

(Translation)

**Islands District Council**  
**Minutes of Meeting of Traffic and Transport Committee**

Date : 19 November 2018 (Monday)  
Time : 2:00 p.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

**Present**

**Chairman**

Mr WONG Man-hon

**Vice-Chairman**

Mr CHEUNG Fu

**Members**

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

**Attendance by Invitation**

Mr WAN Pak-yan, Eric

Mr LI Wai-fan, Edmond  
Miss HO Kit-ying, Florence  
Mr CHAN Wai-ho, Kenneth

Principal Transport Officer/New Territories 2,  
Transport Department  
Senior Transport Officer/Planning/Ferry 1, Transport Department  
Senior Transport Officer/Planning/Ferry 2, Transport Department  
Divisional Commander (Marine and Diving),  
Fire Services Department

|                        |  |
|------------------------|--|
| Mr MOK Hing-cheung     | Chief Land Executive/Islands (District Lands Office, Islands),<br>Lands Department       |
| Mr AU YEUNG Shing-shiu | Senior Land Executive/Tenancy (District Lands Office, Islands),<br>Lands Department      |
| Mr AU Tze-wai, William | Senior Engineer/General Legislation 3,<br>Electrical and Mechanical Services Department  |
| Mr CHAN Pik-shan       | POE Sub-Unit Commander 2 (Central District),<br>Hong Kong Police Force                   |
| Mr ZENG Geng-tian      | Manager, Fortune Ferry Company Limited   |
| Mr YIP Ho-yeung        | Administration Manager, Coronet Ray Development Limited                                  |
| Ms Annie LAM           | Public Relations Manager - External Affairs,<br>MTR Corporation Limited                  |
| Ms YU Ka-man, Carmen   | Senior Administrative Officer (Tourism)2,<br>Commerce and Economic Development Bureau    |
| Mr WONG Leung-pak      | Chairman, New Lantau Bus Co. (1973) Limited  |
| Mr WONG Cheuk-tim      | Director, New Lantau Bus Co. (1973) Limited  |
| Mr Billy WONG          | Assistant Manager - Operation Support,<br>New Lantau Bus Co. (1973) Limited              |
| Mr LI Wai-sing         | Technical Director, MVA Hong Kong Limited  |
| Mr Makkee MAK          | Traffic Engineer, MVA Hong Kong Limited  |
| Ms Vivian LEE          | Managing Director, ActionHouse International Limited                                     |
| Ms Elaine NG           | Assistant Account Manager, ActionHouse International Limited                             |
| Mr Kevin LI            | Public Affairs Manager,<br>Citybus Limited/New World First Bus Services Limited          |
| Ms May TANG            | Chief Operating Officer, Enova Holdings Limited  |
| Ms Gemma ROURA         | Head of Events, Formula E Operations   |
| Ms Coffee PANG         | Director of Marketing and Communications,<br>Formula Electric Racing (Hong Kong) Limited |
| Mr Harry YEUNG         | Project Director, Formula Electric Racing (Hong Kong) Limited                            |
| Ms Angela FUNG         | Project Coordinator, Formula Electric Racing (Hong Kong) Limited                         |

**In Attendance**

|                            |  |
|----------------------------|--|
| Mr AU Sheung-man, Benjamin | Assistant District Officer (Islands)1, Islands District Office                               |
| Miss CHOI Siu-man, Sherman | Senior Transport Officer/Islands 1, Transport Department                                     |
| Miss SIN Kai-wai, Marie    | Senior Transport Officer/Islands 2, Transport Department                                     |
| Ms YUEN Kit-fung           | Engineer/Islands 2, Transport Department   |
| Mr WAN Chi-kin             | District Engineer/General(2)B, Highways Department   |
| Mr AU Hok-lang             | Engineer/22 (Lantau),<br>Civil Engineering and Development Department                        |
| Mr YEUNG Yiu-chung         | District Operations Officer (Lantau), Hong Kong Police Force                                 |
| Mr TAI Cheuk-yin           | Assistant Divisional Commander (Operations & Crime)<br>(Cheung Chau), Hong Kong Police Force |
| Mr WONG Wah                | Administrative Consultant,<br>New Lantau Bus Co. (1973) Limited                              |
| Mr Peter CHU               | Manager-Administration Department,<br>New Lantau Bus Co. (1973) Limited                      |
| Mr Peter TSANG             | Senior Manager-Transportation,<br>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**

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

**Absent with Apology**

Ms TSANG Sau-ho, Josephine  
Mr WONG Fuk-kan  
Mr YIP Pui-kei  
Mr CHAN Kam-hung      Chairman, Lantau Taxi Association

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**Welcoming Remarks**

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

- (a) Mr WAN Chi-kin, District Engineer/General(2)B of the Highways Department (HyD) who attended the meeting in place of Ms Amy POON;
- (b) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBTSL) who attended the meeting in place of Mr Vincent CHUA of HKR International Limited; and
- (c) Mr Peter CHU, Manager-Administration Department of New Lantau Bus Company (1973) Limited (NLB) who attended the meeting in place of Mr CHAN Tin-lung.

