

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 22 July 2019 (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 HO Siu-kei

Members

Mr CHOW Yuk-tong, SBS
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
Mr HO Chun-fai
Ms WONG Chau-ping
Ms YU Lai-fan
Ms LEE Kwai-chun
Mr TANG Ka-piu, Bill, JP
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Ma-tim
Mr WONG Fuk-kan
Mr YIP Pui-kei
Mr YUEN King-hang
Mr LAU Chin-pang
Mr LEE Ka-ho
Mr TSANG Chun-hon

Attendance by Invitation

Mr CHE Kin-wong, Eric	Chief Transport Officer/Planning/Special Duties, Transport Department
Miss HO Kit-ying, Florence	Senior Transport Officer/Planning/Ferry 2, Transport Department
Ms CHU Shiu-yan, Fiona	Property Services Manager/Central-West, Architectural Services Department
Mr LEE Man-chow, Francis	Project Team Leader/Pier Improvement Unit, Civil Engineering and Development Department
Mr CHAN Hing-yin	Senior Engineer/Projects 2, Civil Engineering and Development Department
Mr LII Kin-chiu	Project Coordinator/Projects 2C, Civil Engineering and Development Department
Ms CHAN Suk-fan, Bianca	Deputy District Leisure Manager (District Support) Central & Western, Leisure and Cultural Services Department
Mr SO Kin-leung	Assistant District Leisure Manager (District Support) Central & Western, Leisure and Cultural Services Department
Mr YIP Ho-yeung	Administration Manager, Coronet Ray Development Limited
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited
Ms Annie LAM	Public Relations Manager - External Affairs, MTR Corporation Limited
Mr Franki CHIU	Director, Ove Arup & Partners Hong Kong Limited
Mr Barry WONG	Associate, Ove Arup & Partners Hong Kong Limited
Mr Demen Cheung	Operations and Marine Manager, New World First Ferry Services Limited
Mr Bosco Chau	Assistant General Manager (Engineering), New World First Ferry Services Limited
Ms Penny CHUNG	Chief Public Affairs Officer, New World First Bus Services Limited/Citybus Limited

In Attendance

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Mr YU Siu-bun	Assistant District Operations Officer (Lantau), Hong Kong Police Force
Mr WAN Chi-kin	District Engineer/Islands, Highways Department
Miss CHOI Siu-man, Sherman	Senior Transport Officer/Islands 1, Transport Department
Miss SIN Kai-wai Marie	Senior Transport Officer/Islands2, Transport Department
Mr WAN King-ming, Alex	Engineer/Islands 1, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Mr AU Hok-lang	Engineer/22 (Lantau), Civil Engineering and Development Department

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 Vincent CHUA	General Manager-DB Operations, HKR International Limited
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
Ms LAM Wai-ling, April	General Manager, Hong Kong & Kowloon Ferry Holdings Limited

Secretary

Miss WONG Fong-yu, Kammy Executive Officer (District Council)3, Islands District Office

Absent with Apology

Mr TSE King-tin	
Mr CHAN Wing-kin	OC Task Force Sub-unit, Cheung Chau Division, Hong Kong Police Force
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

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**Welcoming Remarks**

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

- (a) Mr YU Siu-bun, Assistant District Operations Officer (Lantau) of the Hong Kong Police Force who attended the meeting in place of Mr WONG Tak-yeung;
- (b) Mr Demen CHEUNG, Operations and Marine Manager and Mr Bosco CHAU, Assistant General Manager (Engineering) of the New World First Ferry Services Limited (NWFF).

2. Members noted that Mr TSE King-tin, Mr CHAN Wing-kin and Mr CHAN Kam-hung were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 20 May 2019

3. The Chairman said that the draft of the above minutes had incorporated the proposed amendments from government departments, guests and Members. It had been distributed to Members for perusal before the meeting.

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

5. The Chairman said that the Secretariat had drafted a checklist of follow up items as at 19 July 2019, which had been distributed to Members for perusal before the meeting. The document was also tabled at the meeting.

(Ms WONG Chau-ping joined the meeting at about 2:05 p.m.; Mr KWONG Koon-wan joined the meeting at about 2:10 p.m.; Mr Bill TANG joined the meeting at about 2:15 p.m.; and the Vice-Chairman Mr HO Siu-kei joined the meeting at about 2:35 p.m.)

II. Improvement Works at Yung Shue Wan Public Pier and Yi O Pier  
(Paper T&TC 50/2019)

6. The Chairman welcomed Mr LEE Man-chow, Francis, Project Team Leader/Pier Improvement Unit, Mr CHAN Hing-yin, Senior Engineer/Project 2 and Mr LII Kin-chiu, Project Coordinator/Project 2C of the Civil Engineering and Development Department (CEDD) as well as Mr Franki CHIU, Director and Mr Barry WONG, Associate of Ove Arup & Partners Hong Kong Limited (the Consultant) to the meeting to present the paper.

7. Mr Francis LEE briefly introduced the background of the project, and the consultant was invited to brief the meeting of the initial findings of the relevant technical studies.

8. Mr Barry WONG presneted the paper with the aid of PowerPoint presentation.

9. Mr CHAN Lin-wai expressed his views as follows:

- (a) He was appreciative of the detailed presentation by CEDD and the Consultant in respect of improvement works at Yung Shue Wan Public Pier. Residents of Lamma Island mainly relied on Yung Shue Wan Pier to take ferry to Hong Kong Island. The public pier was constructed in the 1960s and was found dropped behind other outlying island piers. Those people who had visited Lamma Island might be aware that there was sign of structural aging on the public pier. At present, the government allocated resources to bring improvements to it. He hoped that Members would support the pier improvement works.

- (b) He pointed out that the problem of illegal bicycle parking was serious along the catwalk. For convenience, residents parked their bicycles illegally along the two sides of the catwalk when they took ferries to urban area. He hoped that in the design of pier improvement works, the relevant departments would also study the improvement to the problem of illegal bicycle parking. This was to prevent residents from illegally parking their bicycles at that location and the bicycles should be parked at designated bicycle spaces.

10. Mr Eric KWOK was appreciative of CEDD's proposal of using solar panels. Regarding the improvement works at Yi O Pier, he enquired the Department if, after the installation of solar panels, mobile phone charging facilities could be provided for tourists' convenience because of the remoteness of this public pier. In addition, he enquired if there would be piling works for pier construction. Because of the haunt of Chinese White Dolphins and their particular sensitivity to noise, he suggested the Department to avoid any pile construction being carried out during peak calving season (i.e. September to November each year).

11. Mr Randy YU declared interests that his wife's family members owned land(s) at Yi O. As such, he would not give opinions on the design of Yi O Pier. As the Vice Chairman, Mr HO Siu-kei, had not arrived yet, he supported the pier improvement works on behalf of Tai O Rural Committee (RC) and the village representative of Yi O Tsuen.

12. Mr Ken WONG said that the improvement works would be useful to resolve the issue of barrier-free access. He enquired of CEDD about the height of floating platform's deck level above sea level.

13. Ms YU Lai-fan said that the structure of Yung Shue Wan Public Pier was aging and improvement works would be necessary. She pointed out that the paper did not mention any provision for barrier-free access and she enquired about the footprint of the canopy on the catwalk. As the improvement works would involve the demolition of the existing public pier, she requested CEDD to provide detailed information about the temporary catwalk.

14. The Chairman expressed his views as follows:

- (a) He supported the implementation of improvement works to outlying island piers. However, the relevant departments should carefully consider the priority of pier selection.
- (b) Regarding the improvement works at Yi O Pier, he mentioned that some residents reflected that the new pier was long. He enquired about if the new pier would have berth for larger vessels/boats, the length of the new pier and construction cost. He also enquired about how Yi O Pier's utilisation rate was determined and whether the improvement works was

intended for tourists or residents.

- (c) Regarding the compensation for fishermen, he opined that the improvement works at Yi O Pier might affect fish catch of local fishermen in that area. As such, he enquired of CEDD about if there would be compensation for fishermen.
- (d) Regarding the works schedule, he enquired of CEDD about when the first phase of Pier Improvement Programme (PIP) would be completed and when the pier selection for the second phase of PIP would be conducted. In addition, he enquired about how to evaluate and determine which piers would need to be processed as soon as possible and whether the Members had the option in pier selection.

15. Mr Barry WONG made a consolidated response as follows:

- (a) Regarding the bicycle parking problem, the new design for the catwalk railings at Yung Shue Wan Public Pier would make reference to that of Kwun Tong Promenade, which deemed to prevent illegal bicycle parking. He indicated that the concern on illegal bicycle parking had been taken into consideration in the design with a view to preventing blockage of catwalk and causing usage inconvenience due to illegal parking of bicycles.
- (b) Regarding the renewable energy, he indicated that the priority of renewable energy would give to pier lighting facility. If there would be sufficient supply of renewable energy, powering of other public facilities such as mobile phone charging facilities as previously mentioned by a Member would be considered. If feasible, the pier design would include the above-mentioned facilities as part of the improvement works.
- (c) Regarding the height difference between the floating platform's deck level and sea level, the Consultant had consulted relevant stakeholders (including ferry operators and some fishermen). It was understood that the freeboards for different types of vessels were different and that the freeboards for ferries and small boats were about 1 metre and 0.5 metre respectively. As such, in the design of floating platform, appropriate landing facilities would be provided for the above-mentioned vessels. In addition, in the design of floating platform and ramps, the Consultant had taken into consideration the requirement of barrier-free access facilities (such as gradient and width).
- (d) Some emergency vehicles, village vehicles and pedestrians would use the catwalk at Yung Shue Wan Public Pier with the current width of about 6.5 metres wide. The Consultant proposed that during the construction period, a temporary catwalk of at least 5 metres in width and a temporary Public Pier would be provided to maintain daily operations of Yung Shue

Wan Ferry Pier and the public pier.

- (e) In order not to affect vehicular use of new catwalk by the canopy, the Consultant proposed that the canopy would be designed with about 3.5 metres in width.
- (f) Regarding the piling works for the improvement works at Yi O Pier, because of soft soils on the seabed at Yi O, gravity foundation was considered not suitable. Instead, pile foundation would be adopted. As such, the Consultant would require the works contractor to avoid pile construction as far as practicable during the active periods of Chinese White Dolphins (e.g. peak calving season from September to November) to avoid impact to them.

16. Mr Francis LEE made a consolidated response as follows:

- (a) Regarding the improvement works at Yi O Pier, because of water depth consideration, the new pier would need to be extended to about 170 metres from the shore so that the water depth could be maintained at between 1 to 1.5 metres during low tide for vessel berthing in future. In addition, the pier usage by the tourists, local residents and fishermen was the main consideration for the improvement works.
- (b) Regarding the works schedule, the preliminary design of some piers in the first phase of the PIP had been substantially completed. CEDD would discuss with the Development Bureau (DEVB) on the second phase of the PIP studies. It was anticipated that the advance works, including pier selection, for the second phase of PIP studies would commence within the next 1 to 1.5 years.

17. Mr Eric KWOK expressed his concern on environmental and ecological issues. As far as he understood, the beach in Yi O had high ecological values. Recently a considerable amount of white clam died at Yi O. He hoped that CEDD would conduct environmental assessment for the improvement works at Yi O Pier, including Chinese White Dolphins and white clams, etc. He reiterated his request that CEDD should avoid any pile construction being carried out during peak calving season for Chinese White Dolphins (i.e. September to November each year) and that the length of the new Yi O Pier would be provided.

18. Mr Holden CHOW said that he was pleased to hear about the improvement proposal. He said that according to the information given in the PowerPoint presentation, the new Yi O Pier would be at a distance from the existing pier. He enquired of CEDD about whether the new location would be more convenient to the residents. However, as the residents (including the elders) might get used to the facilities at the existing location for boarding and alighting, he queried if the new pier would bring inconvenience to the elders.

19. Mr Ken WONG reminded the DEVB of whether the floating platform would be suitable for small ferries, which were of a fixed size and often moored at the pier for passengers' boarding and alighting. If only gangway without lifting platform was provided at the new pier, there would be still inconvenience to the passengers for boarding and alighting ferries. He also pointed out that the disabled persons would not take fishing boats and thus providing landing steps for fishing boats would be acceptable. He hoped that before the implementation of pier improvement works, the Department would construct suitable facilities for the wheelchair users who could not use landing steps for boarding small ferries. If the passengers from small ferries could not use the newly constructed floating platform and would need to keep using the landing steps for boarding and alighting, it would be a waste of public funds. In addition, as the passenger carrying capacity of the yachts was not high, he opined that the design of the new pier should cater for the need of ferry operators.

20. Mr Eric KWOK enquired of CEDD about the costs of the improvement works for the two piers.

21. Mr HO Chun-fai said that the PowerPoint presentation revealed that the new Yi O Pier was further away. It was of concern that the pier utilisation rate would be low. He queried whether the fund allocation for this improvement work was worthwhile. CEDD was requested to provide supplementary supporting information. He pointed out that the tourists usually made use of mountain trails and the use of marine route was not high. He also enquired the Department whether they would consider other locations (such as Tai O, Sha Lo Wan, South Lantau, Shek Kwu Chau and Tung Wan etc.) for pier improvement works. He said that some piers had been damaged (e.g. Tai Long Village Pier was destroyed by Typhoon Hato) but complete improvement works had not yet been carried out. He enquired the Department about the criteria of selecting piers under the PIP.

22. Ms YU Lai-fan enquired of CEDD and the Consultant about the width of the catwalk after the completion of the improvement works at Yung Shue Wan Public Pier and what would be the arrangement for the existing pillar box on the catwalk.

23. Mr YUEN King-hang enquired of CEDD about the party responsible for management and regular maintenance of the piers after their completion.

24. The Vice-Chairman Mr HO Siu-kei said that residents of Yi O and Tai O were very supportive to the improvement works at Yi O Pier. He opined that there were many tourists and ferry passengers in this area and the pier would be conducive to emergency services. As such, the improvement works would provide convenience to residents of Yi O and Tai O.

25. The Chairman expressed his views as follows:

- (a) He enquired of CEDD about how many users belonged to local resident population among the ferry passengers using Yi O Pier. As mentioned by the representative of the Department, providing convenience to the



tourists would be one of the considerations for the improvement works. He opined that the improvement works to rural piers would be for local residents as well as providing convenience to them. He agreed and supported the improvement works for those piers with the need. He also pointed out that there were many people still living in rural areas and that there was difficulty in providing rescue services in some areas. For example, improvement works to Man Kok Tsui Pier had not yet been conducted.

- (b) He hoped that in the consideration of improvement works to the piers with the need, the relevant government departments would take into account if there were people living on the outlying islands instead of the remoteness of the piers only. He also queried that the departments only emphasized on the development of green tourism but improvement works to the outlying pier with fatal accident case had not yet been carried out.
- (c) He enquired the Department if kaito could berth at the new pier for the convenience of residents.
- (d) A fatal accident had occurred in Man Kok Tsui, but pier improvement works had yet been conducted after so many years. At present, that pier could only be used by sampans for berthing. He and Lantau residents were concerned on this matter. He pointed out that Islands District Office (IsDO) previously allocated \$200,000 to \$300,000 for improvement works to that pier but the situation was not yet improved. He hoped that the relevant departments would review and follow up on this matter as soon as possible.

26. Ms Josephine TSANG expressed her views as follows:

- (a) She agreed that there was a need for the improvement works at Yi O Pier and hoped that the relevant departments would conduct improvement works to the piers in other areas with the need (e.g. Lantau Island and Peng Chau). According to her understanding, the rehabilitation works at Shap Long Tsuen Pier, which was mentioned by Mr HO Chun-fai earlier and was damaged by Typhoon Hato last year, had not yet been completed. Local residents were still being affected. In addition, she had raised an enquiry about Peng Chau Pier at a previous Traffic and Transport Committee (T&TC) meeting and said that there were a lot of residents in Peng Chau and that if one of the facilities at Peng Chau Pier might be damaged by typhoon, the other side might also be rendered unusable.
- (b) She queried that the relevant departments did not take into account people's livelihood in developing new policy and hoped that the relevant departments would not only take into consideration the need for yacht berthing and tourists whereas the local need would be neglected.

- (c) She suggested that the relevant departments should conduct site visits in the areas with residents (e.g. Lantau Island) and understand their need. She pointed out that a fatal accident occurred at Man Kok Tsui due to the lack of appropriate pier facilities. Vessels could only berth at the pier at high tides and this situation was very unsatisfactory.

