by CEDD, and were managed and operated by TD and HyD after completion. HD designed and constructed Ying Tung Road and the bus terminus in accordance with the requirements of TD and HyD and had completed the work commissioned by the above departments. Future extension work did not fall within the responsibility of HD.

110. Mr Eric KWOK said that if the population of the four blocks of public housing in Ying Tung Estate exceeded 10 000, the existing several bus routes would not be adequate to meet the demand, thus the relevant departments should conduct planning and improvement as early as possible. He cited the example of the taxi stand at Yat Tung Estate where no public toilet was available for use by drivers and members of the public who returned home late, thereby affecting environmental hygiene in the vicinity. He opined that before the construction of facilities, the relevant departments should give overall consideration and conduct holistic planning regarding population structure, external transport ancillary facilities, bus stop and taxi stand, etc., so as to tie in with residents' needs. It would be too late if consideration was to be made only after the resident intake of the housing estates, and he did not want to see TD and HD discussing the issue of responsibility at that time.

111. Mr CHAN Kam-hung took the taxi stand at Yat Tung Estate as an example, and questioned that the departments had not given due consideration in designing the taxi stand at Ying Tung Estate. After site visit to Ying Tung Estate, he opined that space at the taxi stand

was insufficient and the queuing taxis might obstruct buses or other road users and caused traffic congestion.

112. Mr Randy YU agreed with the opinions of other Members. He had visited the site in person and found that the facilities of Ying Tung Estate were indeed inadequate. He proposed that HD and TD should seriously consider Members' opinions after the meeting and explore improvement measures, such as enhancing or extending the bus/taxi bay or constructing a larger transportation hub. He hoped that the relevant departments would report proactively to Members in the future, rather than making response only upon being enquired by Members.

113. Mr WONG Wah proposed that two bus bays at the said location be widened.

114. Ms Fiona YEUNG said that HD had conducted a traffic impact assessment on the development of Tung Chung Area 56. Results of the assessment revealed that the roads, including the bus stop and taxi stand at Ying Tung Estate, would be able to meet the demand after the resident intake in the future. With regard to Mr WONG Wah's proposal of extending the distance of the two bus stops, as a roundabout was located at one end and the entrance to the housing estate of Area 56 was located at the other end, the distance was constrained. As for the planning and review of the transport in the area, it was under the ambit of TD and was not responsible by HD.

115. Mr WONG Wah did not agree with the Department that there was adequate space in Ying Tung Estate for buses to park. Drivers had to park the buses before taking meal breaks, but there was currently no adequate space for buses to park. He proposed that the bus bay near the waterfront be lengthened and widened in order to provide more parking spaces.

116. Ms Amy YUNG opined that Yat Tung Estate was not properly designed and queried why HD would adopt the same design for the newly completed housing estates. HD was responsible for the design but passed the buck to TD, whereas TD was unable to handle the matter. When the residents found problems with transport ancillary facilities after moving in, it would be too late to reflect to the DC at that time. She hoped that HD would proactively consider Members' opinions.

117. Mr Eric KWOK said that Members had proposed that the relevant departments should study and review the issue and seek improvement measures. The Department previously said that the design fully met the requirements. If problem did arise in the future, Members would surely raise enquiries.

118. Mr WONG Wah proposed that the relevant departments should conduct site visit with Members.

119. The Chairman suggested that the relevant departments arrange a site visit with Members after the meeting and consider Members' opinions in detail.

X. Question on safety of Marina Drive bus terminus, Discovery Bay  
(Paper T&TC 37/2017)

120. The Chairman welcomed Mr CHAN Chiu-fai, District Operations Officer (Lantau) of Hong Kong Police Force (HKPF) and Mr WONG Po-fung, Senior Engineer/Islands of TD to the meeting to respond to the question. The written replies of Discovery Bay Management Services Limited (DBMSL) and TD had been distributed to Members for perusal before the meeting.