2. Members noted that Ms Josephine TSANG, Mr WONG Fuk-kan, Mr YIP Pui-kei and Mr CHAN Kam-hung were unable to attend the meeting due to other commitments.

I. **Confirmation of the Minutes of Meeting held on 3 October 2018**

3. The Chairman said that the above draft minutes had incorporated the amendments proposed by the government departments, guests and Members, and 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 16 November 2018, which had been distributed to Members for perusal before the meeting.

The information paper was also tabled at the meeting.

6. Mr Randy YU opined that the bureau's reply on the first item of the checklist of follow-up items was too brief and general, which only stated that "Airport City" would boost the economy without mentioning the specific situation after the opening of Hong Kong-Zhuhai-Macao Bridge (HZMB). He hoped that the bureau would provide information about the assessment of economic benefits brought about by the opening of the bridge, including the number of tourists, economic benefits to be gained, and the measures to be taken when volume of traffic on the bridge was high, such as crowd control and planning of transport and infrastructure, etc. He hoped that the relevant authorities would provide appropriate replies for the above matters of concern.

7. The Secretary said that she would convey Members' opinions to the policy bureau concerned for follow-up after the meeting.

(Post-meeting note: The Committee had conveyed Members' opinions to the policy bureau concerned in writing.)

8. Mr Holden CHOW said that with regard to the influx of tourists to Tung Chung after the opening of HZMB, he urged the Government to provide shopping facilities at the Hong Kong Boundary Crossing Facilities (HKBCF) as soon as possible to allow tourists to spend at HKBCF so as to ease the passenger flow in Tung Chung.

(Ms Sammi FU joined the meeting at around 2:10 p.m.)

II. Proposed continued provision of monthly ticket passages for the "Central - Cheung Chau" ferry route  
(Paper T&TC 63/2018)

9. The Chairman welcomed Miss Florence HO, Senior Transport Officer/Planning/Ferry 2 of the Transport Department (TD) to the meeting to present the paper.

10. Miss Florence HO briefly presented the paper.

11. Ms LEE Kwai-chun said that after the implementation of monthly ticket passages, she had not received complaints from passengers who needed to travel between Cheung Chau and Central for work on public holidays. On the other hand, she observed that when a large number of tourists visited Cheung Chau during Ching Ming Festival, Chung Yeung Festival and Bun Festival, it would always cause great inconvenience to residents taking fast ferries to and from Cheung Chau via the monthly ticket passages. She pointed out that there were long queues of passengers waiting in the vicinity of Cheung Chau Ferry Pier on public holidays and staff would let them enter the waiting area only after the ferries had berthed. She enquired whether passengers could be allowed to enter the waiting area in advance instead of queuing and waiting in the vicinity of the pier.

12. Mr KWONG Koon-wan raised his opinions as follows:

- (a) He had repeatedly proposed the introduction of package tickets or multi-ride tickets and letting the holders of those tickets to use the monthly ticket passages. However, the proposal was not accepted by the department and the ferry operator.
- (b) According to paragraph 9 of the paper, a daily average of 40% to 60% of monthly ticket users boarded on the ferries via the monthly ticket passages at the Central and Cheung Chau piers. However, the figure was not calculated based on the total number of monthly ticket holders, thus could not reflect the actual usage rate of the monthly ticket passages. It was learnt that more than 4 000 people held monthly tickets each month on average. Taking November 2017 as an example, more than 800 people used the monthly ticket passage at Cheung Chau Ferry Pier, representing about 20% of the total number of monthly ticket holders.
- (c) He said that people using the monthly ticket passages might not have the actual need and might just enter through the turnstiles at random or habitually on those specified days when the monthly ticket passages was available for use. Taking November 2017 as an example, he believed that among the more than 800 users of the monthly ticket passages, at least one third met the above description. He reiterated that during weekends, around 20 000 to 30 000 people travelled between Central and Cheung Chau daily and relatively speaking, the usage rate of monthly ticket passages was indeed on the low side. He opined that the department's paper did not holistically reflect the actual situation or the actual needs of Cheung Chau residents. He hoped that package tickets could be introduced to allow more Cheung Chau residents to use monthly ticket passages.
- (d) He anticipated that after the implementation of the transport fare subsidy scheme next year, more Cheung Chau residents would choose to travel by fast ferries with a higher fare in order to have the subsidy. He was worried that the frequency of fast ferries could not meet the increased passenger demand by then, giving rise to other issues. He said that he had raised the concern as early as when the \$2 fare concession scheme for the elderly was introduced. In that regard, he enquired whether TD and the District Office (DO) had conducted any assessment and urged the departments concerned to seriously consider formulating diversion measures at the earliest possible.