27. Mr Barry WONG made a consolidated response as follows:

- (a) Regarding the site selection for the new Yi O Pier, the water depth of the concerned area had to be taken into account. He indicated that the water depth of the inner bay area of Yi O was relatively shallow. Even though the pier would be extended more than one hundred metres, the water depth was not very deep. The Consultant indicated on the plan that during the low tide, the water depth at the proposed location for the new pier was at least about 1 to 1.5 metres, which could allow berthing of different types of vessels under any circumstances. At present, the location of the catwalk end was about 170 metres away from the hiking trail and was about 150 metres away from the existing pier. He reiterated that in order to meet the water depth requirement, the new pier would be selected at the northern side of the existing pier.
- (b) The catwalk for new Yung Shue Wan Public Pier would be widened to facilitate housing of a canopy. The width was preliminarily estimated to be 8 to 8.5 metres. In addition, the Consultant would relocate the pillar box to a more suitable location to avoid obstructing the public's use of the catwalk as well as to and from Yung Shue Wan Main Street. Initially it was proposed that the pillar box would be relocated to the new catwalk or that a portion of the catwalk would be further widened to house the pillar box.
- (c) The Consultant had consulted ferry operators and other stakeholders about the height difference between the floating platform and sea level. The relevant stakeholders indicated that the most suitable depth was about 1 metre. As such, the Consultant had adopted 1 metre as the basis for the design of floating platform. Local adjustments would be made at different positions on the floating platform so as to allow for the use by small vessels.
- (d) The Consultant indicated that according to the information, no Chinese White Dolphins were found within Yi O Bay at present but they might haunt in the waters outside the bay. As such, the Consultant would request the contractor to avoid any piling works being carried out during the active period of Chinese White Dolphins (e.g. the peak calving season from September to November) and avoid any impact to them.

28. Mr Francis LEE made a consolidated response as follows:

- (a) Regarding the site selection of the new Yi O Pier, having considered the distance between the new pier and Yi O Tsuen, if the new pier would be extended from the existing pier with pier improvement works, the new catwalk would be about 250 metres long. However, if the new pier was constructed at the proposed location, the length of the catwalk would be 170 metres, which would be shortened by 80 metres. This would reduce not only the impacts to ecological environment in Yi O Bay but also the construction cost of the new pier.
- (b) The study of improvement works was in the preliminary stage. The construction costs for the two pier improvement works were preliminarily estimated at around \$100,000,000 for each pier.
- (c) Regarding the maintenance responsibility, after the completion of improvement works, CEDD would be responsible for the maintenance of the two piers. Regarding the management responsibility, Yung Shue Wan Public Pier would be managed by the Transport Department (TD) whereas Yi O Pier would be managed by District Office (DO).
- (d) The Department took notes of the views expressed by the Chairman and Members on other piers with the need for improvement and would convey their views to DEVB for consideration.

29. Ms YU Lai-fan said that many piers (including remote piers in rural areas) were damaged by Typhoon Mangkhut last year. Many residents reflected to her that the pier structures had been damaged. She opined that improvement work would be required to improve structural integrity and safety. In addition, she requested CEDD to provide the timetable for the second phase of the PIP. As the areas of Islands District were large and the number of piers was high, the RCs and the District Council (DC) looked forward to the implementation of improvement works to the piers in their areas so that the residents would use the piers safely.

30. The Chairman asked CEDD to provide the actual construction costs. He pointed out that many fishermen made their living in areas being affected by the improvement works and enquired CEDD whether they had studies and discussions on the compensation arrangement for the fishermen. He also enquired the Department if the berthing arrangement for the vessels owned by the residents had been studied and if there would be ferry service at the pier for the residents in future. He opined that these issues should not be handled only after the completion of the new pier.

31. Mr Francis LEE made a consolidated response as follows:

- (a) CEDD would discuss with DEVB on the timetable for the second phase of the PIP with a view to its implementation as soon as possible.
- (b) It was preliminarily estimated that the cost for each pier improvement

work was around \$100,000,000.

- (c) The Department had consulted the stakeholders including kaito operators, fishermen and local residents on the design of the new pier. The relevant stakeholders indicated that they might consider opening new routes passing through the relevant piers, subject to the situation after the completion of the new piers.
- (d) The Department would carry out gazetting of the works area after completion of the design. According to the Foreshore and Sea-bed (Reclamations) Ordinance, fishermen might apply for compensation if their interest was affected by the works. The Department would carry out relevant compensation procedures in accordance with the established mechanism.

32. Mr Randy YU said that according to the representatives from CEDD, the Department would discuss with DEVB on the second phase of the PIP. He enquired the Department whether it would provide an update to Members in the next two to three months on the progress of discussion, including the information about whether their discussion had started, in progress or completed.

33. The Chairman requested CEDD and the Consultant to take note of Members' views and asked the Department to respond to the question of Mr Randy YU in writing. The Chairman concluded that the Members supported the two improvement works.

III. Application for replacement of overnight ferry service of "Central-Discovery Bay" route with a new overnight residents' service plying between Central and Discovery Bay  
(Paper T&TC 51/2019)

34. The Chairman welcomed Mr CHE Kin-wong, Eric, Chief Transport Officer/Planning/Special Duties of the Transport Department (TD) to the meeting to present the paper.

35. Mr Eric CHE briefly presented the paper.

36. Ms Amy YUNG said that according to the provisions of relevant Deed of Mutual Covenant and land grant, ferry service was subject to the regulation of the Government, whereas estate bus service was not although it was required to comply with the conditions agreed upon between the operator and resident representatives and register with TD. She enquired of the department whether the proposed overnight residents' service (RS) for replacement of the overnight ferry service was a kind of residents' bus, if no, its difference from residents' bus.

37. Mr Eric CHE said that the proposed overnight RS route no. DB08R was RS. Details were set out in Annex 1 to the paper.

38. Ms Amy YUNG said that ferry service was regulated by TD, whereas estate bus service was not subject to the regulation of government department and its mode of operation was decided by the operator and resident representatives (two subsidiary companies of the Hong Kong Resort Company Limited). She had requested to inspect the relevant documents with regard to a decision reached by the operator and resident representatives and was able to access the documents only after repeated requests at the Owners' Committee (Owners' Committee) meetings. As such, she was worried that the bus service operator would disregard the views of residents in the future and adjust the bus routeing and fare at will.

39. Mr Eric CHE said that the department noted the views of Ms YUNG and would follow up with the operator.

40. Ms Amy YUNG said that the arrangement was closely related to residents of Discovery Bay whose views were thus very important. The original consultation period set by the department was from July to mid-August this year, during which a majority of expatriate residents had returned to their hometowns and could not submit their views by the deadline. Therefore, she had earlier requested TD to extend the consultation period to end-August this year to allow sufficient time for residents to comment on the proposal, and the department agreed. She expressed gratitude for extension of the deadline and would inform Discovery Bay residents of the arrangement. A computer system had also been established for the residents to give comments. She urged the department to conduct comprehensive consultation on the proposal instead of only listening to the views of the Owners' Committee or a handful of residents.

41. Mr Eric CHE said that the consultation period had been extended to the end of August this year at request of Ms Amy YUNG earlier.

42. The Chairman asked TD to consult the residents extensively and provide support and follow up according to the feedback and their needs.

IV. Question on re-visiting the arrangements for issue of temporary village vehicle permits (Paper T&TC 52/2019)

43. The Chairman welcomed Miss Marie SIN, Senior Transport Officer/Islands2 of TD to the meeting to respond to the question.

44. Mr Ken WONG briefly presented the question.

45. Miss Marie SIN made a consolidated response as follows:

- (a) In response to proposals raised by Members earlier, TD had conducted a review on the existing arrangements of issuing temporary village vehicle permits (temporary permits). The Department would only consider issuing temporary permits for vehicles of specified usages (including

public works, public services and charitable use of non-profit-making organisations). Upon receipt of applications of temporary permits, the Department would consider a basket of factors, such as the purposes, routes and time of operation of village vehicles and impacts on road users, the community and the environment. The relevant departments would also be consulted.

- (b) Applications of temporary permits for public services or public works purposes had to provide justifications with support from the client departments. If objection was received in the process of consultation, relevant departments (such as the client department) would be requested to make an assessment and provide a response to the objection. Justifications and the genuine needs of the applicants would be reviewed in considering whether to issue temporary permits.
- (c) Village vehicles issued with temporary permits to carry out public services is required to display the contract number and complaint hotline on the vehicles for the public to make complaints and enquiries.

46. Mr Ken WONG expressed his views as follows:

- (a) Owing to the constraints of vehicular roads of Islands District, TD proposed in 2000 that no new village vehicles permit would be issued and instead temporary permits could be applied by departments with needs for short term uses. At present, the Food and Environmental Hygiene Department (FEHD) and the Environmental and Protection Department contracted out public services such as garbage disposal and recycling of glass bottles. However, such service contract period lasted for three years, which exceeded the one-year term of temporary permits. With the continuous outsourcing of public services, the number of temporary permits would continue to increase, resulting in traffic overloading on the roads of Islands District. As such, he proposed that arrangements for issue of temporary permits be reviewed so that the definition of “temporary” as construed by the DC in 2002 would not be violated.
- (b) TD previously mentioned that village vehicles issued with temporary permits to carry out public services had to display on vehicles the contract projects number and complaint hotline. However, he found that many vehicles did not abide by the requirement. After being issued with temporary permits, some contractors used the village vehicles for other non-specified uses, causing adverse impacts on roads and other village vehicles in Islands District. Previously Mr CHAN Lin-wai also pointed out that on Lamma Island, many village vehicles were suspected of being used to transport unauthorised articles without displaying information such as contract project number and complaint hotline. He requested that relevant departments should step up supervision of the use

of village vehicles so as to avoid abuse of temporary permits.

- (c) He opined that it was business transaction that contractors provided public services in exchange for remuneration. As such, contractors should resolve their own problems encountered during implementation of the contract and should not request relevant departments' assistance to apply for temporary permits after the successful tender. If departments applied for temporary permits on behalf of contractors, they should supervise and ensure that the permits were used for specified but not other commercial uses.

47. Mr KWONG Koon-wan expressed his views as follows:

- (a) TD mentioned just now that village vehicles issued with permits to carry out public service had to display on the vehicles the contract project number and complaint hotline. However, such information was contained in an A4 size paper mostly tainted with stains. When the vehicles were in motion, residents found it difficult to read the information on the paper. He proposed to take a leaf out of the private companies' books, which requested village vehicles issued with temporary permits to display the service contract and name of the client department on the vehicles and inside the compartment, so that residents could know the use of the vehicles.
- (b) At present, the Department did not stipulate the location of displaying the number plate, which could be placed in the front, tail, left or right of the vehicles. There was no unified standard as to their size, colour, material (such as whether it was reflective or not) and the size of numbers. If the size of the numbers was too small, numbers such as "3" and "5" would hardly be legible and residents would find it hard to know the license number and lodge complaints in case of suspected abuse of temporary permits.
- (c) Temporary permits differed from permanent permits. The latter had three names on it, including names of vehicle owners and two drivers, but the holder of temporary permits could hire a driver to drive the vehicle and residents might not know the identity of the driver. Outsourced contractors applying for temporary permits after successful bidding would add load seriously on the capacity of the road. He opined that outsourced contractors were capable of hiring village vehicles with permanent permits and proposed that the Department should stop issuing temporary permits.
- (d) He understood that in conducting major projects or when not hiring any contractors, the relevant departments might need to apply for temporary permits to transport materials. However, the Department should supervise contractors who applied for temporary permits after successful

bidding for the transport of non-specified materials. He also proposed that government departments should hire village vehicles with permanent permits.

48. Mr CHAN Lin-wai expressed his views as follows:

- (a) Ten years before when he was not yet a DC Member, he had written to TD and proposed that different colours should be painted on the body of village vehicles for easy recognition and supervision by residents. He said that at present, even if village vehicles were found speeding and being used for commercial use, the residents had difficulty lodging a complaint.
- (b) As far as he understood it, a contractor applied to TD for temporary permits in respect of its two village vehicles even after its garbage conveyance contract with FEHD had expired. The RC lodged a complaint in respect of the two village vehicles to the Department and raised objection to the application when consulted by the Department. However, the Department said that it had never received a complaint from RC, and issued temporary permits to the applicants despite objection from RC. He criticised the Department for disregarding the opinions of RC and he did not understand why the contractor could hold the temporary permits after the service contract had expired.
- (c) There were many village vehicles on Lamma Island and the roads were saturated. He requested the Department to conduct a site visit to Lamma Island and review the arrangements of issuance of temporary village vehicles permits to ensure safety of roads on the Island.

49. Ms Josephine TSANG expressed her views as follows:

- (a) Roads in Islands District (including Peng Chau) were narrow and could not accommodate or need any more village vehicles. In addition, in 2002, the Government had decided not to issue any more village vehicle permits and opined that the number of village vehicles should be maintained at the same level. However, TD would time and again consult residents and RC on the issuance of temporary permits and issue temporary permits despite objection from RC. She opined that if the Department did not attach importance to opinions of residents and RC, there was no need to consult RC each year about the renewal of the three-year licence of the contractors.
- (b) She had pointed out that non-residents of Islands District were not familiar with the geography and road conditions of the islands. They posed a certain risk to road users when they drove village vehicles. However, she often saw staff of the Electrical and Mechanical Services Department drive village vehicles on the islands. Residents also saw



female drivers driving dangerously. She was not satisfied that the Department continued to issue temporary permits although roads in Islands District had been saturated and that there was no supervision of the speed limit of vehicles. She proposed that there should be stipulations in the tender document that successful bidders had to hire residents of Islands District to drive village vehicles to protect residents' safety.

50. Miss Marie SIN made a consolidated response as follows:

- (a) Regarding the assessment of the genuine needs of village vehicles, TD would consult relevant departments about the application for temporary permits. If objection was received in the consultation process, the Department would request the client department to make an assessment and provide a response in respect of the objections, such as reviewing the alternatives of using temporary village vehicles in carrying out public services or works. The Department would review the justifications and consider whether to issue permits according to the genuine needs.
- (b) The Department noted Members' opinions relating to monitoring the use of village vehicles. She agreed that there was room for improvement in the display of the contract number and complaint hotline on the body of the vehicle. Regarding driving attitude, the Police would tackle unlawful acts through law enforcement.

51. Mr KWONG Koon-wan said that Members were most concerned about issuing temporary permits, not the actual needs of village vehicles and supervision of driving attitude. They hoped that no more temporary permits would be issued.

52. Ms Josephine TSANG criticised TD that after issuing temporary permits, it did not carry out the responsibility of supervision and instead shifted it onto the Police. She pointed out that there were only four policemen on Peng Chau and it was very difficult for them to cover so much work. She urged the Department to listen to Members' opinions.

53. Mr Ken WONG expressed his views as follows:

- (a) He reiterated that the original intent of the enquiry was to request TD to review the arrangements for issuing temporary permits, but the Department did not respond on that point. He opined that contractors submitted tender after balancing costs and benefits and it was not at their own request that the hiring department applied for temporary permits. Therefore, unless it was stipulated in the service contract that temporary permits would be applied for contractors, successful tenderers should resolve the issue of fulfilling the contract terms on its own. At present many housing projects were being conducted in Islands District and there was a great demand for village vehicles. He queried that while the

Department did not approve applications for temporary permits according to people's needs, it blindly issued the permits to contractors.

- (b) He opined that if government departments needed village vehicles to carry out public duties, yet could not hire permanent village vehicles or have other means, then applying for temporary permits was a reasonable approach.

54. Mr CHAN Lin-wai said that it was a serious matter that there were too many temporary village vehicles in Islands District. He hoped representatives of TD would convey Members' opinions to the relevant section. He also hoped that department would review the arrangements for issuance of temporary village vehicles permits, and reported the progress to RC and Members in due course.

55. Mr Randy YU said that the issue had been discussed for a long time. He enquired TD whether it would conduct a review on the matter, and if affirmative, at what time it would report to Members. He said that if the answer was negative, he would reflect his opinions to the senior management.

56. Miss Marie SIN made a consolidated response as follows:

- (a) She noted Members' concerns over factors of consideration in issuing temporary permits and hoped that relevant departments would explore improvement proposals. At present, the application for temporary permits to carry out public services or works would require the support of the client department with justifications given. The Department would consider the application for temporary permits according to the genuine needs of the applicant and study whether there were other measures for enhancement.
- (b) Regarding monitoring, village vehicles issued with temporary permits to carry out public services had to display the contract number and complaint hotline on the body of the vehicles for the public to make complaints and enquiries. The Department noted Members' opinions about improving and enhancing the monitoring measures.

57. Mr CHAN Lin-wai urged TD not to procrastinate and conduct a review on the issuance of temporary permits promptly before the end of August.

58. The Chairman proposed that TD should conduct a site visit to Lamma Island.

59. Ms YU Lai-fan said that she was aware that the hiring department would assist in applying for temporary permits so that contractors could carry out public services or public works. However, as there were a considerable number of village vehicles with permanent permits in Islands District, she enquired why contractors applied for temporary permits instead of hiring those village vehicles.

60. Mr Eric KWOK said that the existing arrangements for issuance of temporary permits had been implemented for many years and engendered many problems, and he hoped that TD would respond to Members' demands and commission the Consultant to review the existing arrangements and formulate enhancement measures.