121. Ms Amy YUNG briefly presented the question and played a video to show the situation of the bus terminus concerned. She pointed out that there was a RCP near the Marina Drive bus terminus with refuse collection vehicles passing through from time to time and many other vehicles being parked. However, safety facilities such as cautionary crossing, railing and traffic sign were absent and the situation was worrying. In addition, excavation works were underway on the hill in Discovery Bay and thus barges were berthed at the pier behind the bus terminus and dump trucks were passing every few minutes. She opined that the roads in Discovery Bay were not suitable for use by too many vehicles and people, including large buses, engineering vehicles, pedestrians and kaito passengers, etc., at the same time. She thus hoped that the relevant departments/organisations would respond to the request for provision of additional traffic facilities for enhancing safety.

122. Mr CHAN Chiu-fai responded as follows:

- (a) At the Traffic and Transport Committee meeting held on 20 March this year, the Police put forward some proposals in respect of traffic safety at Discovery Bay temporary bus terminus, which included the provision of safety island, and placing of water barriers or mills barriers at the fencing of the temporary bus terminus. He had conducted site visit to Discovery Bay and found that DBMSL adopted some of the proposals which were effective in directing the pedestrians and preventing jaywalking.
- (b) With regard to the situation at Marina Drive bus terminus, he found during the site visit that the residents were not clear about the direction when they crossed the roads, which tallied with what Ms YUNG had described. Opposite to the road at the back of the bus terminus was the residential area, and a RCP was situated nearby. Residents going to the bus terminus had to walk pass the RCP and cross the road. The residents did not like to walk pass the RCP as there were many rubbish bins and the hygienic condition was poor.
- (c) The Police had considered suggesting DBMSL provide cautionary crossing by the side of the residential building. However, it was found that a safety island and a roundabout already existed at the location and many buses or engineering vehicles made turns at the roundabout. If a cautionary crossing was to be provided, it would have to cross over the roundabout and thus the proposal of providing a cautionary crossing might not be feasible. The Police noted that the area behind the roundabout (i.e. near the pier) was used for parking of



Discovery Bay buses on normal days. If the bus terminus was to be relocated to there, the residents could go to the bus terminus directly from their residences without passing the RCP. He hoped that DBMSL and the traffic consultant would consider the proposal. If the proposal was considered feasible, and with the complement of other cautionary crossing facilities, it was believed that members of the public would be clearer about the direction when crossing the road.

- (d) During morning peak hours, with many members of the public and workers walking past the Marina Drive bus terminus, and engineering vehicles and refuse collection vehicles running in and out nearby, the traffic was very busy. It was believed that the relocation of the bus terminus could prevent members of the public from jaywalking.

123. Mr Peter TSANG said that as stated in the written reply, DBMSL would request the traffic consultant to continue to keep in view and monitor the situation at the location. He would relay Mr CHAN Chiu-fai's proposal to the traffic consultant for exploring the feasibility.

124. Ms Amy YUNG thanked Mr CHAN Chiu-fai for his proposal but opined that it might not be feasible. The area behind the bus terminus was where the barges berthed. There were engineering vehicles passing by every few minutes and recently a number of yellow heavy engineering vehicles were running in and out to carry mud and large trees to the barges. As such, unless the barges were relocated to elsewhere or the engineering vehicles left directly via the Discovery Bay Tunnel so as to reduce the vehicular flow and traffic load, the proposal would not be feasible. In addition, many residents complained about the traffic condition of the location and she was concerned that accidents might occur. She hoped that DBMSL and the traffic consultant would make thorough consideration in planning the relocation of the bus terminus.

125. The Chairman hoped that the relevant departments/organisations would consider Members' opinions.

XI. Question on concession fare of \$2 for the elderly and persons with disabilities  
(Paper T&TC 38/2017)

126. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD to the meeting to respond to the question. Labour and Welfare Bureau (LWB) indicated that TD would arrange representative to the meeting to give response.

127. Ms Amy YUNG briefly presented the question.

128. Mr Gary TO said that when conducting review on the concession scheme for 2018/19, LWB would take into consideration all public transports including red minibus and kaito. Results would be announced upon completion of the review.