13. Miss Florence HO made a consolidated response as follows:

- (a) TD noted that there were relatively more people in Cheung Chau during public holidays, especially long holidays, than on weekdays or Saturdays. In response, the ferry operator provided additional sailings to cater for the upsurge of passenger demand.
- (b) Since the passengers demand during Bun Festival was higher and more concentrated than that of normal public holidays, the Police would implement extensive crowd control measures outside and in the vicinity of Cheung Chau Ferry Pier, including queuing facilities along San Hing Praya Street, Cheung

Chau. Passengers should queue up for ferries by using those queuing facilities outside Cheung Chau Ferry Pier and follow the Police's instructions. Due to the above special arrangements, monthly ticket passages would be temporarily suspended during Bun Festival.

- (c) With regard to the queuing arrangements outside Cheung Chau Ferry Pier, the ferry operator would make suitable diversion according to the passengers demand. The ferry operator normally allowed passengers of the following sailing to enter the waiting area timely after the passengers of the previous sailing had boarded the ferry. TD from time to time conducted on-site surveys to monitor the operation of ferry services and would request the ferry operators to make improvements when necessary.
- (d) She noted the opinions of Mr KWONG about the statistics set out in the paper and supplemented that the data provided by TD was obtained scientifically by counting the actual number of queuing passengers (including the number of passengers using monthly ticket passages and non-monthly ticket passages) and the actual queuing time observed during on-site surveys. TD understood that passengers might choose to use different turnstiles according to actual situation and/or their habits.
- (e) She said that the purpose of setting up the monthly ticket passages was to reduce the impact of the high passenger demand during Sundays and public holidays on those passengers who needed to travel between Cheung Chau and Central for work on Sundays and public holidays. With regard to the proposal of introducing other types of ticket so as to allow more passengers to use the monthly tickets passages, the ferry operator had completed the study of extending the use of monthly ticket passages to those multi-ride ticket users. Preliminary preparatory work was being conducted by the ferry operator. After the introduction of multi-ride tickets, these holders would be allowed to use the monthly ticket passages when taking fast ferries on Saturdays, Sundays and public holidays.

14. Mr KWONG Koon-wan enquired of the department about the current usage situation of monthly ticket passages and the number of people purchasing monthly tickets each month. He said that he was not doubting the accuracy of the statistics but opined that the contents of the paper were not comprehensive enough and did not provide the number of people buying monthly tickets for Members' reference, thus could not reflect the actual usage situation of the monthly ticket passages. In addition, he enquired of the department why there were always people queuing for ferries in the vicinity of Cheung Chau Ferry Pier.

15. Miss Florence HO said that according to statistics, during January to September 2018, there were an average of about 4 000 persons buying monthly tickets each month. Regarding the queue at Cheung Chau Ferry Pier, it was mainly because during the peak periods when there were many passengers, the ferry operator would separate the passengers waiting for the fast ferries and ordinary ferries of the "Central-Cheung Chau" ferry service and those of inter-islands ferry service in order to facilitate efficient boarding and to avoid confusion. Normally, the passenger flow would be eased after the passengers entered the waiting area under the

arrangement of the operator.

16. Ms LEE Kwai-chun disagreed that allowing passengers of different sailings to enter the waiting area would cause confusion. She said that the direction signs of the waiting area were clear and the boarding locations of fast ferries and ordinary ferries were different. In addition, there was broadcast in the waiting area to remind passengers of boarding. She again enquired of the department and ferry operator about the reason for implementing the measure even during non-peak hours. She suspected that the operator intentionally shortened the staying time of passengers at the waiting area to avoid the need of handling emergency situations such as passengers feeling unwell.

17. Mr KWONG Koon-wan raised his opinions as follows:

- (a) He concurred with Ms LEE Kwai-chun and opined that passengers should queue at the pier for diversion purpose.
- (b) He pointed out that the situation of passengers queuing for ferries outside Central Piers was rarely seen. On the contrary, waiting queues for ferries often occurred outside Cheung Chau Ferry Pier, which showed that the waiting area at Cheung Chau Ferry Pier did not have sufficient space. The issue deteriorated since 2008 when the number of tourists to Cheung Chau increased dramatically. As early as 2013 when the then Chief Executive LEUNG Chun-ying launched the Signature Project Scheme, he had submitted the proposal of extending Cheung Chau Ferry Pier or finding land to build a pier. Five years had passed, the areas of Cheung Chau Ferry Pier and the waiting area were still inadequate. He criticised the department for not tackling the issue at root and just responded passively. He urged the department to proactively consider the contents of his proposal or provide other feasible solutions to tackle the problem squarely.
- (c) As far as he understood, frontline staff of the ferry operator did not want too many passengers staying in the waiting area. Even the previous ferry had departed, they would still let passengers wait outside, which had nothing to do with diversion of passengers. He opined that the department had the responsibility of supervising the operator and queried that the department did not provide proper supervision.

18. Miss Florence HO said that TD had been closely monitoring the usage and daily operation of Cheung Chau Ferry Pier. According to existing usage, Cheung Chau Ferry Pier could cope with the daily passenger demand. On long-term planning, TD was discussing with relevant departments such as the Civil Engineering and Development Department (CEDD), the Architectural Services Department and the Marine Department etc. for the expansion of the pier or other suitable options of enhancing the pier. TD had commissioned CEDD to conduct a feasibility study and related preliminary work was in progress.