61. Miss Marie SIN said that the Department had reviewed the existing arrangements for issuance of temporary permits, under which the genuine needs of the applicant pertaining to specified usages were considered. The Department would study on that basis details of implementation and operation for improvement. The Department also noted Members' concerns over factors to be taken into account in issuing temporary permits and their hope that other proposals for improvements would be explored. She reiterated that upon receipt of applications, the Department would, depending on the opinions received, request the client departments to review whether there were alternatives for providing the public services or works, and would assess the justifications provided.

62. Mr Ken WONG said that there were too many temporary village vehicles in Islands District, causing serious nuisance to residents. He was not satisfied that TD turned a blind eye to Members' proposal of conducting review on relevant arrangements.

63. Ms Josephine TSANG requested TD to respond to the demands of Members direct and prevent wasting time.

V. Question on safety of vessels of New World First Ferry Services Ltd.  
(Paper T&TC 53/2019)

64. The Chairman welcomed Miss HO Kit-ying, Florence, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to respond to the question.

65. Mr KWONG Koon-wan briefly presented the question.

66. Miss Florence HO responded as follows:

- (a) On 24 June of the current year, mechanical failure was found when passengers boarded at Central Pier No. 5 for the vessel originally assigned to deploy for the scheduled sailing at 6:45 p.m. from Central to Cheung Chau and thus the service was required to suspend so as to conduct examination and maintenance. NWFF reported the matter on the day of the incident to TD, and TD had immediately urged NWFF to implement suitable arrangements, including making appropriate broadcast at the ferry pier and on the ferry, and deploy another vessel to cater the passengers demand at material time. Afterwards, TD also requested NWFF to submit a detailed report for the incident. After examining the report, TD opined that NWFF had to improve its contingency plan and enhance training of frontline staff in respect of

handling the emergencies, such as strengthening the communication and co-ordination among staff in order to inform passengers as soon as possible of the temporary measures and arrangement of crowd management, etc. TD had urged NWFF to follow up. Regarding the suspension of service of the vessel due to mechanical failure, TD had requested NWFF to submit a report according to the requirement of Marine Department (MD) to facilitate the latter's investigation and assessment. In addition, TD had instructed NWFF to enhance maintenance of its fleet to avoid the same from happening again.

- (b) Regarding the enquiry of purchase of second-hand vessel, NWFF had proposed to TD to purchase a fast ferry vessel with some 400 seats into their fleet with a view to improve the operation of its outlying island ferry routes. NWFF planned to conduct minor improvement works, including replacement of engine parts after the purchase of the vessel and issuance of operational license by MD. Regarding NWFF's proposal, TD would holistically consider all relevant factors, including the operational condition of existing fleet of NWFF, passenger demand and whether the ferry proposed to be acquired and the improvements would meet the relevant requirements of ferry service licence.
- (c) Regarding the ferry review, the Government was reviewing whether Special Helping Measures (SHM) were the most desirable long-term operational mode to maintain the financial viability of outlying island ferry services. The aims were to ensure the service quality, financial sustainability and a reasonable adjustment of fares. The review would cover, inter alia, a study on the feasibility of providing full subsidy to ferry operators for replacement of vessels. The Government all along noted the views in the community and was also aware of Members' proposal in past meetings. The ferry review was being conducted in full swing and results would be provided to Legislative Council (LegCo) Panel on Transport and Islands District Council (IsDC).

67. Mr KWONG Koon-wan expressed his views as follows:

- (a) Relevant ferry was scheduled to depart at 6:45 p.m. and many passengers had boarded the vessel earlier. After discovering the engine failure, NWFF immediately deployed two high-speed ferries to take passengers affected and all passengers were cleared before 7:40 p.m. It was learnt that most affected passengers were satisfied with the rapid response of NWFF.
- (b) However, many residents reflected that there were many passengers and the queue extended as far as Pier No. 3 (ferry to Discovery Bay). Yet there was no staff to maintain order and inform passengers of the latest situation. Many passengers did not know how to queue up. He understood that there was a large number of passengers at Pier No. 5, and

NWFF staff had to stay to maintain order and manpower could not be deployed to Pier No. 3. Even making broadcast at Pier No. 5 with loudspeaker, the information could not have reached Pier No. 3. As such, he proposed that if similar incident occurred in the future, NWFF should inform Central & Western Police Station, so that policemen could be deployed to maintain crowd control and let the passengers learn of the recent situation and contingency measures.

- (c) At the previous T&TC meeting, he requested NWFF to provide detailed information of the used vessel to be purchased, including the carrying capacity, speed, age, pollutant emissions and estimated annual maintenance cost, etc. He requested the Department and NWFF to report to the meeting or in writing to Members once further information was available.

68. Mr Randy YU expressed his views as follows:

- (a) TD did not respond to the enquiry of commencing a study of establishing a fleet of its own. Members had raised the enquiry at the previous T&TC meeting, but the Department only said that it would study the option of financing ferry companies the cost of purchasing ferries. He criticised the Department for not answering the question.
- (b) He pointed out that Members had enquired many times whether the Government would study setting up its own fleet, rather than financing ferry companies to purchase ferries. In the previous T&TC meeting, he enquired about the ownership of the fleet in financing the purchase and whether it belonged to the Government. He enquired that whether it would take 10 to 20 years to purchase a fleet or it could be completed in one go. At present, only one to two companies submitted tender for ferry service licence. If the Government established a fleet of its own, it was believed that more operators would submit tender. Members had, through the Secretariat, written to the Chief Executive and Transport and Housing Bureau (THB) to enquire whether the pledge made in the 2017 Policy Address about studying the establishment of the Government fleet would be implemented, so that more transportation choices would be provided for residents of Islands District. He enquired TD why it did not give a clear reply to Members all along in respect of commencing a study of establishing the Government fleet.

69. Miss Florence HO said that TD noted Members' concern of NWFF purchasing second-hand vessel and would report in detail to Members after NWFF purchased the ferry and relevant information was obtained. Regarding the ferry review, TD noted the views raised by Members in past T&TC meetings. The Government was reviewing various options and had yet arrived at a conclusion. TD would conduct the review at full speed, and the results would be provided to LegCo Panel on Transport and IsDC as soon as possible.

70. Mr Holden CHOW enquired TD whether the review mentioned referred to the study of establishing a fleet of its own. If affirmative, he requested the Department to provide the schedule so that Members would know the time of commencement and anticipated completion date of the study. If the study had begun, he enquired how long it had begun. He also requested the Department to provide the updated schedule and more information to Members for perusal.

71. Mr KWONG Koon-wan said that he previously proposed that when there were a large number of passengers, NWFF should inform the Central and Western Police Station so that Police manpower could be deployed to maintain crowd control. He requested NWFF to respond to the proposal.

72. Miss Florence HO said that TD was reviewing whether SHM were the most desirable long-term operational mode to maintain the financial viability of outlying island ferry services. The review would cover, inter alia, a detailed study on the feasibility of providing full subsidy to ferry operators for replacement of vessels. TD would conduct the ferry review at full speed, and it was anticipated that the review would be completed and results would be made public in 2019.

73. Ms Anthea CHAU said that NWFF noted and would consider Mr KWONG's proposal of seeking assistance from Central and Western Police Station in case of incidents so as to maintain crowd control. However, according to the experience gained earlier, it would usually take half an hour for the Police to arrive at the scene after they received report. With regard to the day of the incident which happened during peak hours, the vessel was about to depart. Even if a report was made immediately, the Police might not be able to arrive in time to provide assistance. NWFF would review the entire procedure to improve relevant arrangements.

74. Mr Holden CHOW said that while Members proposed the Government to establish a fleet of its own, TD would only study the feasibility of financing in full the cost of replacing vessels with new ones. He enquired if the results of the review revealed that it was not feasible to finance in full the replacement of vessels with new ones, whether the Department would commence study on the proposal of establishing a fleet of its own.

75. Miss Florence HO said that TD noted Mr Holden CHOW's opinions and would conduct relevant review at full speed. The results of review would be provided to IsDC and consult Members in good time.

76. The Chairman enquired TD whether it anticipated that the review would be completed and announcement of results be made in 2019.

77. Mr Holden CHOW said that according to the statement of representatives of TD, the Department anticipated that the review would be completed and announcement of results be made in 2019.

78. Mr Randy YU said that apart from Lantau Island, most places in Islands District lacked land transport infrastructure. Residents mainly relied on ferries, the level of service of which fell short of expectation of residents. As the Department was conducting a review on ferry routes of Islands District, he opined that the Department should set up a focus group to meet Members and listen to their opinions, rather than only studying the feasibility of financing ferry operators in full the costs of replacing ferries with new ones. He also wanted to know that if and when the licence expired and that the tender was awarded to another operator, whether the previous operator needed to hand over the vessels to the successful operator. He also enquired the Department about arrangement of ownership of vessels after purchase and hoped that he could discuss with representatives of the Department face to face.

79. The Chairman said that extra fare of Lantau buses on holidays was a heavy burden for residents. Despite the Public Transport Fare Subsidy Scheme rolled out by the Government, the holiday extra fare had been implemented for many years and was very unfair to Lantau residents. As it happened that TD conducted a review on ferry routes of Islands District, he requested TD to conduct a review on holiday extra fare of Lantau buses altogether.

80. Ms YU Lai-fan said that the mid-term review of ferry services had been under discussion for a long time. She enquired TD when the review could be completed and when results could be made public. She proposed that Members should be consulted.

81. Miss Florence HO said that TD noted Members' opinions. It was conducting a mid-term review of the six major outlying island ferry routes for the current three-year licence period altogether and would report to Members when the review would be completed. TD would study the proposal of having a focus group as suggested by the Members and would provide reply afterwards.

(Post-meeting note: In response to Members' view to give suggestions to TD in respect of long-term operational model of ferry services, TD arranged a meeting on 18 September 2019 to listen to Members' opinions.)

82. Ms LEE Kwai-chun said that the issue of the transport of Islands District had been discussed for many years and representatives of TD only said that they noted Members' opinions without following up. She hoped the Department would reflect opinions further to the senior management.

83. The Chairman urged TD to resolve the transport problem in Islands District as soon as possible.

84. Mr Holden CHOW enquired TD that after listening to opinions of Members, whether it could incorporate the DC's proposal of establishing a fleet of the Government into the current review, rather than only concentrating on the feasibility of financing ferry operators to replace vessels with new ones.

85. Ms Amy YUNG supported launching a study on the Government owning a ferry fleet. She had repeatedly enquired when the mid-term review on ferry service would be completed and requested the department to provide subsidies for Discovery Bay ferry service but to no avail. She hoped that justification would be provided for no subsidies given for Discovery Bay ferry service over the years. She also pointed out that public discontent with the Government would further escalate if the department refused to respond.

86. The Chairman urged representatives of the Department to convey Members' opinions to the relevant sections for following up as soon as possible.

(Mr Bill TANG left the meeting at about 3:55 p.m.)

VI. Question on external transport of Tai O  
(Paper T&TC 55/2019)

87. The Chairman welcomed Mr WAN King-ming, Alex, Engineer/Islands 1 of TD to the meeting to respond to the question.

88. Mr Randy YU briefly presented the question.

89. Mr Alex WAN responded as follows:

- (a) TD was very concerned about a traffic accident occurred on 26 May of the current year at Keung Shan Road, Tai O, which involved a franchised bus operated by NLB and a coach. The Police had been undertaking an investigation into the accident. The Department would continue to monitor the traffic conditions of relevant roads and adopt suitable traffic measures proactively according to the accident investigation report. New Lantau Bus Co. (1973) Limited (NLB) would report the follow-up work in due course.
- (b) Keung Shan Road was built against the hillside in the 1960s. Some road sections are steep gradients with sharp bends. The Department devoted efforts to improve roads on South Lantau, including installing additional traffic signs and road markings on relevant road sections to remind motorists to be mindful of road conditions. In recent years, the Department has been actively working with relevant works departments to undertake a number of road widening and road bend improvement projects. Of which, 21 projects had been completed in 2018. The Highways Department (HyD) is responsible for maintaining the public roads connecting Keung Shan Road and Tai O. The Department would supplement in due course about road maintenance and repairs.
- (c) Regarding the long-term planning of roads, CEDD would give response in due course. TD would continue to monitor the utilisation of roads in



South Lantau and would listen to proposals suggested by the Members and the public. It would also take appropriate measures where necessary to ensure safe and smooth road traffic.

90. Mr WAN Chi-kin said that regarding proposal of surfacing roads that led to Tai O with anti-skid surface and conducting an overall maintenance of Keung Shan Road and Tai O Road, HyD would deploy staff to conduct regular inspection on the public road facilities, suitable maintenance works would be arranged if defects were found on the road facilities. Apart from general maintenance works such as repairing potholes, and replacing damaged traffic signs and road facilities, HyD would also carry out road reconstruction for the seriously damaged road sections. For example, during recent inspection, The Department discovered that the road sections between lamp post nos. FA0428 and FA0454 at Keung Shan Road were damaged, the required repair works had been carried out for the road section near FA0428 in the previous week. Besides, temporary repairing works had also been conducted for the road surface near FA0454, and the permanent reinstatement works would be carried out later. In addition, during recent inspection at Keung Shan Road and Tai O Road, HyD identified some locations with road defects, road maintenance works would be arranged in due course.

91. Mr AU Hok-lang said that in long-term road planning, CEDD was conducting the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau (the Lantau's Traffic Study) to review and explore the preliminary feasibility of various modes of transportation connecting Tai O and Tung Chung, including road-based and water transport, etc. The relevant study was anticipated to be completed in 2020.

92. Mr Randy YU expressed his views as follows:

- (a) He opined that there were misleading elements in the number of improvement of bends and road surface maintenance works conducted in 2018 as provided by TD previously. Drivers and passengers who had used the relevant roads also knew that bend improvement works could not effectively improve road surface conditions. While the relevant roads had been widened by 8 inches to 1 foot, buses passing the location still had to stop to let the opposite traffic pass. He opined NLB drivers understood relevant road conditions better and knew how to handle them. However, driver of the tourist coach involved in the accident might not understand relevant road conditions, hence the accident.
- (b) Representative of HyD said that the Department had identified many damaged road facilities and repairs works had been carried out. However, the representative did not respond to whether overall and systematic maintenance would be conducted to Keung Shan Road and Tai O Road. He said that when it rained, asphalt came off and there would be potholes and gravel and the road was riddled with holes. The repair works carried out by the Department were minor ones and could not resolve the problem.

- (c) He opined that CEDD had to consult residents and DC about the Lantau's Traffic Study. He said that the population of Tai O was about 2 600, but there were millions of tourists each year. The disproportionately large number of tourists far exceeded the loading capacity of Tai O. As such, consideration of transport infrastructure should not solely be based on the proportion of population. While the tourism industry could bring along economic development and profits for shops, the large number of tourists coming to Tai O made it very difficult for residents to board buses and caused division between tourists and local residents. He enquired the authorities whether the issue of Tai O residents' difficulty in boarding buses could be resolved in the following two to three years. He pointed out that the coastal highway connecting Tai O and Tung Chung was a difficult and controversial project. The proposal was tentative and aimed at inviting more valuable opinions. It was one of the proposals that could be considered. As the ex-Chairman of Tai O RC Mr LOU Cheuk-wing had said, Members hoped that relevant departments would study various feasible and safe traffic and transport options, and propose feasible solutions to assist residents of Tai O to resolve the bus boarding problem. He proposed the Department to consult residents on the Lantau's Traffic Study, such as setting up a focus group to understand residents' difficulty to board buses.

93. Mr Holden CHOW said that in previous year, the LegCo Secretariat's Public Complaints Office had conducted a site visit and a case conference to follow up on the improvement of road safety and traffic network on Lantau Island. He and many LegCo Members visited South Lantau with concerned departments, during which some participants pointed out that works conducted by the Department were on piecemeal basis and road conditions had not been thoroughly improved. They visited Tai O on the same day and discussed the feasibility of constructing a coastal highway connecting Tai O and Tung Chung. He pointed out that relevant proposal had been raised by many Members at T&TC meeting before. In addition, apart from coastal highway, proposals such as construction of bridge and monorail etc. could be considered in order to divert the external traffic of Tai O and shorten the time needed for transportation. He would once more reflect the issue to the LegCo Secretariat's Public Complaints Office and request the matter be followed up.

94. Ms LEE Kwai-chun said that the road concerned had many bends and many accidents occurred in the past 20 years. She opined that it was imperative to improve the road conditions. She criticised that relevant departments conducted only patchy improvement works and did not thoroughly improve the road conditions, leading to accidents again. When she took taxi and passed through the road section concerned, the taxi had to stop many times to yield to other vehicles. While Lantau developed rapidly in recent years and its population continued to grow the relevant departments should conduct overall repair to Keung Shan Road and Tai O Road in order to tie in with future development of the area and overall planning, instead of waiting for 10 years for the completion of Tung Chung Extension Project before a study on

improvement of relevant roads was conducted.