129. Mr Bill TANG opined that the fare concession scheme had to cover remote islands such as Po Toi Island and Tung Ping Chau, and provision of kaitos operating in the mode of ferry service might be considered. Given that the elderly living on remote islands had no alternative means of transport, he hoped that the Bureau would not neglect their needs when conducting the review.

130. The Chairman requested TD to relay Members' opinions to the relevant departments.

XII. Question on traffic safety and infrastructure at South Perimeter Road, Hong Kong International Airport  
(Paper T&TC 39/2017)

131. The Chairman welcomed Mr CHAN Chiu-fai, District Operations Officer/Islands of HKPF and Mr WONG Po-fung, Senior Engineer/Islands of TD to the meeting to respond to the question. The written replies of the Airport Authority Hong Kong (AAHK) and TD had been distributed to Members for perusal before the meeting.

132. Mr Bill TANG briefly presented the question.

133. Mr CHAN Chiu-fai said that no traffic accident on South Perimeter Road was recorded in the past six months, whereas 5 traffic accidents occurred in the vicinity of Hong Kong Business Aviation Centre or DHL Central Asia Hub. The location of the accidents was quite far away from the location indicated by Mr TANG. The traffic accidents concerned were caused by the vehicles entering the minor road from the major road, or following too close to the vehicle in front. No pedestrians were involved.

134. Mr WONG Po-fung said that TD had all along maintained liaison with AAHK. Roads within the airport area had to meet the basic and functional purposes, and some of them were even used for security purpose. Due to consideration of aviation safety, AAHK did not encourage the visit of too many members of the public and vehicles to South Perimeter Road for recreational activities. The management of roads in the airport area was led by AAHK. TD would provide professional advice on proposals formulated by AAHK from the viewpoint of traffic engineering, such as the feasibility of the proposals and whether dangers would be posed, etc.

135. Mr Bill TANG enquired about the number of accidents involving bicycles at that road section and whether illegal parking was serious recently. He hoped that the Police would be mindful of the above issues. As the said location was not a restricted area, members of the public could go there by car, bus, bicycle or walking. Assessment on traffic safety should be properly performed, or else it would be too late to respond when the number of visitors increased in the future. He understood that the said location was under the ambit of AAHK and hoped that the relevant departments would reflect his opinion to AAHK so as to conduct the assessment on traffic safety properly.

136. Mr CHAN Chiu-fai said that no accident involving bicycles occurred in the past six months. With regard to illegal parking of vehicles, he would reflect the issue to the traffic officers of the Airport District for monitoring the situation closely.

XIII. Question on provision of taxi stand in Air Cargo Area at Hong Kong International Airport to pick up and set down passengers  
(Paper T&TC 40/2017)

137. The Chairman welcomed Mr WONG Po-fung, Senior Engineer/Islands of TD to the meeting to respond to the question. The written replies of AAHK and TD had been distributed to Members for perusal before the meeting.

138. Mr Bill TANG briefly presented the question.

139. Mr WONG Po-fung said that TD had all along maintained liaison with AAHK in respect of matters related to taxis. According to the written reply of AAHK, taxi pick-up/drop-off points were provided in the Air Cargo Area such as various logistics centres. As for whether taxis were allowed to pick up and drop off passengers at other locations, consideration had to be given to the safety and traffic volume at those locations. AAHK was at present considering to change some public taxi drop-off points for allowing taxis to pick up passengers at the same time. Generally speaking, it took a shorter time for taxis to drop off passengers but a longer time was required for pick-up. TD would review the relevant proposal with AAHK.

140. Mr CHAN Kam-hung said that almost all roads on the Airport Island were marked with double yellow lines and it was inconvenient for taxis to pick up and drop off passengers. The existing taxi pick-up/drop-off point beside the bus stop at Airport Freight Forwarding Centre was working well. He proposed a taxi pick-up/drop-off point be set up beside the bus stop at Asia Airfreight Terminal as the traffic there was not heavy and a large space was available to facilitate taxis in picking up and dropping off passengers.