19. The Chairman urged the department to note Members' opinions and prudently consider the proposals.

(Mr Ken WONG joined the meeting at around 2:25 p.m.)

III. 2019 Hong Kong E-Prix  
(Paper T&TC 64/2018)

20. The Chairman welcomed Ms Carmen YU, Senior Administrative Officer (Tourism)2 of the Commerce and Economic Development Bureau (CEDB); Mr CHAN Pik-shan, POE Sub-Unit Commander 2 (Central District) of the Hong Kong Police Force (HKPF); Ms Gemma ROURA, Head of Events of Formula E Operations; Ms May TANG, Chief Operating Officer of Enova Holdings Limited; Mr Harry YEUNG, Project Director, Ms Coffee PANG, Director of Marketing and Communications and Ms Angela FUNG, Project Coordinator of Formula Electric Racing (Hong Kong) Limited; Ms Vivian LEE, Managing Director and Ms Elaine NG, Assistant Account Manager of ActionHouse International Limited; as well as Mr LI Wai-sing, Technical Director and Mr Makkee MAK, Traffic Engineer of MVA Hong Kong Limited to the meeting to present the paper.

21. Ms Carmen YU appreciated the support of Islands District Council (IDC) for the events in the previous 2 years. To show appreciation and the importance attached to IDC, Head of Events of Formula E Operations specially travelled from the United Kingdom to Hong Kong to attend the meeting today. In the events held in the previous 2 years, overnight high-spending visitors including motorsports lovers and racing team staff were attracted to Hong Kong to watch the races. According to the information provided by the organiser, about 27 000 spectators attended the races last year and about 30% of them were overseas tourists, bringing considerable tourism merits to Hong Kong and benefits to tourism-related sectors such as hotels, air transport, catering and retail. The organiser would promote Hong Kong E-Prix in Hong Kong, overseas and Mainland markets, and promote Hong Kong widely in various markets via live local and overseas television broadcast. According to the information provided by the organiser, there were over 25 million audiences in total across the globe last year. Wide coverage of international and local media also helped burnish Hong Kong's image as a metropolis and reinforce the status of Hong Kong as a premier and diverse tourist destination. It showed to the world Hong Kong's ability to organise top international motorsports events and enhanced the image of Hong Kong. She hoped that IDC would continue to support this season's event so that the race could be held smoothly.

22. Ms Coffee PANG and Mr Makkee MAK briefly presented the paper with the aid of PowerPoint presentation.

23. Mr Holden CHOW said that a serious racing car accident occurred in Macao recently and media report suggested that the cause was related to the condition of the track. While it was not the first time Hong Kong held the event, Hong Kong and Macao were both small-sized cities and the race was held in busy area. He enquired whether the authorities had conducted assessment on safety of the race.

24. Mr Eric KWOK raised his opinions as follows:

- (a) The paper of the Tourism Commission (TC) stated that the event was widely reported in international and local media which helped burnish Hong Kong's



image as a metropolis. He found such saying very abstract. He requested the commission to submit report next year with information such as media coverage and photographs, detailing how the events in last year and next year could burnish Hong Kong's image as a metropolis. In addition, the paper stated that there were about 27 000 audiences in last year's event and 30% of them were high-spending overseas tourists. He proposed that the bureau should obtain operational data from the industries to impute the benefits brought about to Hong Kong by the race.

- (b) He supported increasing the number of free E-Village carnival tickets distributed to IDC from 300 to 600. In view that the revenue generated from the event was huge and the public was affected by the temporary traffic diversion measures during the race, he proposed that the organiser should set aside part of the revenue for charitable purposes, for example, making donations to non-profit-making groups such as Hong Kong Community Chest to repay society.
- (c) With an increased number of tourists after the opening of HZMB and the second day of the event falling on a Sunday (10 March 2019), he believed that a large number of tourists and foreign domestic helpers would watch the race. Given that the footbridge connecting Central Piers and International Finance Centre II, etc. would be open to public as usual during the race, he was concerned that pedestrians watching the race would block the footbridge and suggested the Police formulate relevant measures, such as placing mills barriers at the footbridge.

25. Mr Randy YU was concerned about the safety of the race and enquired whether the organiser had formulated measures to separate the vehicles from the crowds and installed adequate anti-collision equipment. He proposed that the organiser should discuss with Members the arrangements of posting notices at piers to ensure that related message was clearly received by the public.

26. Mr KWONG Koon-wan proposed that the organiser should distribute some free admission tickets to senior secondary school students so that they could participate in that high-profile event. As some bus stops at Man Kwong Street would be temporarily suspended during the event, he agreed that circular shuttle bus services be provided by the organiser to carry passengers from Central Piers to nearby temporary bus stops and vice versa. He enquired about the specifications, carrying capacity and frequency of the shuttle buses. In addition, he proposed that information of interchange routes be provided at the temporary bus stops at Pier Nos. 3 and 5.