95. Mr WONG Wah expressed his views as follows:

- (a) He opined that Members raised the enquiry because of the accident occurred on 26 May 2019 and the underlying cause was that the standard of Keung Shan Road and Tai O Road leading to Tai O was outdated. Members were not requesting an investigation of the cause of accident and the Department was not answering the enquiry.
- (b) The representatives of TD said that the Department had completed several hundred road projects. However, according to his observation, most of them were installation of road markings or sign boards, but not widening and improving roads.
- (c) He believed that the Government at present did not have a plan to construct the coastal highway connecting Tai O to Tung Chung. As such, he urged the relevant government departments to conduct overall repair of Keung Shan Road as soon as possible.

96. Mr Eric KWOK said that he had pointed out many times at T&TC meetings that the Government would provide funds for construction of tunnels, flyovers and roads in the city, but not on roads in the Islands District. In 2017, he proposed the construction of overhead light rail connecting Tung Chung and Tai O in order to divert residents and tourists of Tung Chung and Tai O. It was also beneficial to the conservation of the original coastal landscape and could prevent damage to the coastal environment. The Government spent over \$84 billion on Hong Kong-Zhuhai-Macau Bridge, but did not deploy resources to improve the livelihood. He opined that the Government was turning a blind eye to the needs of the public, who was increasingly dissatisfied with the Government.

97. Mr Alex WAN made a consolidated response as follows:

- (a) TD completed 21 bend improvement works in the past year and pro-actively conducted other road improvements to ensure road safety and smoothness. Relevant work included the installation of bus bay near Shui Hau and improvement of the pedestrian crossings facilitates in Tai O. The Department would endeavor its best to use departmental resources to conduct improvement works.
- (b) The Department was aware of the traffic difficulty of residents of Islands District. He hoped that Members would understand that road improvement works along Keung Shan Road faced a certain degree of difficulties related to the hilly terrain. Some of them rested within the country park boundary and the removal works of existing trees would be much more difficult.

- (c) Regarding long-term road planning, CEDD had set up the Sustainable Lantau Office (SLO) for implementation and management of various development projects and conservation measures, local livelihood improvements and leisure and recreation plans in Lantau. He would convey Members' opinions to SLO. The Department would review once more the road conditions of Keung Shan Road and Lantau Island. Regarding long-term road planning, he requested representatives of CEDD to supplement about the relevant study.

98. Mr AU Hok-lang said that the Lantau's Traffic Study was anticipated to be completed in 2020. Regarding the connection between Tai O and Tung Chung, he would convey Members' concerns to the relevant sections of the Department.

99. The Chairman enquired CEDD about the specific contents of the Lantau's Traffic Study, and whether they would include proposals just raised by Members, and whether the North-South Corridor and the artificial island near Caribbean Coast were included.

100. Mr AU Hok-lang said that the preliminary feasibility of various transport modes connecting North Lantau and Mui Wo would be studied in the Lantau's Traffic Study. However, the artificial island near Caribbean Coast was not related.

101. The Chairman opined that if "cul-de-sac" occurred, the consequences would be very serious.

102. Mr Randy YU enquired CEDD whether it would consult the residents in respect of the Lantau's Traffic Study. He proposed that the Department should set up a focus group and residents' meetings for representatives of residents to air their opinions and proposals.

103. Mr WONG Fuk-kan said that he enquired CEDD at the previous T&TC meeting when the slope located at Keung Shan Road near the bend at the junction of Fat Hwa Yuen would be partly removed. As far as he understood, CEDD had erected working platform at the above location and commenced slope modification works. However, the platform did not cover the middle part of the bend. As such, he enquired CEDD again whether the part of the slope at the location would be removed.

104. The Vice-Chairman Mr HO Siu-kei said that he would drive into Keung Shan Road everyday via Shek Pik Reservoir. He noticed road conditions were evidently improved after the slope by the side of the two bends was cut back. While HyD had completed 21 road improvement works in 2018, he opined that apart from two projects (i.e. widening of the bend at the slope at the juncture of Keung Shan Road and improvement to the bend of the downhill road at Pak Kung Au), the remaining 19 could not effectively improve road conditions.

105. Mr Randy YU said that Members had pointed out that apart from the works at bend K10 which had significant effects, other bend improvement works were not

significantly useful and were a waste of public funds. As such, he urged CEDD to convey Members' proposals to the relevant sections of the Department and consult residents in respect of the Lantau's Traffic Study.

106. Mr AU Hok-lang made a consolidated response as follows:

- (a) He would convey the proposal of setting up a focus group to the relevant sections of the Department and provide a reply after the meeting.

(Post-meeting note: CEDD had contacted Mr Randy YU after the meeting. The Department would make appointment to meet related Members and representatives of RC to collect their opinions.)

- (b) Regarding the slope-cutting works at the bend of Keung Shan Road near the junction of Fat Hwa Yuen, the Water Supplies Department (WSD) had finished road closure of the road section in front at the end of June 2019, and Geotechnical Engineering Office had also commenced the slope-cutting works in early July 2019.

107. Mr Alex WAN said that among the 21 road improvement works mentioned previously, five located at South Lantau Road, three at Shek Pik Reservoir to Sham Wat Road and the rest were at Sham Wat Road to Tai O Road. As he had mentioned earlier, owing to constraints such as geographical constraint, environmental protection and development planning requirement, etc. relevant works could only be conducted with strict restriction. However, the Department would continue to implement the improvement works, including addition of bus bays and improvement to pedestrian crossings, etc. The Department noted Members' opinions and was open-minded about relevant improvement works.

108. Mr WONG Fuk-kan said that if the slope at the bend of Keung Shan Road near Fat Hwa Yuen junction could be partly removed, there would be more room for coaches and buses to pass through smoothly. He contacted representatives of CEDD after previous T&TC meeting and learnt that the Department would commence work after the completion of waterworks projects of WSD. He pointed out that the Department had commenced relevant work and enquired whether that part of above-mentioned slope would be included in the slope-cutting works.

109. Mr WONG Wah said that representatives of CEDD had pledged at the previous T&TC meeting that it would partly remove the slope at the bend of Keung Shan Road near Fat Hwa Yuen junction. However, the existing works areas of the Department did not include the relevant location. He requested the Department to clarify whether the slope-cutting work included that part of slope at the bend of Keung Shan Road near Fat Hwa Yuen junction.

110. Mr AU Hok-lang proposed to explain in detail to Mr WONG Fuk-kan and Mr WONG Wah after the meeting in respect of the works areas and location of the

slope-cutting works.

(Post-meeting note: Geotechnical Engineering Office would conduct in stages the slope-cutting works for the slope at the bend of Keung Shan Road near Fat Hwa Yuen junction. The Department had commenced the slope-cutting works at the location that Mr WONG Fuk-kan and Mr WONG Wah were concerned about. It was anticipated that works would be completed at the end of 2019.)

111. Mr WONG Wah said that in the previous T&TC meeting, Members had clearly pointed out the location of the bend which needed widening and straightening. Representatives of CEDD had then pledged that that part of the slope at the bend would be removed. However, the current works areas of the Department did not cover relevant locations. He opined that the Department should conduct a site visit again and make a reply on whether that part of the slope would be removed.

112. Mr AU Hok-lang said that he would need to clarify the location of the slope mentioned by Members to avoid misunderstanding.

VII. Question on request for provision of shelter at Central Pier No. 5  
(Paper T&TC 56/2019)

113. The Chairman welcomed Ms CHAN Suk-fan, Bianca, Deputy District Leisure Manager (District Support) Central & Western and Mr SO Kin-leung, Assistant District Leisure Manager (District Support) Central & Western of the Leisure and Cultural Services Department (LCSD); Ms CHU Shiu-yan, Fiona, Property Services Manager/Central-West of the Architectural Services Department (ArchSD); Mr WAN King-ming, Alex, Engineer/Islands 1 of TD and Mr WAN Chi-kin, District Engineer/Islands of HyD to the meeting to respond to the question.

114. Mr KWONG Koon-wan briefly presented the question. He pointed out that the written reply of TD stated that the Department would consider whether to roll out the next round of “provision of cover to walkway” programme depending on the situation. He said that many years before when Central Piers Nos. 4, 5 and 6 were reconstructed, the proposal had been submitted to LegCo for discussion. He believed that the Department was aware of the proposal. While the proposal was not endorsed by LegCo, the project of installation of a cover had been discussed for many years. He hoped that the proposal could be implemented as soon as possible.

115. Ms Bianca CHAN said that LCSD was open-minded about the proposal of provision of cover to walkway at Central Pier, i.e. extension of existing covered walkway to Pier No. 5 (including part of seafront promenade). It would as much as possible tie in with relevant department in the implementation of works in order to facilitate passengers accessing and leaving the piers.

116. Ms Fiona CHU said that ArchSD was responsible for the maintenance of

properties of LCSD in the promenade along the Central Piers. If other departments conducted works in the area, the Department would endeavor its best to tie in and provide assistance.

117. Mr Alex WAN briefly presented the written reply.

118. Mr KWONG Koon-wan said that at present, the area of proposed addition of cover was small, and not the walkways of all piers would add cover. LCSD and ArchSD both said that they supported the proposal. He enquired TD whether relevant works at Central Pier No. 5 had to be conducted under the provision of cover for walkway programme, or other government resources would be considered to be deployed to conduct the works. He urged the Department to give response.

119. Mr Ken WONG expressed his views as follows:

- (a) He did not understand why TD had to conduct the relevant works under the “provision of cover to walkway” programme. The Department should avoid the public having an impression that there would be cover only after they had passed the turnstile. The gate way of Cheung Chau Pier was commissioned by the Department to be built by ArchSD whereas the addition of cover was simple works. He enquired why the Department could not commission ArchSD to conduct the works.
- (b) He pointed out that cover of many piers did not connect with the covered walkways outside the piers. On rainy days and after alighting from ferries, members of the public had to use umbrellas or simply walked out of the piers without umbrellas. The relevant Departments should improve the design of piers from the standpoint of the users.

120. The Chairman opined if TD would build cover at Central Pier No. 5, it should also build one at Central Pier No. 6 (to Peng Chau and Mui Wo).

121. Mr Eric KWOK opined it should not occur that there would be cover only in the waiting room after passing through the turnstile, so that members of the public needed to use umbrella after walking out of the piers. The location was situated in Central and Western District and thus the works were prolonged. He enquired TD whether it had to consult Central and Western District Council before commencement of works. Pier users were mostly Islands District residents and tourists. He urged the Department to commission ArchSD as soon as possible to build covers.

122. Ms LEE Kwai-chun said that the problem of stagnant water on the ground should also be resolved, so that members of the public would not have to avoid stagnant water on the ground whilst using umbrellas. In addition, as the pavements outside the piers were narrow, she proposed again that signboards be set up at the entrance and exit to separate passengers entering and leaving the piers.

123. Ms YU Lai-fan said that when consultation was conducted about Central

seafront promenade many years before, Members enquired why the covers outside Central Pier Nos. 4, 5 and 6 could not be connected with the covered walkways outside. The relevant departments then said that the location was under the jurisdiction of Central and Western District. Central Pier had many users, most of them were Islands District residents. Many took the ferries to Tsim Sha Tsui as well. She opined the design was not satisfactory as passengers had to use umbrellas on rainy days after coming out of the piers. While relevant departments had proposed many times about reconstruction and maintenance of Central Pier Nos. 4, 5 and 6, the urgent task was provision of cover. She proposed that the relevant government departments should conduct site visits to the piers.

124. Mr Alex WAN said that DC could select the cover walkways to implement under the provision of cover walkway programme mentioned previously. However, these road sections had to meet certain criteria, including a minimum number of pedestrians in a period of three hours. Only as such would TD take into consideration the proposal. If the road sections were mainly for use by the elderly or disabled, or for connection with major public transport interchanges such as MTR stations, libraries or hospitals, they would be prioritised. Provision of cover for specified walkways in 18 districts was underway and the next stage of work was to map out the plan according to its implementation. The relevant departments would be informed of progress in due course.

125. Mr Ken WONG said that it was learnt that the Office of The Ombudsman had enquired TD why the construction of gate way was conducted only for Cheung Chau Pier, but not for Peng Chau Pier. The Department had made a pledge to DO that the works would be conducted. However, representatives of the Department previously pointed out that the location concerned fell within the jurisdiction of Central and Western District and thus works could not commence immediately. He queried whether it was necessary to lodge a request to the Office of The Ombudsman so that the Department would comply. He said that the gate way for Peng Chau Pier had been delayed for 10 years, during which DO had requested many times but the proposal was not answered. He had lodged enquiries to CEDD and TD, but TD replied that ArchSD was responsible for construction. ArchSD, on the other hand, said that it would commence work only after instruction from TD was received. He enquired the relationship between the construction of Cheung Chau Pier gate way and the provision of cover for walkway programme of the 18 districts. If there was none, why the works could not begin. Most users of the many piers at Central were Islands District residents and he believed that the matter belonged to Islands District. He could not understand why TD could not commence works and opined that the Department should not shirk responsibility.

126. The Chairman opined that users of piers were mostly Islands District residents. As such, the provision of covers had nothing to do with Central and Western District. Representatives of TD said that in provision of covers, the number of pedestrians of the road section had to be taken into account. The number of pedestrians of the road section being discussed was in thousands and tens of thousands. He proposed that the Department should deploy representatives to conduct site visits and that works



commence as soon as possible to respond to the public demand.

127. Mr Ken WONG said that Members hoped to seek resolution through discussion. However, TD said that the proposal would generate other problems and fail to respond to the demand directly. As such, it would be difficult for Members to explain to residents. He enquired the Department whether they made excuses because they did not understand the matter. He reiterated that Central Piers could not connect with the covered walkways completely and caused inconvenience to passengers. As such, minor shelter facilities were proposed. The works were very simple and he could not understand why the works had been delayed all along for many years.

128. The Chairman enquired Members whether it was necessary to write to THB to follow up.

129. Mr Randy YU pointed out that as mentioned by Ms WONG Chau-ping at the previous meeting, representatives of TD were only responsible for recording but not responding to questions. He proposed that the Secretariat should, after the meeting, write to THB regarding the two issues on the checklist of follow-up items, the current issue and other related matters of the meeting, and request THB to follow up. Attention had to be paid to whether the matters should be raised via The Complaints Division of the LegCo or Office of The Ombudsman so that related departments would respond. He proposed that a working meeting be held with relevant departments and officers who could provide concrete replies would be invited to the meeting. Members did not require departmental representatives present to reply all enquiries there and then at the meeting. However, it was hoped that they would not evade the questions and provide concrete answers.

130. The Chairman urged the relevant departments to give response as soon as possible.

(Mr KWONG Koon-wan left the meeting at about 4:40 p.m.)

VIII. Question on frequency and hygiene condition of Discovery Bay bus route no. T4  
(Paper T&TC 57/2019)

131. The Chairman welcomed Mr Vincent CHUA, General Manager-DB Operations of HKR International Limited and Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBSTL) to the meeting to respond to the question.

132. Ms Amy YUNG briefly presented the question.

133. Mr Peter TSANG responded as follows:

- (a) Regarding the requirement that the scheduled time of departure must be followed, DBTSL had all along requested bus drivers to follow the

departure schedule as far as possible. However, due to implementation of the special re-routing arrangements, some routes had to run via different housing estates and buses departed according to the time shown on the timer of mobile phones or watches of drivers so there might be discrepancy. DBTSL had reminded drivers to wait and allow passengers to board if seeing them arrive before bus departure.

- (b) As for cleaning of bus compartments, DBTSL refueled and cleaned buses being deployed that day after the morning peak hours every day. Apart from bus bodies, the floor would be cleaned and rubbish inside compartments would be collected by the contractor. DBTSL would, as appropriate, clean the buses comprehensively every 1 to 1.5 months, which included the basic cleaning routine mentioned above and cleaning of seats, glass windows and air inlets/outlets inside compartments. In addition, arrangement would be made for the contractor to conduct pest control half-yearly and the relevant work had commenced that week. As the weather was rather humid recently, bus compartments might be mouldy. The contractor was already reminded to pay close attention and handle the matter promptly.
- (c) Regarding channels for complaints, DBTSL had displayed the 24-hour hotline of Discovery Bay's Customer Service Centre (3651 2345) on all its public transports (including ferries and buses). Residents could also called the staff of DBTSL during office hours and the company had already arranged designated staff for answering the calls. It also had an email address and many residents contacted the company via email from time to time. Residents could also fill in a complaint or opinion form placed at the piers and bus stops and submit it to the relevant section of DBTSL.

134. Ms Amy YUNG said that after uploading the question to her Facebook page, she received a number of complaints about the hygiene problems of route no. T9 and airport bus routes, including mouldy bus compartments due to humid weather mentioned by Mr Peter TSANG, representative of DBTSL. She opined that the half-year pest control work was arranged only because she raised such question. In addition, she said that relevant hygiene problems existed on ferries, especially at seat pads and the back of the seats. She urged DBTSL to monitor closely the hygiene condition and requested contractors to step up the cleaning of buses and ferries.