141. Mr Bill TANG said that it was relatively easier for taxis to drop off passengers than picking them up. He received comments from drivers providing on-call taxi service that it was difficult to find suitable pick-up points on the Airport Island. He hoped that the relevant departments would deal with the issue as soon as possible.

142. Mr WONG Po-fung said that he would follow up on the matter with Mr CHAN Kam-hung after the meeting.

XIV. Question on request for Long Win Bus to offer monthly ticket concession  
(Paper T&TC 41/2017)

143. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD and Mr Jeff POON, Assistant Manager (Traffic Operations) of Long Win to the meeting to

respond to the question. The written reply of Long Win had been distributed to Members for perusal before the meeting.

144. Mr Bill TANG briefly presented the question.

145. Mr Jeff POON said that Long Win understood the expectation and demand of the public for monthly bus tickets. The Company was conducting study in the hope of providing concessions to passengers if financial situation allowed, which could at the same time enhance the operational efficiency of the bus network.

146. Mr Bill TANG enquired about the timetable of the implementation of the proposed monthly ticket concession. He had earlier contacted the Kowloon Motor Bus Co. (1933) Ltd. (KMB) and learnt of the idea and pricing of its monthly ticket proposal. Based on the presumption that a passenger would take 44 trips per month, the price of the monthly ticket would be 85% of the total amount of the monthly fares, and holders of monthly ticket could enjoy unlimited number of trips on specified bus routes. He opined that Long Win could make reference to KMB's idea to introduce monthly ticket concession for residents of Tung Chung and Lantau Island. With the commissioning of the HZMB in the near future, the passenger volume of buses would be increased, bringing considerable benefits to the bus company. He thus hoped that Long Win would provide a greater concession (such as a 25% discount) to residents of Tung Chung and Lantau as rebate for passengers.

147. Mr Jeff POON said that as the monthly ticket scheme was still being studied, no timetable could be provided at the current stage. When more specific information was available, announcement would be made to members of the public. The pricing of the monthly ticket was one of the areas of study for the concession scheme and no further information was available for the time being.

148. Mr Bill TANG believed that the provision of monthly ticket concession by Long Win would enhance its image among Tung Chung residents. He hoped that the Company would provide rebate to residents of Tung Chung and Lantau given the steady increase of its annual profit. Apart from concession for "A" route buses, it could also provide other concessions.

149. Mr Jeff POON supplemented that the Company did provide fare concessions to passengers in recent years. In addition to the "A" route buses concession, other concessions such as the Same-day Second-trip Discount Concession Scheme which just ended on 30 April had benefited passengers of both "A" route and "E" route buses.

150. The Chairman hoped that Long Win would study and consider Members' opinions.

## XV. Reports by Working Groups T&TC Working Group

151. Members noted and endorsed the above working group report.

XVI. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

152. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to present the paper. HyD had submitted, prior to the meeting, the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early May this year. The Schedules were tabled at the meeting and Members were invited to raise enquiries and opinions.

153. Mr Eric KWOK enquired about the exact location of the first project on the provision of additional parking spaces at Yu Tung Road near Yat Tung Estate (project no. NE/16/01369).

154. Mr WONG Fuk-kan enquired whether the Bend K14 works involved improvement to pavement or widening of the road bend.

155. Mr Bill TANG enquired about the details of the second project on improvement of the cycling track facilities (project no. NE/16/01432). Temporary concrete road block and temporary traffic light facilities had been set up at Chung Yan Road at present, but no progress had been made on the roundabout works at the road. He hoped that the Department could provide the number of projects to be conducted at Chung Yan Road. In addition, many Tung Chung residents reflected that the lights at HyD's footbridges were too strong, which wasted energy and caused light pollution. He enquired whether the Department could adopt lighting monitoring system or install a timer to pre-set the lights on/off time, etc., so as to control the brightness of the lights.

156. Ms LEUNG Chiu-mei said that the location of the first project was outside Hong Yat House, where additional parking spaces would be provided for small goods vehicles. She could provide the location map to Mr KWOK after the meeting.