27. Mr YUEN King-hang said that during the event last year, the Police curtained off the footbridge connecting Man Yiu Street and Central Piers with black cloth in order to prevent passers-by from watching the race on the footbridge. However, the measure would affect the illumination and ventilation of the footbridge. He hoped that the Police would review and improve the measure.

28. Mr LEE Ka-ho said that the paper of TC stated that the event would help enhance

Hong Kong's image as the events capital of Asia. However, the ticket price of the event last year was over HK\$2,000, which by far exceeded the affordability of the general public. He opined that neither did the event attract participation of members of the public, nor did it enhance the public's knowledge of electric vehicles. In order to prevent the public from watching the event free of charge, causing unfairness to those who had bought tickets, the Police deployed a large number of policemen at the footbridge connecting Man Yiu Street and Central Piers and curtained off the footbridge with black cloth. He opined that the measures would cause great nuisance to the public and requested the Police to review and improve such measures.

29. Ms LEE Kwai-chun said that the event would increase the passenger flow in the vicinity of piers and some roads would be closed during the event, which might affect Islands District residents going to the piers to take ferries. She hoped that the organiser would leave passages for Islands District residents to access the piers.

30. Ms Carmen YU made a consolidated response as follows:

- (a) TC attached great importance to the safety of the event. The organiser had all along closely co-operated with Hong Kong Automobile Association and Fédération Internationale de l'Automobile to place pre-cast concrete walls, debris fences and spectator fences besides the racetrack to protect the safety of racers and audiences. In addition, the Police and the Fire Services Department (FSD) held a number of working meetings during the planning stage and would conduct a joint exercise simulating the rescue work in the event of serious accidents and get familiar with the emergency rescue routes to ensure that relevant departments could effectively cope with emergencies. In case accidents occurred, the organiser would submit to the Police a detailed report with relevant information such as video recording to facilitate further investigation.
- (b) TC would report the economic benefits of the event held last year and next year.
- (c) The footbridge at Man Yiu Street connected the Central Piers and a large number of pedestrians gathering there would pose danger and cause inconvenience to people using the footbridge. Moreover, as the footbridge was located above the track, if objects of spectators thereat were accidentally dropped onto the track, it would cause danger to racers and the audiences in the venue. As such, the Police curtained off the location with black cloth to regulate the passenger flow.
- (d) TC had encouraged the organiser to enhance public participation in the event. E-Village was open to members of the public free of charge last year and part of the free tickets would be distributed to underprivileged groups this season to allow more people to participate and enjoy the event.

31. Mr CHAN Pik-shan said that since the footbridge at Man Yiu Street was the main passage connecting Central Piers, a large number of people gathered at the footbridge during the race would obstruct residents and tourists going to the piers to take ferries for the outlying

islands. In addition, if people watching the race on the footbridge located above the racetrack dropped articles onto the track accidentally, it would pose danger to racers and audiences inside the venue. Therefore, the Police curtained off the footbridge with black cloth of texture penetrable by air to avoid people watching the races there, and policemen were deployed to adopt crowd control and facilitate smooth passenger flow to and from the piers.

32. Ms Coffee PANG said that with regard to the enquiries about safety measures, Head of Events of Formula E Operations would provide supplementary information.

33. Ms Gemma ROURA said that she understood the concern of Members about the serious racing car accident recently occurred in Macao. While the event in Macao had a history of 65 years and Hong Kong had only 3 years of experience, the condition of roads in Hong Kong was better than those in Macao. In addition, the organiser installed equipment such as concrete walls and debris fences of the highest standards and specifications with the deployment of firemen and policemen. The event was also different from that of Macao as it was mainly a race competing on energy efficiency and technology among electric vehicles and the speed of race cars was slower. She was aware that motorsports involved certain risks, and the organiser would make every effort to minimise the risks and continue to maintain close liaison with relevant government departments. The organiser would be pleased to respond to any enquiries from Members.

34. Ms Coffee PANG made a consolidated response as follows:

- (a) With regard to the proposal of returning the event profits to society, while losses were recorded for the events in the previous 2 years, the organiser invited various charity organisations, the underprivileged and members of the public affected by road closure to enjoy the weekend at E-Village on 9 March 2019 and increased the number of free tickets to be given to IDC so that more Islands District residents could take part in the event.
- (b) She welcomed the proposal of distributing some free tickets to secondary school students of Islands District. She asked Members to recommend more targets to be invited and the organiser would discuss the relevant arrangements. In addition, “Formula E World” area in the venue provided edutainment facilities with both education and entertainment elements.
- (c) With regard to Members’ concern about ticket price, given the high cost of the event, the organiser had to take into account the cost factor when determining the ticket price to strike a balance as far as possible. In order to attract people of various walks to take part in this international event, the number of seats at the grandstands would be reduced so as to increase the number of participants of E-Village. The ticket price of E-Village would be set at a level affordable by the general families of Hong Kong.