135. Mr Peter TSANG said that DBTSL had attached high importance to the hygiene of buses all along and drivers were reminded from time to time to inspect the compartments before bus departure and immediately contact the contractor for cleaning if necessary, and the same applied to ferries. As the weather was humid recently, DBTSL had stepped up monitoring of the hygiene condition of bus compartments and pest control was arranged twice annually, with one conducted in summer in general. As mentioned before, the contractor was already arranged in June to conduct the first pest control work of the year during the week.

IX. Question on request for road improvement and provision of pedestrian facilities on Keung Shan Road  
(Paper T&TC 58/2019)

136. The Chairman welcomed Mr WAN King-ming, Alex, Engineer/Islands 1, Miss SIN Kai-wai, Marie, Senior Transport Officer/Islands2 of TD; Mr WAN Chi-kin, District Engineer/Islands of HyD; Mr AU Hok-lang, Engineer/22 (Lantau) of CEDD; Mr CHAN Tin-lung, Deputy General Manager and Mr WONG Wah, Administrative Consultant of the New Lantau Bus Co. (1973) Limited (NLB) to the meeting to respond to the question.

137. The Vice Chairman Mr HO Siu-kei briefly presented the question.

138. Mr Alex WAN said that TD committed to improve the traffic conditions of the roads on South Lantau. Apart from provision of additional traffic signs and road markings, TD had been actively working with relevant works departments in undertaking a number of road widening works and bend improvement projects. The proposal of fully widening the entire Keung Shan Road was a major infrastructure project. As such, it was necessary to review the planning and development needs and anticipated traffic volume of the area. CEDD was conducting the “Study on Traffic, Transport, and Capacity to Receive Visitors for Lantau” (the Lantau’s Traffic Study), which included a comprehensive review of the road conditions of Keung Shan Road and South Lantau Road. The Department would pro-actively liaise with relevant departments on proposing practicable improvement measures, and would consult Members when appropriate. Regarding NLB bus capacity and the arrangement of barrier-free buses to carry passengers, he requested representatives of the bus company to give a response.

139. Mr CHAN Tin-lung said that NLB pro-actively introduced buses with large carrying capacity or barrier-free buses to run on Lantau Island routes, and would report to T&TC and relevant departments in good time.

140. Mr AU Hok-lang said that CEDD was conducting the Lantau’s Traffic Study to examine the condition of existing roads on Lantau Island (including South Lantau Road and Keung Shan Road), which included liaison with relevant departments on proposing practicable improvement measures, such as widening of some road sections or bend improvement, etc.

141. Mr Randy YU noted that NLB pro-actively introduced barrier-free buses to run on Lantau Island routes and would arrange the relevant buses to take passengers. He hoped that in conducting the Lantau’s Traffic Study, CEDD would set up a focus group to discuss with Members the first and second items of requests in the Paper.

142. Ms WONG Chau-ping said that if the safety standard and specifications of Keung Shan Road were not enhanced, the safety of the road concerned could not be

improved even if NLB would introduce various types of buses to run on Lantau Island routes. While in recent years TD had widened many bends of the road concerned, drivers still had to stop and yield at every bend. She pointed out that in order to promote tourism on Lantau Island, traffic safety of Tai O had to be improved first. If traffic safety of the roads concerned could not be improved, not only would it fail to further enhance tourism industry in Tai O, it would also affect the livelihood of local residents. She urged that the Department to enhance the overall traffic safety of the roads concerned and to improve the traffic condition of the entire Keung Shan Road.

143. Mr HO Chun-fai said that there was serious road safety problem in South Lantau. For example, the road section of San Shek Wan was seriously damaged and there was risk at lay-bys. It was believed that NLB was well aware of the situation. The relevant road section was built from 60s to 70s and the issue of road safety had not been followed up and resolved by relevant departments. He opined that not only roads in Tai O needed improvement, South Lantau Road equally needed improvement. He requested the Department to provide the concrete locations of road sections that needed to be followed up.

144. Mr Eric KWOK proposed that CEDD and HyD should hold a focus group meeting and conduct a site visit to Tai O and South Lantau to understand the issue of traffic safety of the area. He opined that the relevant departments should listen to Members' opinions and conduct an overall review on the entire road section from Mui Wo to Tai O.

145. The Chairman opined that Tung Chung prohibited zone should be included in the review. In addition, at present the road section from Tai O to Po Lin Monastery needed improvement. If the entire road was not widened and the bends not improved by the relevant departments, he did not recommend the use of double-decker buses to run on the road section. He opined that NLB should recognise road safety as a pre-requisite and use double-decker buses only after road conditions were improved. As the issue of responsibility was involved, NLB should not haphazardously say that double-decker buses would be used on the relevant road section.

146. Ms Josephine TSANG proposed that NLB could arrange the representatives of TD to take a double-decker bus on a rainy day from Mui Wo to Tai O to experience in person the safety hazard of the roads concerned.

147. Mr Holden CHOW expressed his views as follows:

- (a) Members had conducted discussion about using double-decker buses to run on the Mui Wo section of South Lantau Road. Members then expressed concern that the road section might not be suitable for double-decker buses. While double-decker buses could hold more passengers and divert tourists, and that no traffic accident had occurred, leading to relevant departments' thinking that the road section concerned was suitable for double-decker buses, in fact the road section from South Lantau Road to Keung Shan Road was very winding and

overall improvement work had not been conducted. When it rained, the risk of driving increased. He believed it was more dangerous for double-decker buses to run on that road section than on Mui Wo section.

- (b) He opined that the Government and NLB should consider whether the road conditions were suitable before making decision on whether to use double-deckers or not. They should also assess the traffic needs of South Lantau. With continual in-take of Home Ownership Scheme housing and housing estates, and the increase in demand for transportation, the arrangement for double-decker buses to run on Mui Wo road section was reasonable. However, the use of double-decker buses in road sections where overall improvement had not been conducted would increase traffic accident risks. As such, he hoped that the Government and NLB would consider the use of double-decker buses to run on the road sections concerned only after improvement works were done.

148. The Chairman enquired that if NLB insisted that double-decker buses be used on relevant road sections, who would bear the responsibility if traffic accidents occurred.

149. Mr WONG Fuk-kan said that in the initial stage of the use of NLB double-decker buses, many residents had said that they would not choose to ride on them. However, it was learnt that NLB was conducting trial-run of double-decker bus on the route between Tung Chung and Po Lin Monastery. It also planned to replace all single-decker buses of NLB route no. 3M with double-decker buses. He requested NLB to give a response on this matter.

150. The Chairman said that it was possible that double-decker buses running on these road sections might have traffic accidents resulting in injuries and fatalities. As such, discussions at DC meetings were requested before relevant arrangements be made.

151. Mr WONG Fuk-kan said that at present, there were double-decker buses running on relevant road sections. There were also requests to cut trees along the two sides of Keung Shan Road and introduce double-decker buses heading to Tai O. He agreed that there were risks at Keung Shan Road and that representatives of TD should be arranged to take double-decker bus from Mui Wo to Tai O in order to understand which bends at Keung Shan Road needed improvement. He opined that roads on Lantau Island were aging. If the Department delayed in improving relevant road sections, not only would Lantau's development be affected, safety of residents of Lantau Island and tourists would also be jeopardised. He requested Mr WONG Wah to supplement on the issue of Keung Shan Road and urged the Department to deal with the problem.

152. Mr WONG Wah responded that at the beginning when double-decker buses were deployed to run on relevant road sections, some passengers were not willing to take them. They would rather wait for other buses. However, at present, many

passengers requested for addition of double-decker buses. On 31 May of the current year, NLB, representatives of the Police, TD and the relevant departments jointly took a NLB route no. 3M, a short double-decker bus, to Ngong Ping. From the section of Tung Chung to Shek Pik, there was no problem with the double-decker bus driving on the road. Relevant departments agreed that the model of double-decker bus should be used for roads leading to Po Lin Monastery. However, some road sections needed repairs, bend improvement works, raising and reinforcing crash barriers. He opined that the problems were not difficult to resolve.

153. The Chairman said that Members hoped that relevant roads could be improved and straightened so that vehicles could drive through safely. He worried that if bus had an accident and turned over other vehicles might be involved. He opined that the installation of crash barrier was of no avail. At present, private cars or buses had to stop when passing through the road sections concerned for the opposite vehicles to drive through first. Many private car drivers said that they had worries when driving through.

154. Mr Eric KWOK expressed his views as follows:

- (a) According to the response of NLB previously, the relevant road sections were not suitable for the use of double-decker buses. He said that the side of the road sections was a cliff and there were many incidents of buses running off the cliff in the past. As such, he proposed that the Planning Department and HyD should study conducting a large-scale improvement of relevant road sections, and a review on whether the road sections were suitable for running of double-decker buses.
- (b) He agreed with the use of double-decker bus to run on NLB route no. 3M, which travelled between Tung Chung and Mui Wo. However, many Pui O residents reflected to him that there were many tourists and mountain hikers going to South Lantau. They carried with them many articles and the luggage racks of double-decker buses running on route no. 3M were inadequate to meet the demand. He therefore requested that NLB should add more luggage racks on buses. He pointed out that there was a luggage rack in single-decker buses but none on double-decker buses. He proposed that before the full implementation of double-decker buses, NLB should consult stakeholders and consider the installation of luggage racks to meet passengers' demand.

155. Ms WONG Chau-ping opined that the enquiry was mainly about the overall traffic safety of Keung Shan Road, which Members and relevant departments would hope to have a deeper understanding and discussion. While some Members hoped that relevant departments would conduct a comprehensive study on relevant roads, she opined that discussion should focus on the traffic safety of Keung Shan Road.

156. The Chairman opined if improvement works were conducted and the number of bends reduced, traffic safety of Keung Shan Road could then be improved for the use

of double-decker buses.

157. Mr WONG Wah said that the aim of the trial-run of double-decker bus on road sections leading to Ngong Ping was to identify which places needed improvement. NLB would make decisions on the use of double-decker bus only after the completion of improvement works on relevant road sections.

158. The Chairman said that if NLB considered that the road sections were suitable for the operation of double-decker buses, it should consult DC and submit the related paper, rather than making decisions on its own.

159. Miss Marie SIN said that TD noted Members' concern on bus safety. The Department considered that careful assessment should be made on the deployment of double-decker buses in other locations in South Lantau (such as Ngong Ping and Tai O), with reference to the practice adopted for the purchase and deployment of double-decker bus on NLB route no. 3M. After review of the trial-run, the Department would consult DC in good time.

160. Mr WONG Fuk-kan enquired TD whether it was because Keung Shan Road was not yet widened and bends were not yet reduced that TD had reservation about the proposal and opined that double-decker buses were not suitable. He also enquired why works had not begun. He often studied himself how to widen and straighten Keung Shan Road and had gathered many related photos. He hoped that he could discuss with Mr WONG Wah in the future and submit relevant issue to DC for discussion.

161. The Chairman proposed that the Secretariat issued a letter to THB and requested it to follow up on relevant matters.

(Mr Holden CHOW left the meeting at about 5:00 p.m.; Mr CHOW Yuk-tong and Ms LEE Kwai-chun left the meeting at about 5:10 p.m.; and Mr CHAN Lin-wai left the meeting at about 5:40 p.m.)

X. Question on re-organisation plan for Yat Tung Street, Tung Chung  
(Paper T&TC 59/2019)

162. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Mr WAN Chi-kin, District Engineer/Islands of HyD to the meeting to respond to the question.

163. Mr LAU Chin-pang briefly presented the question.

164. Mr WAN Chi-kin responded to questions 1 and 2 as follows:

- (a) Participating units had to conduct works in accordance with the Noise Control Ordinance. Unless the Construction Noise Permit was issued, works were prohibited from 7:00 p.m. to 7:00 a.m.

- (b) The four years implementation period previously mentioned had included the time needed to apply for relevant permits (such as Excavation Permits). At present, the Department was co-ordinating with various utility undertakings and would remind the next responsible department/organisation to submit relevant permits applications half year before the anticipated completion date of the on-going construction task. It was believed that the actual implementation period would be shorter than four years.
- (c) Excavation of concrete surface would induce larger noise impact, however, most of the works areas would be located on existing footpath with concrete pavers. The area involve concrete breaking would not be large. The Department liaised with utility undertakings on 17 July and found initially that they would use small machinery to conduct excavation so as to shorten the time for excavation.
- (d) After discussion with the utility undertakings, it was opined that relocating the gas pipeline to the vehicular road would require longer construction time. The Department and the utility undertakings would study the feasibility of conducting relevant works along the existing footpath. The Department would also further study the locations of various public utilities pipelines and methods of their relocation. The Department would also study the feasibility of conducting the relocation works within the existing footpath in order to shorten the construction period.
- (e) HyD was the last department to conduct the construction works and HyD would co-ordinate the implementation of works of various departments/organisations and report the works progress to T&TC Working Group regularly. The Department had conveyed Members' concern on noise to various utility undertakings during the meeting on 17 July and recommended them to use some machineries with lower noise level.

165. Ms YUEN Kit-fung said that, after consolidating views in past T&TC Working Group meetings, the Department had formulated the initial design of the proposed bays for urban taxis and buses to be constructed at Yat Tung Street in Tung Chung. TD entrusted IsDO in mid-April of the current year to conduct district consultation on the proposal. No objections were received. TD had arranged for the issue of Works Request Forms to HyD so that HyD and the relevant works departments/organisations could begin works. HyD had previously provided information such as time of works, proposals to reduce noise and works arrangements, etc., and would report the updated situation to T&TC in good time.

166. Mr Eric KWOK expressed his views as follows:



- (a) Mr LAU Chin-pang pointed out in his enquiry that “many residents opined that the issue of noise created by car horns in Yat Tung Estate had yet been resolved”. HyD had previously responded to the issue of noise and said that the problem would be resolved by new technology and methods. He had reservation about Mr LAU’s proposal to request relevant departments to conduct local consultation again. He reiterated that the noise at Yat Tung Street was created by cars horns, and T&TC Working Group had endorsed resolving the issue through re-organising Yat Tung Street.
- (b) Residents suffered much for many years from the traffic issue at Yat Tung Street and had written to Office of The Ombudsman and Chief Executive’s Office to lodge complaint. Office of The Ombudsman replied in clear terms that the Housing Department, TD and DC should identify suitable places to set up urban taxi stands in order to respond to demand for urban taxis and resolve the traffic congestion problem at the roundabout.
- (c) In the past two years, the T&TC Working Group had conducted many discussions on the traffic issues at Yat Tung Street. It unanimously endorsed the proposal of re-organisation of Yat Tung Street. Recently extensive publicity had been conducted in respect of the proposal. For example, staff of his office had distributed leaflets to the mailboxes of the housing estates. Banners had been displayed and easy-mount frames had been erected. Media HK01 had twice made special reports on the proposal. TD had entrusted DO to conduct local consultation on the proposed plan at mid-April of the current year. Targets included Estate Management Advisory Committee (EMAC) of Yat Tung (I) Estate and Yat Tung (II) Estate, during which no objections were received.
- (d) Tung Chung West was developing rapidly and in-take of Mun Tung Estate was more than 90%. Yu Tai Court would begin its in-take in the following year and Yat Tung Street would become busier by the day. As such, solving the traffic issue of Yat Tung Street was imperative. T&TC had endorsed the proposal to improve the traffic of Yat Tung Street according to established procedures. He opined that no further consultation was needed in order to avoid unnecessary distractions.
- (e) Regarding noise generated by works, as stated by the representative of HyD previously, excavation works were only a small part of the entire project. The works departments/organisations would use the most advanced technology and techniques to reduce noise to the minimum. Regarding the time needed for works, he proposed to shorten the time as much as possible by consolidating or enhancing work procedures.

167. Mr LAU Chin-pang expressed his views as follows:

- (a) He stressed that he did not object to the project concerned. Early consultation papers only provided pictures of the taxi stand and bus bay to be constructed. They did not state how the noise problem of Yat Tung Street would be resolved. Members of T&TC Working Group learnt of the location of excavation works and relevant arrangements only that month. He criticised the relevant departments had not disclosed in time during the consultation period details of excavation works. In addition, he said that owing to his negligence, he did not cross-check relevant papers handled by the Secretariat. All along he mistook that the contents of the Paper were in agreement with his opinions. Only under such misunderstanding did he agree to the amended version.
- (b) The area affected by the excavation works belonged to the constituency of Mr Bill TANG. He and Mr Bill TANG had visited the local residents, many of whom said that the location of excavation was very close to their homes, some said it was only metres away. As such, they had reservation about the works. As opinions of these residents differed from the consultation results of relevant departments, he queried that targets and methods of consultation conducted by departments were not suitable. He was aware that DO had consulted EMAC of Yat Tung (II) Estate in respect of the works. He also agreed that EMAC had certain representation. However, he opined that public consultation (such as setting up a focus group or meeting with residents) was better. In addition, the consultation paper of the department only briefly introduced the contents of the project and enquired subjects of consultation whether they were willing to resolve the issue of traffic congestion. Details of works were not disclosed. As such, he opined that subjects of consultation did not clearly understand the location of excavation works and relevant arrangements and only under such misunderstanding did they agree to the relevant proposal. As such, he requested a comprehensive consultation be conducted again and if no objections were received, he would support absolutely the commencement of works.