(Post-meeting note: HyD emailed the location map to Mr Eric KWOK on 29 June.)

157. Mr Eric KWOK said that he had written to TD and HyD to request for removal of abandoned old motorcycles and bicycles at the motorcycle parking spaces behind Hong Yat House, and reflect the inadequacy of motorcycle parking spaces. HyD replied that it would provide more motorcycle parking spaces at the location as appropriate. He therefore thought that the first project involved the provision of additional motorcycle parking spaces.

158. Ms LEUNG Chiu-mei gave a consolidated response as follows:

- (a) The location of the parking spaces for small goods vehicles outside Hong Yat House as described in the first project was different than that of the parking spaces for motorcycles behind Hong Yat House. With regard to provision of additional parking spaces, she believed that TD was conducting the relevant

study. She would follow up on the matter with TD after the meeting and then reply to Mr KWOK.

(Post-meeting note: TD and HyD provided 4 additional motorcycle parking spaces behind Hong Yat House in response to Mr Eric KWOK's request. The location map was emailed to Mr Eric KWOK on 29 June.)

- (b) Same as Bend K13 works, Bend K14 works involved widening the road bend in order to improve the road situation and enhance road and traffic safety.
- (c) The project on improvement of the cycling track facilities mainly involved repainting the yellow road marking on the cycling track and providing additional road markings, so that pedestrians would be mindful of the cycling track.
- (d) The roundabout project at Chung Yan Road as mentioned at previous meetings was anticipated to be completed at the end of this year. The target date of completion remained unchanged so far. The Department would further discuss with Mr TANG if there were any changes.
- (e) Regarding that the lights at the footbridges were too bright, for public safety consideration, the Department had to provide adequate lighting for road users at night. She would follow up on the matter with relevant colleagues after the meeting and then reply to Mr TANG but due consideration had to be given in maintaining a balance between safety and environmental protection.

(Post-meeting note: HyD would timely review the arrangement of lightings at footbridges.)

159. Mr Bill TANG hoped that the Department would respond to the matter of lighting facilities at footbridges the soonest possible, and provide the design drawing of the Chung Yan Road roundabout project.

160. Ms LEUNG Chiu-mei said that she would provide Mr TANG with the project drawing of the roundabout after the meeting.

(Post-meeting note: HyD emailed the design drawing of the Chung Yan Road roundabout project to Mr Bill TANG on 29 June.)

161. Mr LOU Cheuk-wing pointed out that the Bend K10 project commenced six months ago but the progress was slow. He hoped that the relevant departments would expedite the works progress. He passed by the location earlier and found that the temporary traffic lights were controlled by timers with electronic sensor but not operated manually, and thus could not make immediate adjustment in response to road traffic conditions. Cattle sometimes

passed by that road section, obstructing road traffic and causing danger. He hoped that the relevant departments would follow up on the matter.

162. Mr WONG Wah enquired why the completion date of the works at Keung Shan Road section was delayed until the end of the year.

163. The Chairman said that he once drove through the Keung Shan Road section and found no workers working. He hoped that the Department would expedite the works progress.

(Post-meeting note: HyD indicated that excavation work of the first phase of Bend K10 project was generally completed in early May. Final levelling work for the temporary working platform and planning of the subsequent slope stabilisation work were underway. As for temporary traffic arrangement, while manually-operated “stop/go” temporary sign was used in most of the day time, it did have limitation in poor visibility conditions. To protect the safety of workers and road users, the contractor would use electronically-operated temporary traffic light in the early morning, evening and inclement weather. As the project area was limited in space, works had to be implemented in phases. After communicating with the contractor by the Department, the contractor would adjust the progress of works with a view to completing the major improvement works at the end of this year as scheduled.)

(Mr Eric KWOK left the meeting at about 6:15 p.m.)

## XVII. Date of next meeting

164. There being no other business, the meeting adjourned at 6:20 p.m. The next meeting was scheduled for 2:00 p.m. on 17 July 2017 (Monday).

- End -