35. Mr Makkee MAK said that the organiser was discussing with the bus company and TD the specifications, carrying capacity and frequency of shuttle buses. The organiser initially intended to borrow double-decker buses from the bus company and make use of the next stop announcement system on the buses to provide more information to passengers.

The shuttle buses were anticipated to operate from 5:30 a.m. to 1:00 a.m., same as the service hours of buses affected, with the headway of about 5 to 20 minutes depending on the volume of passengers. Interchange information would be provided at all 5 bus stops.

36. The Chairman said that Members unanimously supported the event and various temporary road and traffic arrangements.

(Mr CHAN Lin-wai left the meeting at around 3:00 p.m.)

IV. Question on objecting to fare increase of New Lantau Bus and request for abolishing extra fare during holidays  
(Paper T&TC 67/2018)

37. The Chairman welcomed Mr WONG Leung-pak, Chairman, Mr WONG Cheuk-tim, Director and Mr Billy WONG, Assistant Manager - Operation Support of NLB; and Miss Marie SIN, Senior Transport Officer/Islands 2 of TD to the meeting to respond to the question.

38. The Chairman briefly introduced the question.

39. Mr WONG Leung-pak said that since the fare increase in 2008, NLB applied for fare increase again only after 10 years due to the rise in various operating costs. He hoped that the Chairman and Members would appreciate the difficulties in operation experienced by NLB.

40. Mr WONG Leung-pak responded as follows:

- (a) Due to the increase in operating costs, NLB applied to TD for a fare increase of 9.8%. As some routes (such as routes no. N35, N38 and 37) had low patronage and suffered severe losses, application for fare increase was made to maintain stable operation and long-term development. He stressed that NLB was committed to providing quality bus services to members of the public. He hoped that the Chairman and Members would appreciate the difficulties in operation experienced by NLB.
- (b) If Members objected to fare increase on grounds that it would add burden to the transport expense of the public, he proposed that the Government provided fare subsidy to alleviate the pressure of fare increase.
- (c) Over the years he supported the abolishment of holiday extra fares, provided that the fares from Monday to Saturday be increased to maintain the same overall fare revenue. As early as 1992 when NLB was acquired by Kwoon Chung Bus Holdings Limited, holiday extra fares were already in place and NLB was not in the position to decide whether the extra fares could be abolished. Discussion on the details with TD and extensive consultation had to be conducted.
- (d) With regard to the proposal of providing extra transport subsidy for Islands District students, he opined that since the Government had provided fare

subsidy to eligible students, provision of extra transport subsidy was not necessary.

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

- (a) The department received application from NLB on 28 September this year for a fare increase of 9.8%. Based on the existing “Fare Adjustment Arrangements for Franchised Buses”, the department would assess the application according to established procedures, which included considerations on changes in operating costs and revenue since the last fare adjustment, forecast of future costs, revenue and return, and the reasonable rate of return of the bus company, etc. At the same time, public acceptability and affordability, the quality and quantity of bus service provided and the outcome of the formula for fare adjustment rate would also be taken into account. After conducting assessment, the department would consult the Panel on Transport of the Legislative Council (LegCo) and the Transport Advisory Committee. The final decision would be made by the Chief Executive in Council.
- (b) At present, some South Lantau routes adopted 2 charging modes respectively on ordinary days and holidays. Lower fares were charged on ordinary days in order to alleviate the daily transport expense of residents, whereas higher fares were charged on holidays to improve the overall financial and operational situation of NLB. NLB provided various fare concessions for passengers, including sectional fares for various routes and concessionary fares for passengers frequently travelled to and from South Lantau in order to alleviate the expenditure of residents who frequently travelled on holidays. As such, TD opined that the abolishment of holiday charging mode would exert further pressure to the financial situation of the bus company.
- (c) With regard to the proposal of providing extra travel subsidy to Islands District students, the Government all along had clear policies to introduce a series of targeted financial assistance measures to students and families in need, including the cross-district transport allowances provided by the Labour and Welfare Bureau for eligible low-income families, travel subsidies provided by the Education Bureau (EDB) for students and subsidies provided to ferry companies in order to alleviate the fare burden.

42. Mr Eric KWOK raised questions and opinions as follows:

- (a) In view of the operational difficulties and pressure being experienced by NLB, he proposed that the Transport and Housing Bureau (THB) should introduce other bus companies for competition when conducting the next review of bus franchises to maintain control of bus fare by means of free market mechanism.
- (b) He opined that the arrangement of holiday extra fare was not fair to Lantau residents. Holiday extra fare was proposed by the MTR Corporation Limited (MTRCL) years before on grounds that the patronage was higher on holidays. He disagreed with the arrangement. MTRCL had cancelled the measure

earlier and ferry companies even provided holiday fare concessions for Lantau residents, but NLB still maintained the arrangement of holiday extra fare. Bus compartments were extremely overcrowded on holidays and residents often failed to board buses as they were fully loaded. On top of the above, they had to pay higher fares. It was not only unreasonable but also violated justice.