168. Mr LEE Ka-ho said that the traffic issue at Yat Tung Street was very serious and he believed that Members would agree with the improvement works. The replanning works of Yat Tung Street needed as long as 4 years. Even if works could begin in the current year, it could only be completed in 2023. If consultation was to be conducted again, the whole project might need 5 to 6 years to complete. Representative of HyD previously said that there were techniques to shorten time of excavation and reduce noise. He requested the Department to provide relevant information as soon as possible in order to allay Members' concern and that the proposal could be implemented as early as possible.

169. Ms Amy YUNG expressed her views as follows:

- (a) Previously Mr LAU Chin-pang said that as a result of personal negligence, he did not carefully read relevant papers amended by the

Secretariat. She said that every time after the Secretariat amended papers, they would be distributed to Members for perusal and confirmation. She opined that before confirming the papers, Members had the duty to read the papers carefully.

- (b) Regarding the replanning proposal of Yat Tung Street, relevant departments had said many times that adequate consultation had been conducted in respect of the project. She cited the proposed overnight resident bus service between Central and Discovery Bay as an example to illustrate that although there were no detailed government rules and regulations in the consultation paper, Members or co-opted Members of DC should carefully scrutinise relevant consultation papers from the standpoint of residents. They should not raise objections after consultation was completed as it would affect the progress of works. She pointed out that the practice might curry favour from voters in the short term, but would hinder the progress of the entire project and would harm the interests of many residents.

170. Mr Ken WONG expressed his views as follows:

- (a) The relevant departments set the works period at four years. He opined that would cause delay of works progress on the part of the contractor and wastage of resources and time. He proposed departments to shorten the works period and provide an accurate works schedule.
- (b) He did not agree to conduct a consultation again. He pointed out at the previous T&TC meeting that if members raised objections and requested re-consultation after rural works were endorsed due to personal negligence, the Department should not accept the objections and requests of Members, or else works would be delayed. He understood that works would affect local residents adversely, but the differences lay in whether it was a short- or long-term impact. He opined that it was not right to shelve the works only because of short-term noise. In a similar vein, MTR would not shelve its railway works only because of residents' complaint of noise. He reiterated that the replanning of Yat Tung Street had been endorsed by DC and should not be overturned.

171. Mr Eric KWOK agreed that DC had endorsed the related plan and all Members were present. If proposals endorsed by DC and relevant departments through established procedures were overturned, that would do severe damage to the functions and rules of DC. Regarding noise problem of excavation works, Members should discuss methods of improvement with the relevant department. The works period and noise of excavation should be reduced as much as possible and details should be related to the public. To overturn the proposal was not the proper way.

172. Mr YUEN King-hang said that HyD previously mentioned the use of quiet equipment to reduce noise to the minimum. He requested the Department to provide

further information. He opined that the work was confirmed after adequate discussion. It should not be shelved because of the noise issue. HyD was requested to provide the date of commencement and completion of works.

173. Mr LAU Chin-pang expressed his views as follows:

- (a) The relevant departments did not provide the details of works in many of the past meetings. After repeated requests of Members at T&TC Working Group meetings, HyD provided in the current month detailed division of works and their schedules, and provided at today's meeting techniques and methods of reducing noise. He criticised HyD for dereliction of duty, leading to his failure to consult residents earlier about details of works. In addition, consultation papers of the departments did not disclose information such as the location and time of excavation works. As a result, he and residents of Yat Tung Estate all along did not know the details of the works. He stressed that he was not requesting for overturning the proposal. Instead, he was requesting the Department's provision of detailed information of works and that consultation of residents be conducted again.
- (b) Residents of Yat Tung (II) Estate had reflected to Mr Bill TANG and him that the relevant departments should conduct local consultation. He pointed out that Mr Randy YU also opined that in implementing policies, departments should visit the local areas to listen to resident's opinions more often. If Members and departments did not agree with re-consultation, it was hoped that relevant departments would go to Yat Tung (II) Estate to meet residents and explain to them the contents of the proposal.

174. Mr YIP Pui-kei said that as a member of T&TC Working Group, he agreed that relevant departments failed to provide detailed information of works in time. He also understood that Mr LAU Chin-pang raised the proposal in the hope that relevant departments would step up communication with residents and listen to their requests and opinions. In earlier discussions of issues of other areas, some Members also requested the extension of consultation for two weeks to ensure that residents would obtain adequate information. He hoped that in the future, relevant departments would provide the detailed information of proposals as early as possible and enhance communication with Members and the public to ensure that works would be conducted smoothly.

175. Ms WONG Chau-ping opined that the aim of re-consultation raised by a Member was to enhance communication among relevant departments and Members and the public to ensure that works could be implemented smoothly. She opined that when the relevant departments conducted consultation in the future, reception of public opinions should be conducted more widely.

176. Mr Randy YU opined that all Members hoped for early implementation of

works which had been discussed for many years. He also understood that the aim of re-consultation as raised by a Member was to enhance communication among relevant departments and Members and the public. He disagreed with re-consultation, but proposed that the relevant departments should meet with residents to brief them of the contents of the works, including techniques to be employed (eg. the acoustic silencer) and the schedule of works. He said that some residents worked at night and relevant departments should adjust their working hours to tie in with the working and sleeping hours of residents. If residents disagreed with the hours of works initially proposed (after 7:00 a.m.), it might be necessary to re-schedule the working time to after 9:00 a.m. He opined that instead of re-consultation, meeting with residents in form of briefing session would be more advisable.

177. Mr WAN Chi-kin made a consolidated response as follows:

- (a) After reading HyD's schedule of works, some Members opined that the time of excavation works was too long. In that regard, it was stated in the detailed division of works and works schedule submitted at the beginning of the month that the time of application for Excavation Permits and Permits for felling of trees included in the four-year construction period (Housing Department had started related works).
- (b) With reference to the acoustic silencer mentioned by Members previously, he clarified that the equipment used in that project would be quieter than traditional ones. However, there would still be noises. Depending on the situation, the Department might request the contractor to set up acoustic panels at the site of excavation. Various public facilities providers would also be requested to adopt suitable measures to reduce noise.
- (c) He pointed out that the four years' working period was a conservative estimation. The Department would further review the location and methods of relocation of various public pipelines. Feasibility of conducting relevant procedures on the pavement would be studied with various public facilities providers in order to shorten the works period and formulate a more accurate works schedule. He proposed that Members could wait till the completion of relevant work and reports made by the Department, then decide whether to organise a briefing session.

178. Ms YUEN Kit-fung made a consolidated response as follows:

- (a) TD all along followed established mechanism and entrusted DO of the district to conduct consultation on proposals in order to gather opinions of local community on the traffic design. Proposals might be adjusted or even cancelled in response to opinions gathered. The consultation previously mentioned was conducted according to that mechanism.

- (b) TD noted that HyD was studying proposals to shorten the works period and would discuss with various public facilities providers on measures to reduce noise. While works at Yat Tung Street had been handed over to HyD for implementation, its contractors still had to submit application to TD for temporary traffic arrangements. Upon receipt of application, the Department would consider the impact of the works on traffic of the area. If the impact was substantial, the contractors would be required to inform the relevant stakeholders in advance and TD would follow up appropriately.

179. Mr Eric KWOK expressed his views as follows:

- (a) On 10 April 2019, relevant departments presented the consultation paper of the proposal (the preliminary design layout of the proposed urban taxi and bus bays at Yat Tung Street, Tung Chung) to the stakeholders such as local communities, groups, Members' local offices and EMACs, who were requested to reply before 24 April 2019. He queried that the related consultation was too hasty.
- (b) As far as he understood it, the re-organisation plan for Yat Tung Street, including excavation works, had been mentioned at Yat Tung (I) EMCA meeting and the Chairmen of all Mutual Aid Committees concerned were also aware of the works. Most members of Yat Tung (II) EMCA also expressed their support for the works at the meeting, while they hoped measures would be taken to reduce noise. He opined that the works at Yat Tung Street had been discussed for a long time and that relevant departments had conducted local consultation according to established mechanism. As such, there should not be any delay or residents would continue to be harassed by traffic issue.

180. Mr LAU Chin-pang said that the Department should consult residents when there was progress for the proposal. He pointed out that before the implementation of Tung Chung Development Phase III, relevant departments set up stalls and display panels to explain the contents of works and gather residents' opinions. He proposed that the Department should make reference to it. He reiterated that he was not requesting consultation for residents' consent to re-plan Yat Tung Street. Instead, he hoped that the Department would understand residents' opinions and their habits of work and rest so that the existing plan could be revised. He believed that relevant practice would be helpful to the implementation of works.

181. The Chairman opined that the intention of all Members was to resolve the traffic issue of Yat Tung Street and hoped Members would stop arguing.

182. Mr Eric KWOK said that leaflets previously distributed by Mr LAU Chin-pang emphasised that excavation works were as long as 42 months, and that implementation of the proposal arbitrarily would bring about other social problems. There were great repercussions among residents. As such, he agreed that departments should listen to

residents' opinions and adjust the existing proposal in response to relevant opinions.

183. Ms Amy YUNG said that both DC Members and Co-opted Members had responsibilities to understand government's policies and reflect residents' opinions to departments. As such, there was no need for further discussion.

184. Ms YU Lai-fan said that traffic issue of Yat Tung Street needed to be resolved urgently. The improvement proposal had been discussed for a long time. She hoped that it could be implemented as soon as possible in order to resolve the issue in the long run. She proposed that relevant departments should explain the works period and the detailed contents to residents as soon as possible and make adjustment according to their opinions. That would avoid residents' dissatisfaction after works had begun, which in turn would affect the progress of works.

185. Mr WAN Chi-kin proposed that after the Department examined the public pipelines and reported to Members, discussion should be conducted as to whether briefing session should be held and further consultation conducted on residents.

XI. Question on improvement measures of road safety at pedestrian crossing on Yat Tung Street near Po Yat House  
(Paper T&TC 60/2019)

186. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question.

187. Mr LAU Chin-pang briefly presented the question.

188. Ms YUEN Kit-fung responded as follows:

- (a) Regarding the design of zebra crossings, the issue of whether zebra crossings be installed at pedestrian crossings not only depended on pedestrian flow, but also many other factors such as the pedestrian and vehicular flow at peak hours, road environment, usual speed of vehicles and traffic accident records of relevant road sections etc., in order to determine whether the location was suitable for installation of zebra crossing. After conducting site visit recently and taking into account various factors, TD opined that the location did not meet requirements for the setting up of a zebra crossing. In addition, the location was not a traffic black spot. Pedestrians could use existing pedestrian crossing to cross the road safely.
- (b) When the bus bay of Yat Tung Street was built, buses could stop at the bus bay. Then the situation of bus blocking the view of drivers and pedestrians would be improved and the traffic in the vicinity would also be eased. Before the completion of the bus bay, the Department, HyD and the bus companies concerned would study the feasibility of moving the bus stop at Kui Yat House backwards, so as to avoid bus blocking the

view of other drivers and pedestrians to enhance road safety. If the proposal was feasible and supported by relevant stakeholders, works could be completed within the current year.

189. Mr LAU Chin-pang enquired TD to which location would the Kui Yat House bus stop be moved, whether the current bus stop would be affected and how long the works would take.

190. Ms YUEN Kit-fung said that the current bus stop could be used for stopping of three buses. The relocated bus stop would maintain the same length. The Department had studied the feasibility of the relocation plan with related bus companies, which initially opined that the plan was feasible. HyD conducted a site visit and opined that relevant works only involved the removal of road markings at the bus stop and painting of new markings at its rear. As such, the works period would not be too long. The Department would conduct consultation in respect of the proposal and if supported by relevant stakeholders, works would commence as soon as possible and were anticipated to be completed within the current year.

191. Mr LEE Ka-ho said that DC had discussed the safety issue of the crossings concerned and was also aware that two to three casualties or fatalities occurred annually at the crossing. However, TD said that it was not a traffic black spot and it would not set up a zebra crossing. He enquired the Department of the criteria of classifying a location traffic black spot.

192. Ms YUEN Kit-fung said that according to current criteria, if six or more pedestrian injury accidents occurred within a year, or nine or more injury accidents occurred within a year at a certain location, it would be classified as accident blacksite. In addition, if at least two fatal traffic accidents occurred at the same location in the past five years, the spot would also be classified as accident blacksite. In the past three and a half years from 2016 to date, only the most three traffic accidents resulting in slight injuries occurred each year at the location and the junction by its side, among which only one involved pedestrians. As such, according to the relevant criteria, the location was not an accident blacksite.

(Ms WONG Chau-ping left the meeting at about 6:00 p.m.)

XII. Question on bus service plying between Tung Chung North and Tsim Sha Tsui  
(Paper T&TC 54/2019)

193. The Chairman welcomed Ms Penny CHUNG, Chief Public Affairs Officer of the New World First Bus Services Limited/Citybus Limited (Citybus) and Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD to the meeting to respond to the question. A written reply of Citybus had been distributed to Members for perusal before the meeting.

194. Mr LEE Ka-ho briefly presented the question.



195. Miss Sherman CHOI responded as follows:

- (a) In planning public transportation service, apart from endeavouring to provide convenience for travelling between various districts, TD had to consider effective deployment of resources. In its consideration of whether to introduce new bus routes or re-organise existing routes, the Department had to study carefully factors such as whether the area had adequate patronage, other means of transport that could be selected and existing level of service, the feasibility of the proposed routes and the traffic load that might be brought about. At present, passengers of Tung Chung North could take Citybus route no. E21A to travel to and from Mong Kok and nearby areas, Citybus route no. E21X to and from Tsim Sha Tsui and nearby areas, and they could also take “E” route to Lantau Link Toll Plaza to change to Citybus route no. A21.
- (b) On-site survey of TD conducted earlier revealed that the average patronage of the three routes mentioned previously was 40% to 55%. The service was able to meet the demand of passengers. The Department would continue to monitor closely the demand of passengers of Tung Chung North for bus service to and from Yau Tsim Mong district. It would also discuss enhancement measures with bus companies according to actual situation.

196. Ms Penny CHUNG said that route no. E21X provided three trips to Tsim Sha Tsui from 7:00 a.m. to 8:00 a.m. from Monday to Friday. Statistics showed that there were most passengers on the one departing at 7:56 a.m. According to statistics of June, the average patronage of the route was 50% and that existing level of service could meet passengers’ demand. In response to the population growth of Tung Chung North, Citybus raised proposals in its Bus Route Planning Programme, which included having more departures travelling via Tung Chung North and extending bus routes to Tung Chung North. Citybus would continue to closely monitor the population growth of Tung Chung North and would strengthen service or extend coverage when needs arose.

197. Mr LEE Ka-ho was disappointed with the replies of TD and Citybus. He said that residents had requested many times that Citybus should upgrade route no. E21X to round-the-clock service and the issue had been discussed many times at DC. However, the Department and Citybus rejected the proposal on grounds of inadequate patronage. In his enquiry, he pointed out that the demand of residents of Tung Chung North for bus service to and from Tsim Sha Tsui increased by the day. However, replies of the Department and Citybus said that the patronage of bus service to and from Mong Kok was not high. The answer did not address the enquiry at all. He urged that the Department and Citybus to strengthen public transportation service connecting Tung Chung North and Tsim Sha Tsui.

198. Ms Sammi FU said that at present, route no. E21X provided three and two trips to Tsim Sha Tsui or Hung Hom during morning peak hours from Monday to Friday and

Saturday respectively. She said that in recent years, residents of Tung Chung North time and again requested the increase of frequencies of route no. E21X. If Citybus could not upgrade route no. E21X to round-the-clock service, it should at least increase its frequencies in the morning and afternoon peak hours. In replying to the above enquiry, TD said that roads of Tsim Sha Tsui East were rather congested and that increase of frequencies of route no. E21X would have impact on residents of the area. However, she opined that population of Tung Chung North continue to rise. The Department and Citybus should consider the increase of frequencies to fulfill the demand of Tung Chung residents and to cater the well-being of the residents of Tsim Sha Tsui East.

199. Miss Sherman CHOI said that TD noted Members' opinions and would closely monitor the patronage of route no. E21X. It would discuss the arrangements to optimise service with bus companies in good time.

200. Mr Eric KWOK agreed to upgrading route no. E21X to round-the-clock service. Regarding the bus company's concern that there might not be adequate patronage after upgrading, he proposed to re-route route no. E21X to depart from Mung Tung Estate, and travel via Tung Chung North before following its original route. Not only would the proposal meet the demand of Mung Tung residents, it would ensure that there would be a certain level of patronage.

201. Miss Sherman CHOI said that route no. E21X would depart from Mung Tung Estate according to the proposal in the confirmed Bus Route Planning Programme. The Department would closely monitor the changes in the route's patronage and study proposals with the bus company to enhance service as and when necessary.

XIII. Question on request for introduction of monthly pass and improvement of bus interchange concession for Tung Chung residents  
(Paper T&TC 61/2019)

202. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD; Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win); Ms Penny CHUNG, Chief Public Affairs Officer of the New World First Bus Services Limited/Citybus Limited (Citybus); Mr CHAN Tin-lung, Deputy General Manager and Mr WONG Wah, Administrative Consultant of NLB to the meeting to respond to the question. The written replies of Long Win, Citybus and NLB had been distributed to Members for perusal before the meeting.

203. Mr Holden CHOW left the meeting early due to other commitments, and entrusted Mr YIP Pui-kei to briefly introduce the question on his behalf.

204. Ms Penny CHUNG briefly presented the written reply. At present, Citybus, LWB and NLB co-operated to offer interchange concessions in Tung Chung District to provide convenience for residents travelling between Yat Tung / aircraft maintenance area and the city. Details had been uploaded to the Citybus website. The Citybus

routes travelling between North Lantau and Airport started service in 1998, and the fares had remained unchanged. Patronage of Citybus decreased since the commissioning of MTR West Island Line and South Island Line. In addition, the rise of oil price and wages of drivers all brought financial pressure to the company. The company did not have plan to introduce monthly pass at present.

205. Mr Rayson LAW briefly presented the written reply and said that Long Win noted Members' opinions.

206. Mr CHAN Tin-lung briefly presented the written reply.

207. Mr YIP Pui-kei expressed his views as follows:

- (a) Every time when residents of Tung Chung went out, their travelling expenses were greater than those spent by residents of other districts. Their travel expense posed a heavy financial burden. Other passengers could enjoy monthly pass concession provided by other bus companies (such as The Kowloon Motor Bus Company (1933) Limited (KMB)). However, the concession was not applicable to Tung Chung District. He hoped that TD and bus companies would study and consider the provision of monthly pass concession to Tung Chung residents.
- (b) He opined that the interchange concession arrangements provided by bus companies were confusing and that many residents did not know what buses to interchange in order to enjoy concessions. In addition, some residents took the newly opened Citybus route no. E23A and interchanged to Citybus route no. S52A. They found that interchange concessions had yet to be provided. He enquired whether it was due to negligence or because technical adjustment would take time.
- (c) Long Win mainly served the New Territories District whereas Citybus's areas of service concentrated in Hong Kong Island and the urban area. However, there were little interchange concessions between routes of the two companies. Only by interchanging to routes of the same companies would there be concessions. The relevant arrangements did not make good use of existing bus resources. They limited the transportation choices of Tung Chung residents travelling in the district and lengthened the waiting time for buses. Take Long Win bus route no. E32A as an example, as many passengers took the route to enjoy interchange concessions, and due to the problem of missed trips, there was always a queue waiting for bus at Lantau Link Toll Plaza during afternoon peak hours. He hoped that bus companies would improve and integrate the interchange concession scheme to make good use of existing bus resources.
- (d) The written reply of Long Win pointed out that there were interchange concessions for some Long Win and Citybus "E" routes, but he opined

that there was only concession of \$0.5 to \$1, which could hardly alleviate the transport financial burden of Tung Chung residents. The development of Tung Chung in recent years was rapid and the population increased quickly which added further load to the public transport pressure. However, as a result of operation or resource deployment consideration, at present bus companies could not correspondingly enlarge the coverage areas of their routes and enhance service level. In that regard, he proposed that bus companies should make good use of and integrate existing resources, such as provision of inter-company bus-bus interchange concession.

208. Mr LEE Ka-ho expressed his views as follows:

- (a) The transport expenditure of residents of Tung Chung was large, and Members had discussed the issue of bus monthly pass concession at T&TC meetings. However, various bus companies objected repeatedly to relevant proposals on grounds of operation and resource deployment. He understood that the decisions of bus companies were commercial decisions. However, he opined that TD had the responsibility to incorporate the existing transport resources of various companies to provide monthly pass concession. When KMB rolled out its monthly pass concession in 2017, both THB and TD said that they would encourage other companies to follow suit. However, relevant departments did not take concrete action and no other bus companies rolled out monthly pass and interchange concession was inadequate.
- (b) At present, interchange concession was mostly not interchangeable between companies. Passengers who would like to enjoy interchange concession had to wait for bus of the same company at Lantau Link Toll Plaza. He proposed that TD should co-ordinate and urge various companies to provide interchange concession through measures such as administrative procedures or franchise agreement.

209. Miss Sherman CHOI said that all along the Government encouraged bus companies to lower their fares and provide concessions as much as possible according to their own operational environment, financial situation, socio-economic environment and demand of passengers. TD had conveyed Members' opinions of provision of monthly pass and inter-company interchange concessions to various bus companies. However, in line with the spirit of free enterprise, provision of fare concessions or the content of fare concessions was the commercial decision of bus companies. If bus companies were required to provide concessions in a certain pattern to certain groups of passengers, relevant costs would be reflected on the fares in the end. As such, the Department had to deal with the issue carefully. The Department noted Members' opinions and would continue to encourage bus companies to lower their fares and provide concessions as much as possible.

210. Mr Rayson LAW said that Long Win noted Members' opinions on providing

monthly pass and interchange concessions, and would study the suggestion in good time.

211. Ms Penny CHUNG said that at present, there were interchange concessions between Citybus route no. E23A and some Citybus routes, and the company could step up publicity.

212. Mr YIP Pui-kei expressed his views as follows:

- (a) It was learnt that the interchange concession between Citybus route nos. E23A and S56 had been agreed at the end of the previous year. However, there was yet further arrangement and he hoped that Citybus followed up and provided the concession as soon as possible.
- (b) At present, the bus routes of Lantau Link Toll Plaza were similar in that they all went through North Lantau Highway to Tung Chung Town Centre, Tung Chung North or Yat Tung. As such, he proposed TD to assist various bus companies to incorporate their existing transportation resources and provide inter-company interchange concessions for residents. If there were technical difficulties, bus monthly pass could be provided for Tung Chung residents in order to alleviate their transportation expenditure.

213. Ms Penny CHUNG would reflect Members' opinions on interchange concession between route nos. E23A and S56 to the company.

XIV. Question on service enhancement of Citybus route E23A, Long Win bus route E33 and Coronet Ray franchised minibus route 901  
(Paper T&TC 62/2019)

214. The Chairman welcomed Ms Penny CHUNG, Chief Public Affairs Officer of the New World First Bus Services Limited/Citybus Limited (Citybus); Mr Rayson LAW, Planning and Support Officer I of Long Win and Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD to the meeting to respond to the question. The written replies of Long Win and Citybus had been distributed to Members for perusal before the meeting.

215. Mr Holden CHOW left the meeting early due to other commitments, and entrusted Mr YIP Pui-kei to briefly present the question on his behalf.

216. Mr Rayson LAW briefly presented the written reply.

217. Ms Penny CHUNG briefly presented the written reply. The record of Citybus route no. E23A in June revealed that headway was every 15 minutes approximately. If Members could provide more information, the bus company would be able to follow up.

218. Miss Sherman CHOI said that according to what Mr Rayson LAW had said previously, at present, residents of Tung Chung Town Centre and Tung Chung North could take Long Win route no. N31 to Airport Island at late night and the route was adequate to meet existing passengers' demand. As such, there was no plan at present to set up a late night en-route stop for green minibus route no. 901 at Airport Island. However, TD had noted the relevant opinions, and would take them into appropriate consideration in reviewing the route service with operator.

219. Mr YIP Pui-kei said that there were often missed trips for route no. E23A. "Estimated Bus Arrival Time System" of smart phone applications was often inaccurate and he hoped Citybus would make improvement. Residents relied on Estimated Bus Arrival Time System to plan their journey and if the information was wrong, it would cause inconvenience. He hoped that Citybus would provide more information about the Estimated Bus Arrival Time System and the operation of mobile phone applications. He enquired whether the service used global positioning technology or it was manually updated by the driver when the bus arrived at the bus stop. In addition, a large number of residents waited for Long Win route no. E33 from 7:30 a.m. to 8:00 a.m. but the buses were always full and residents had much difficulties in boarding. He proposed that bus frequencies during that period be increased in order to improve the situation.

220. Mr Rayson LAW said that the occupancy rate of Long Win route no. E33 departing from the Airport in the morning was 70%, and that the service was adequate to meet demand. Long Win would study the suggestion of increasing frequencies from 7:30 a.m. to 8:00 a.m. It would also deploy models of bus with more capacity to meet the demand of passengers.

(The Chairman left the meeting temporarily. The Vice-Chairman chaired the meeting on his behalf.)

221. Ms Penny CHUNG said that in order to let bus drivers concentrate on driving, NWFB and Citybus buses were equipped with Global Positioning System. When the bus was about to arrive at a stop, the system would automatically make an announcement, and there was no need for the bus driver to input manually. Real-time Bus Arrival Time System would estimate the arrival time for passengers' reference based on information such as the location of buses and data of past journeys.

XV. Question on service enhancement on MTR Tung Chung Line  
(Paper T&TC 63/2019)

222. The Chairman left the meeting temporarily. The Vice-Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD and Ms Annie LAM, Public Relations Manager - External Affairs of MTR Corporation Limited (MTRCL) to the meeting to respond to the question. The written replies of MTRCL and TD had been distributed to Members for perusal before the meeting.

223. Mr Holden CHOW left the meeting early due to other commitments, and

entrusted Mr YIP Pui-kei to briefly introduce the question on his behalf.

224. Ms Annie LAM responded as follows:

- (a) MTRCL has been improving the facilities of Tung Chung Station according to the demand of passengers. An additional wide gate had been installed near Exit A of Tung Chung Station at the end of June of the current year for the use of passengers with needs (such as passengers with large luggage or strollers).
- (b) MTRCL all along followed up on the escalator project at Exit A of Tung Chung Station. However, approval of many departments was required and the design took time. As such, works had yet begun. MTRCL hoped that works would begin and complete as soon as possible. It would report the progress to Members in good time.

225. Mr YIP Pui-kei expressed his views as follows:

- (a) With the in-take of many large scale residential projects in Tung Chung, including Yu Tai Court which was being built, six blocks of Home Ownership Scheme housing in Tung Chung North which were about to be completed, the hotel development project and Citygate Phase II which would be open soon, population and passenger flow of Tung Chung would continue to increase. He and other Members time and again raised related enquiries at meetings. However, the service of Tung Chung Line and facilities of Tung Chung Station all along failed to meet demand of passengers.
- (b) Many residents said that the newly installed wide gate was very convenient (especially for the elderly and children) and they could directly go from Exit A to the bus stop to take shuttle buses.
- (c) In the past after alighting, passengers at the end of the platform of Tung Chung Station would take about two minutes to go to the concourse. At present, it would take about two and a half to three minutes. He believed that with more and more passengers in Tung Chung Station, the time needed would be longer and longer. As such, MTRCL had to add escalators to meet daily operational needs and as an emergency exit.
- (d) At present, there was only one slow-moving lift connecting the platform with the concourse and there was often a long queue of passengers waiting. As a result, some passengers carrying large luggage chose to use escalators instead of the lift, posing a certain risk to passengers of escalators. He opined that MTRCL not only needed to study the addition of escalators, it also had to enhance the ancillary facilities of the lift or add one more lift.

- (e) At the past DC meetings, discussion on Tung Chung New Town Extension Study had been conducted. Relevant information revealed that works of Tung Chung West Extension and Tung Chung East Station would begin in 2023. However, in replying to Members' enquiries, MTRCL later said that a proposal for railway project had been submitted to the Government in January 2018 but it did not provide a works schedule. It was two to three years from 2023, and Members and the public were concerned that nothing concrete would occur to the project. He enquired MTRCL whether it would implement the project. If yes, whether it could provide the works schedule and details of implementation of works. He said that the existing bus routes were inadequate to meet the transportation demand between Tung Chung and the city. If the service and facilities of MTR Tung Chung Station were not enhanced, he worried that the traffic issue of Tung Chung would become more serious. He hoped that MTRCL and TD would provide the works schedule to alleviate public concern.

226. Miss Sherman CHOI said that THB had earlier submitted a written reply to the question of Tung Chung West Extension Line and Tung Chung East Station's works progress. It said that before making decisions on any proposal of new railway line, public consultation would be conducted, included LegCo and the relevant DCs. In respect of the reply of THB, TD had no supplement.

227. Ms Sammi FU said that at present, MTR Tung Chung Station was very busy and in these few years, many residents enquired her about the commissioning date of the escalator near Exit A. However, MTRCL said that the escalator would be formally open in 2022. She urged MTRCL to complete the escalator works as soon as possible to meet the need of passengers. In addition, DC meetings had conducted many discussions on Tung Chung West Extension Line and Tung Chung East Station and MTRCL also pointed out that the related works were anticipated to commence in 2023 and be completed in 2026. However, the relevant departments and MTRCL at present failed to provide works schedule. She hoped that MTRCL would provide the schedule as soon as possible so that Members could explain the situation to residents.

228. Mr Eric KWOK expressed his views as follows:

- (a) The written reply of TD stated that "Railway projects involve huge capital investment, and the Government has to plan in a prudent manner". The cost of Tung Chung West Extension Line and Tung Chung East Station was \$6 billion. There was no works schedule in the 19 years starting from 2000 when discussion was started till the present. On the other hand, Hong Kong-Zhuhai-Macao Bridge, the cost of which was as high as \$86 billion, was opened to traffic recently. He opined that was very unreasonable.
- (b) According to the Railway Development Strategy 2014, the Government would implement the construction of Tung Chung West Extension Line



and Tung Chung East Station from 2020 to 2024. At the T&TC meeting held on 21 March 2016 and the IDC meeting held on 26 June 2017, he lodged an enquiry about the project's date of implementation to THB and MTRCL which confirmed that the relevant MTR Station project would be implemented from 2020 to 2024. However, there was no further mention of the implementation date in Policy Address 2017. Six months before, Mr Frank CHAN, Secretary for THB, even said that there was no timetable for the project. He was not satisfied with it.

229. Mr LEE Ka-ho expressed his views as follows:

- (a) The usage rate of MTR Tung Chung Station rose continuously. During evening peak hours, compartments were fully packed with passengers. With the continuous increase of population of Tung Chung, congestion would deteriorate further. He opined that MTRCL had to commence escalator works as soon as possible to meet the demand of the newly increased population instead of waiting till 2022. He hoped that MTRCL would complete the related works as soon as possible.
- (b) Apart from Tung Chung West Station, papers revealed that Tung Chung East Station would be open in 2026. However, recent information revealed that MTRCL would again assess whether the construction of Tung Chung East Station was necessary after reclamation works and construction of housing estates were completed. He opined that since MTRCL knew earlier on that housing estates would be built at the location, it should commence relevant transportation ancillary works (such as construction of Tung Chung East Station) before reclamation was conducted, rather than wait till the completion of reclamation works and housing estates construction to assess whether Tung Chung East Station should be built. It would cause unending delay of works and construction might not be completed as late as 2040. He urged MTRCL and TD to submit the works schedule of Tung Chung East and Tung Chung West Stations as soon as possible.

230. Miss Sherman CHOI said that the Department noted Members' opinions of Tung Chung East and Tung Chung West Stations and of the usage rate of MTR. She would reflect them to THB. She would also relate the request for the timetable for completion of Tung Chung East and Tung Chung West Stations.

231. Ms Annie LAM said that MTRCL noted Members' opinions on Tung Chung Station facilities and would reflect them to relevant teams. Regarding the question of new railway development, MTRCL had submitted a written reply and had nothing to add.

XVI. Question on rerouting proposal for Coronet Ray franchised minibus route 901  
(Paper T&TC 64/2019)

232. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD and Mr YIP Ho-yeung, Administration Manager of Coronet Ray Development Limited (Coronet Ray) to the meeting to respond to the question. A written reply of Coronet Ray had been distributed to Members for perusal before the meeting.

233. Mr YIP Pui-kei briefly presented the question.

234. Mr YIP Ho-yeung briefly presented the written reply, and supplemented that the data of patronage of Coronet Ray minibus route no. 901 from October 2018 to June 2019 would be provided after the meeting for Members' reference.

(Post-meeting note: On 17 September 2019, Coronet Ray had provided in written form the data of patronage of Coronet Ray minibus route no. 901 from October 2018 to June 2019 to Mr YIP Pui-kei for reference.)

235. Mr YIP Pui-kei hoped that Coronet Ray would provide the data of patronage of route no. 901 after the meeting in order to understand the actual volume of patronage of the route. He understood that in considering routings, TD would also take into account whether the new route would overlap with the existing ones, or whether they would affect the operation of other routes. With regard to route no. 901's arrangement of not travelling via main places of work, he opined that the Department had not made good use of resources. He proposed that the route be extended to places where more people went to work, such as Airport Island, so that residents had more choices when there was congestion or missed trips of buses. While Long Win route no. N31 would travel via Tung Chung Town Centre at late night, there was only one trip per half hour. As such, he proposed that the service area of route no. 901 be extended in order to shorten the waiting time. In addition, as a result of high fares, route no. 901 had a low patronage. He hoped that the Department and Coronet Ray would consider the related proposal and make adjustment.