- (c) He said that in considering NLB's application for fare increase, the department should step up its supervision of NLB's service and improve its operation. For example, during holidays, there were many passengers waiting for buses at Pui O bus stop with queues extended to the sports ground. He opined that NLB should review the carrying capacity and service. He believed that while some bus routes suffered losses, other routes made profits. As a franchised bus company, NLB should be regulated while enjoying the privilege. As such, he hoped that other bus companies would be introduced for competition when conducting the next review of franchises.

43. The Vice-Chairman Mr CHEUNG Fu said that Members were representatives of public opinions who had the responsibility to reflect people's opinions at meetings. Should NLB opine that the bus routes it operated failed to earn profits, it might decide not to apply for bus franchise. He stressed that there was room for discussion on fare increase and Members would not object to it one-sidedly without grounds.

44. Mr Ken WONG raised questions and opinions as follows:

- (a) He had time and again requested the department to abolish the holiday extra fare. He indicated that with the development of transport, there was a need to review the measure. The original intent of holiday extra fare was to collect higher fare from tourists to subsidise the fares of residents on ordinary days. However, the measure was no longer effective. He pointed out that as MTR fares were far lower than those of ferries on holidays (for example, it cost more than \$70 to take ferry to Mui Wo and then interchange for bus to Po Lin Monastery, which was more expensive than taking MTR and then interchanging for bus), most passengers chose to travel by MTR on holidays.
- (b) He criticised the Government that in promoting "Conservation for the South, Development in the North" for Lantau, it did not introduce any travel subsidy scheme for residents, resulting that residents had to pay higher transport fares with a decreasing population of South Lantau. He stressed that he did not object to the policy of conservation for South Lantau but hoped that the Government would provide extra travel subsidy for Lantau residents, such as extra travel subsidy for students.

45. Mr LOU Cheuk-wing raised questions and opinions as follows:

- (a) He reminded NLB that as a franchised bus operator, it had to fulfill social responsibility while earning profits. He appreciated that the fares of a number of bus routes in the area had remained unchanged for years. He pointed out that the application for fare increase hinged on the overall operational situation

of NLB. If NLB suffered losses in operation, Members would not oppose to its application for fare increase. However, if NLB earned profits after absorbing various cost increases, he hoped that NLB would shelve its application. He also hoped that NLB would provide more operational information for Members to conduct further discussion on fare increase. Nevertheless, the special new cost of purchasing buses for the newly introduced route no. B6 should not be included in the consideration of fare increase.

- (b) He pointed out that the arrangement of holiday extra fare had been in place for years. In early years, the bus company operating the bus service on Lantau suffered severe losses and holiday extra fare was introduced to subsidise its operational expense. At that time, the tourism industry of Hong Kong was not well developed with a small number of tourists, coupled with the unstable weather, the subsidy from holiday extra fare was not significant. Today, with the Mainland's liberalisation of policy to allow mainlanders to visit Hong Kong under the Individual Visit Scheme (IVS) and the completion of a number of infrastructures (such as Tsing Ma Bridge), tourism industry of Hong Kong had been on the rise with a drastic increase in the number of tourists, and many of them were attracted to Lantau Island by the rich and unique tourist resources (such as heritage conservation and historical culture). He believed that NLB had earned considerable amount of profit in the past 10 years as a result of significant increase in the number of tourists. The income of Lantau residents, however, had not increased substantially and they indeed could not afford the increased transport expense. In view of this, he objected to NLB's increase of fares for residents. As for the increase of fares for tourists, he opined that there was room for discussion but reminded NLB that the number of tourists might decrease as a result, thereby affecting the overall income of the company. He proposed that NLB and the department should explore ways to improve the company's income and operation without increasing the transport costs of residents.

46. Mr LEE Ka-ho said that Members spoke on behalf of the residents and their enquiries were based on the opinions of residents. He stressed that there was still room for discussion and they did not adopt the attitude of not yielding a single inch towards fare increase of NLB. Transport fees took up a large portion of expenditure of Islands District families. Residents, students in particular, faced heavy financial pressure. While MTRCL provided half-fare concession for students aged 12 years or above, other major public transport service providers did not offer concessions. He proposed that THB should include condition of student concession when conducting review on franchises of public transport service or directly provide extra travel subsidy to Islands District students. Apart from the non-means-tested Public Transport Fare Subsidy Scheme to be launched soon, the Government should continue to make good use of the abundant surplus to increase student travel allowance and widen the scope of subsidy.

47. Mr Randy YU raised questions and opinions as follows:

- (a) Just as mentioned by other Members previously, the controversy of holiday extra fare had been going on for some time. Members had the responsibility

to reflect residents' opinions about the issue and the fare increase of NLB.