236. Mr Eric KWOK said that before route no. 901 came into service, Members had pointed out that the proposed routes might not meet passengers' demand. Members proposed that the route should be from Airport Island to Tung Chung Town Centre and Tung Chung West (i.e. Yat Tung Estate and Mun Tung Estate) and then to the Airport. He queried whether Coronet Ray was not willing to provide relevant data because the patronage was too low. He further enquired when the contract between Coronet Ray and TD would expire. According to the financial situation of Coronet Ray, the service might not be able to sustain till expiration of contract. He proposed the extension of service area of minibus route no. 901 to meet passengers' demand and to improve its operation.

237. Mr YIP Ho-yeung said that Coronet Ray would review the feasibility of adjusting the route of route no. 901 with TD, including extension of service to Tung

Chung Town Centre and improvement of its service.

XVII. Question on progress of Tung Chung bus stop facilities enhancement project  
(Paper T&TC 65/2019)

238. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD; Mr Rayson LAW, Planning and Support Officer I of Long Win; Ms Penny CHUNG, Chief Public Affairs Officer of the New World First Bus Services Limited/Citybus Limited (Citybus); Mr CHAN Tin-lung, Deputy General Manager and Mr WONG Wah, Administrative Consultant of NLB to the meeting to respond to the question. The written replies of TD, Long Win, Citybus and NLB had been distributed to Members for perusal before the meeting.

239. Mr YIP Pui-kei briefly presented the question.

240. Miss Sherman CHOI briefly presented the written reply.

241. Ms Penny CHUNG said that Citybus set up four stops along Ying Hei Road and Ying Tung Road. There was a consensus between Citybus and NLB that they would use the same bus stop cover opposite The Visionary Block 2 at Ying Tung Road (built by NLB). Citybus had submitted an application for building a cover at the bus stop opposite The Visionary Block 8 at Ying Hei Road. It would also study and assess the necessity and feasibility of building covers at the bus stop outside The Visionary Block 2 at Ying Tung Road and at the bus stop in Ying Tung Estate.

242. Mr Rayson LAW briefly presented the written reply.

243. Mr CHAN Tin-lung briefly presented the written reply.

244. Mr YIP Pui-kei expressed his views as follows:

- (a) He thanked TD for providing the list of Islands District bus stops to be equipped with seats/display panels for Members' reference (listed in Annex). He also enquired whether bus termini marked with a "√" (including Tung Chung MTR Station bus terminus) would be installed with seats or display panels in the second half of 2019.
- (b) There were serious discrepancies with the Real-time Bus Arrival Time System of NLB route no. 37M. When buses were still on the way to Ying Tung Estate terminus, the display panel would show that they had arrived. Not only did it waste residents' time, but also damage the image of NLB. He urged the bus company to make improvement as soon as possible.
- (c) The test of bus arrival system had been conducted for two years and he urged NLB to finish the test and put it into use as soon as possible.

245. Mr Eric KWOK said that recently he wrote to Long Win requesting the building of covers at Mun Tung Estate Long Win route no. E31 bus stop and at Yu Tung Road bus stop which was behind Yung Yat House, Yat Tung Estate. Long Win gave a written reply that works would be conducted at the end of the year and he enquired why there was no relevant information in the Committee Papers.

246. The Chairman raised enquiries and views as follows:

- (a) Ex-Chairman of Tai O Rural Committee once said that the cover of Tai O bus stop did not look good and was not functional. He requested a replacement but relevant departments had yet provided further information. He enquired the progress of the related works.
- (b) There were many people at Mui Wo bus terminus and its covers could not effectively provide shade against the sun. He had written to CEDD in respect of the first phase of Mui Wo bus stop improvement works and requested the cover of the bus terminus be improved. The Department replied that relevant works were being followed up by NLB. However, works had yet begun. He enquired NLB whether works of cover for Mui Wo bus terminus had been included in the scheme of installation of seats and real-time bus arrival information display panels.
- (c) He criticised the design of all Lantau Island bus stop covers and requested relevant departments and bus companies to replace all bus stop covers, rather than simply replacing Tung Chung's bus stop covers.

247. Mr Eric KWOK said that in the year before last, he wrote to NLB and requested the installation of cover for the bus stop opposite North Lantau Hospital. NLB agreed but there was no relevant information in the Committee Papers.

248. Mr YIP Pui-kei said that the annex only provided information of installation of seats and display panels. He requested the Department to provide information of bus stop cover works as well so that Members could follow up.

249. Miss Sherman CHOI said that the annex only provided locations of bus stop and information of relevant works in installation of seats and real-time bus arrival information display panels subsidised by the Government. For the proposal of installation of seats, display panels or bus stop covers at other locations, bus companies would determine whether they would install such facilities at their own cost according to passengers' needs and the geographical environment of the bus stop. Bus companies were requested to provide supplementary information in respect of Members' opinions. In addition, the "√" sign on the annex represented the location of bus stops where facilities would be installed, whereas the "anticipated year of commencement of construction" represented the estimated time of commencement of works. The Department would determine whether works would be implemented according to factors such as geographical environment and techniques, whereas the bus

companies would conduct study on the location of installation.

250. Mr WONG Wah said that he did not have information about the works of bus shelters at present. He would follow up with the relevant section, and report to Members timely.

251. Mr Randy YU hoped that NLB would respond to the issue of reconstruction of cover at Tai O bus terminus. He did not agree with the two proposals of NLB and opined that the cover had to provide shelter from wind, rain and sunshine. The outlook was not important. It was learnt that NLB conducted a questionnaire survey about the cover. He hoped that NLB briefly introduced the survey and its results so that the Secretariat could make a record.

252. Mr WONG Wah said that in the previous month NLB issued a questionnaire to residents and passengers about their opinions of construction of Tai O bus terminus shelters. On 15 July the questionnaires were collected. According to the results of questionnaires, the proposal of installation of perpendicular aluminum plate (i.e. "M" shape guard plate) outside the front of the shelter was more popular. NLB would discuss with TD the tendering and works.

253. Mr Rayson LAW made a consolidated response as follows:

- (a) Long Win proposed the provision of seats and display panels at Tung Chung MTR Station bus terminus. However, the geographical location and environment of the terminus was different from that of other Long Win bus stops in the area. The bus terminus was located indoors. As such, display panels could not be installed together with a covered bus stop and the seats would be of a different type from the ones used now. Depending on the actual situation, Long Win and TD would conduct technical feasibility study in determining whether works could be implemented on schedule.
- (b) As the subsidisation scheme of TD did not cover Mun Tung Estate and Yung Yat House bus stops, there was no relevant information in the Committee Papers. However, Long Win would continue to follow up the above-mentioned works with TD.

254. Mr Eric KWOK said that Long Win had replied that the construction works of Mun Tung Estate route no. E31 bus stop cover would commence at the end of the current year. He hoped Long Win would provide the relevant works schedule as soon as possible.

255. The Chairman enquired bus companies and TD whether there was a consensus between them to conduct relevant works for 13 covered bus stops in Islands District under the government's subsidisation scheme. He enquired whether the 13 covered bus stops were all situated in new towns, and not in other areas of Lantau.

256. Mr CHAN Tin-lung said that not all of the 13 covered bus shelters that would be installed with seats were located in Tung Chung new towns, and they were just within the service areas of NLB with about two to three in Yuen Long District. Apart from bus stops covered in the subsidisation scheme, NLB would consider the provision of seats at other bus stops if it was financially viable.

257. The Chairman said that to tie in with the overall development of Lantau Island, the Government deployed resources to install seats and Real-time Bus Arrival Information System at bus stops in the area. However, NLB deployed some resources to Yuen Long District. The practice was not proper because NLB should use the company's resources for facilities outside the area.

258. Mr CHAN Tin-lung said that bus shelters under the scheme had to be built before 2016 and they had to meet certain technical conditions (such as they had to be at least 1.5 metres from the roadside). Many bus shelters in Islands District did not have sufficient passengers or they could not meet certain technical conditions and NLB finally identified 13 bus stops that met the conditions. NLB welcomed Members to propose other bus stops for installation of seats and would take them into prudent consideration.

259. The Chairman said that there were many passengers at Lantau Island bus stops and there were high frequencies of buses. He queried the saying of inadequate number of passengers at Lantau Island bus stops.

260. Mr Eric KWOK was not satisfied that NLB deployed resources dedicated to enhance facilities of Islands District bus stops to the use of Yuen Long District and the matter was not submitted to DC for discussion beforehand. It was unfair to residents of Islands District. He also opined that TD failed to exercise adequate supervision on the bus company.

261. The Chairman said that Kwoon Chung Bus also operated on Lantau Island and buses of the two companies were hardly distinguishable.

262. Miss Sherman CHOI said that the response previously made about bus stop facilities only included bus stops of Islands District and those of Yuen Long District were not included. In fact, apart from Tung Chung, bus companies would also install seats or display panels at various South Lantau bus stops under the subsidisation scheme. For details, Members were asked to refer to serial number 30 to 43 in the annex.

263. The Chairman hoped that the Department would provide the schedule of provision of seats and display panels.

264. Mr CHAN Tin-lung said that NLB hoped to install seats at bus shelters with higher passengers volume, but many bus stops in South Lantau were already installed with glass fibre or concrete seats. As such, there were not many bus stops that met the conditions.

265. Mr HO Chun-fai said that he had reflected the issue of South Lantau bus stops to the District Office and bus companies. San Wai Tsuen bus stop was close to the pavement and passengers waiting for bus would hinder pedestrians and the issue was more serious during summer holidays. He requested the bus companies, HyD and the Lands Department to move the bus stop inward by 1 to 1.5 metres in order to make room for pedestrians.

266. Mr WONG Wah said that NLB was open-minded to the proposal of relocating San Wai Tsuen bus stop. However, the concerned land was not owned by NLB.

267. Mr HO Chun-fai enquired whether San Wai Tsuen bus stop could not be relocated.

268. The Chairman proposed that Members should provide information of the proposal of relocating San Wai Tsuen bus stop to NLB for follow up.

269. Mr Randy YU said that he and Mr HO Chun-fai would write to the relevant departments requesting them to study whether the proposal was feasible. The matter would be discussed at T&TC meeting.

XVIII. Question on service enhancement of Long Win bus route no. E41  
(Paper T&TC 66/2019)

270. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD and Mr Rayson LAW, Planning and Support Officer I 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.

271. Mr Eric KWOK briefly presented the question.

272. Mr Rayson LAW briefly presented the written reply.

273. Miss Sherman CHOI said that all along TD had been closely monitored the level of bus service and often conducted on-site survey. Results of the most recent survey revealed that the patronage of Long Win route no. E41 to Tai Po Tau during the peakiest one hour was about 60%, which was adequate to meet passengers' demand. The Department would continue to closely monitor the service of the route. If inadequacies were found, it would follow up with the bus company in good time.

274. Mr Eric KWOK said that he had written to Long Win many times requesting enhancement of route no. E41's service and raised the related request at the T&TC meeting on 20 May of the current year. Many residents reflected that route no. E41 had many passengers and its patronage was over 60%. He hoped Long Win would add special bus service to the route during morning and evening peak hours.

XIX. Reports by Working Groups  
T&TC Working Group

275. The Chairman said that the relevant working group report was tabled at the meeting for Members' perusal.

276. Mr Randy YU said that at T&TC Working Group meeting of 3 July, Working Group Members had conducted discussions on the Government establishing a fleet of vessels of its own, provision of traffic safety measures and closed area arrangements at Tung Chung Road. He hoped that TD would reply as soon as possible.

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

278. The Chairman said that at that T&TC Working Group meeting, Working Group Members proposed that the Department should re-consider the provision of traffic safety measures and issuance of extra temporary Closed Area Permits and report the matters at the current T&TC meeting.

279. Ms YUEN Kit-fung said that regarding the provision of traffic safety measures at Tung Chung Road, the Department was still conducting an overall review. Apart from the proposal of addition of five "SLOW" road markings, the Department was considering the addition of some traffic signs. It was also reviewing the design of the existing crossing, including addition of a safety island or other facilities. The Department had made an appointment with Tung Chung Rural Committee (RC) to hold a meeting at the end of July to discuss the proposal in detail.

280. Miss Marie SIN said that the Department would review the existing criteria and arrangements of issuing Closed Road Permits in order to balance the needs of the RC and the principle of fairness. During this period, the Department would make temporary arrangements and expedite the vetting of applications according to special circumstances.

281. The Chairman requested TD to provide the working report and the relevant papers of issuing Closed Area Permits. At IDC's meeting held in 2009, it was endorsed that residents of certain areas would not be issued with Closed Area Permits. At present, residents of three villages in Mui Wo were still barred from being issued with Closed Area Permits. In addition, residents of Tai O San Tau Tsuen were also barred from being issued with Closed Area Permits. He opined that the Department should explain the matter.

282. Mr Randy YU hoped that he could attend the meeting with TD and RC.

283. Miss Marie SIN said that in earlier years, the Department had altered the boundary of closed roads of Lantau Island. Consultation was conducted respectively in 2008 and 2010 about the arrangement of road access restriction. The DC consultation paper mentioned by the Chairman was proposed at the rural leaders meeting. She would distribute the relevant paper to Members after the meeting.



XX. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

284. The Chairman welcomed Mr WAN Chi-kin, District Engineer/Islands of HyD to the meeting to respond to the question. The Department had submitted, prior to the meeting, the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at mid-July of the current year. The Schedules were tabled at the meeting and Members were invited to raise enquiries and opinions.

285. Mr WONG Wah enquired about the details of location of item 11: the addition of bus stop at Shui Hau of South Lantau Road. He also said that tree branches of South Lantau Road and Keung Shan Road were pruned to about 3 metres. When single-decker and double-decker buses passed through, they would be brushed by the branches. He enquired the Department whether there was a height limit for tree pruning.

286. Ms Amy YUNG said that many residents of Discovery Bay lodged complaints that at late night on 21 July, Central Pier No.3 (to Discovery Bay) was closed suddenly. Staff on duty did not give an explanation and only said that they were following Police's instructions. As Mr Vincent CHUA, General Manager-DB Operations of HKR International Limited and Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBSTL) had left and could not provide an answer, she requested Mr YU Siu-bun, representative of the Police, to provide an explanation for the arrangement. If he did not know the answer, he was requested to provide a reply in writing after the meeting.

287. Mr YU Siu-bun said that he was not privy to the matter and would provide a written reply to Ms Amy YUNG after consulting relevant colleagues.

(Post-meeting note: The Police contacted the person-in-charge of DBSTL after the meeting. It was learnt that on the night of 21 July, staff of the company, in response to the situation there and then, closed part of the entrance and exit of Central Pier No. 3 (to Discovery Bay). Only limited ferry service was provided. The Police did not take part in the decision. The Police and DBSTL had explained the situation to Ms Amy YUNG.)

288. Mr HO Chun-fai said that the road signs at South Lantau Road to Pui O were covered with dust. After typhoons, tree leaves were blown onto the reflective road signs. He did not know which department was responsible for cleaning. However, he had asked volunteers to clean the reflective road signs to test the results after cleaning.

289. Mr WAN Chi-kin said that the location of bus bay works of Shui Hau, South Lantau Road was close to the football field. Regarding matters of tree pruning, he

would reflect to relevant colleagues. He also said that some trees at South Lantau Road were managed by HyD and some others by the Lands Department, LCSD and the Agriculture, Fisheries and Conservation Department. As such, he was not able to determine the department responsible for the trees at issue. According to maintenance contract of HyD, the height of tree pruning was 6 metres. Requirements of other departments might be different. As such, he could not respond for other departments.

290. Mr WONG Wah said that after pruning, sideway branches at the roadside would still brush single-decker buses passing by. As such, he enquired HyD whether there was limit to height of tree pruning.

291. Mr WAN Chi-kin said that according to the maintenance contract of HyD, the height of tree pruning was 6 metres. However, on-site investigation would be necessary to determine which department was responsible for their management.

292. Mr WONG Wah enquired whether pruning of sideway branches was the responsibility of HyD.

293. Mr WAN Chi-kin said that after learning which department was responsible for management of the trees, he would convey Members' opinions to the relevant departments by email, and then report to Members.

294. The Chairman proposed that HyD and Mr WONG Wah should conduct a site visit together, and invited Mr WONG Fuk-kan to go along.

295. Mr WAN Chi-kin said that regarding the cleaning of road signs, he would reflect to relevant colleagues to follow up.

## XXI. Date of next meeting

296. The Chairman said that to facilitate the election for the new term of DC, the operation of DC would be suspended from 4 October 2019 until the end of the current term of office, i.e. 31 December 2019. During the suspension, meetings and activities of DC and its committees and working groups had to be suspended. As such, meetings of DC and its committees and working groups originally scheduled for the dates after 4 October 2019 would be cancelled.

297. The meeting was adjourned at 7:37 p.m. The next meeting would be held on 23 September 2019 (Monday) at 2:00 p.m.

-END-