- (b) He understood that as a commercial enterprise, NLB needed to earn profit to maintain sustainable development of business. However, franchised bus operators had the responsibility to take into account the affordability of the public. Over the previous 10 years, prices rose dramatically but the salaries of residents did not significantly rise. He proposed that NLB should conduct an overall review on quality of service, fares, structure and frequency arrangements, so as to re-allocate resources and alleviate the pressure on overall fare increase. He proposed enhancing and re-organising the frequency of bus routes with lower patronage (such as route nos. N35, N38 and 37) as mentioned by Mr WONG Leung-pak, and on the premise of not affecting the residents, lowering the rate of fare increase or even not increasing the fare. If the above proposal was accepted, the department had the responsibility to keep guard and assist the bus company to strike a balance between fare and enhancement of frequency to safeguard the interest of passengers.
- (c) He opined that the department needed to conduct a review on holiday extra fare and that passengers who travelled on holidays should not pay higher fares to subsidise passengers travelling on ordinary days. As there was only one means of transport for Islands District and the transport fares were high, the Government should provide travel subsidy for residents of Islands District to compensate for the lack of transport infrastructure in the district. Subsequent to the provision of maintenance subsidy for ferry companies earlier, the Government should conduct an overall review on long-term planning and development of transport in Islands District to ensure that residents could travel at reasonable and stable fares. He urged the Government to proactively study the proposal of establishing a vessel fleet of its own.
- (d) He pointed out that at present, children aged 3 to 11 years could enjoy half-fare concession by using Child Octopus cards. Apart from that, the Government only provided travel allowance to students aged 12 years or above with financial needs through the means-tested scheme. As travel expense of students took up a large portion of family expenditure, he proposed that the Government should conduct a comprehensive review on the arrangement of travel allowance for students aged 12 to 18 years and the feasibility of allowing students aged 18 years or above to apply for travel allowance. He requested the department to invite representatives of Traffic and Transport Committee (T&TC) of IDC to conduct discussion with public transport service operators on the detailed arrangements of relevant measures.

48. Mr Holden CHOW said that owing to the remoteness of Islands District and the existence of only one means of transport to the city, the transport expense was high, but the Government did not provide extra travel subsidy for residents. As such, he supported the provision of non-means-tested travel subsidy to students so as to tackle the issue at root and alleviate the family expenditure of residents. In addition, many residents of Ying Tung Estate requested for NLB to increase the frequency of route no. 37M to a level similar to that of route no. 38.



49. Mr WONG Wah said that holiday extra fare had been in place for years. The higher holiday fares were implemented to allow residents to travel at lower fares on normal weekdays. However, the arrangement could be affected by inclement weather which would reduce the number of tourists, resulting in holiday fare revenue not being adequate to subsidise expenditure of ordinary days. He stressed that if holiday extra fares were to be abolished, fare for normal weekdays would have to be increased correspondingly to maintain the company's overall financial and operational situation.

50. Mr WONG Leung-pak said that he was willing to discuss the fare increase issue with Members and agreed with the re-organisation of bus routes with lower patronage (such as routes no. N35, N38 and 37) in order to alleviate the pressure of fare increase. NLB had been keeping the fares unchanged for over 10 years, but the manpower cost, fuel charges and insurance premium kept increasing. In particular, after the occurrence of a number of serious accidents involving franchised buses in Hong Kong this year and the opening of HZMB, various road transport operators hired additional manpower, which intensified the competition for human resources. All the above led to dramatic increase in insurance premium and human resources cost. In order to safeguard the long-term development of the company and the livelihood of several hundred staff, NLB had no choice but to apply for fare increase. While NLB was experiencing difficulties in operation, it had been enthusiastic in taking part in community affairs and its effort was recognised. For example, it supported Po Lin Monastery in holding religious assembly, and the Principal of Buddhist Fat Ho Memorial College at Tai O had time and again thanked NLB for keeping the fares unchanged over the years. He once again hoped that Members would understand the heavy cost pressure faced by NLB.

51. Mr Eric KWOK clarified that the Committee was all along supportive of traffic improvement proposals raised by NLB (for example, the use of double-decker buses), rather than opposing all its views one-sidedly. Regarding the arrangement of holiday extra fare, he was aware of the operational pressure faced by NLB and thus did not object to charging higher fares from tourists to subsidise fares of residents travelling on ordinary days. He proposed that NLB should follow the practice of ferry companies to allow residents to purchase round trip tickets on holidays at ordinary day fares. He also urged the department to explore the feasibility of introducing resident cards.

52. The Vice-Chairman Mr CHEUNG Fu stressed that there was room for discussion on the fare increase of NLB. However, he objected to the introduction of resident cards on grounds that there would be difficulties in implementation. He urged NLB to make every effort to enhance the quality of service while applying for fare increase.

53. Mr KWONG Koon-wan said that a few years ago when DC discussed the review of ferry fares, Members had proposed the introduction of resident cards. However, since household registration system was not adopted in Hong Kong, the measure was difficult to implement and might contradict relevant legislations. He proposed that the bus company should follow the "Octopus Holiday Return Ticket" of Cheung Chau ferries to allow residents to pay ordinary day fares on holidays via specified Octopus system in order to reduce the administrative burden. He enquired of the department whether implementation of "Octopus Holiday Return Ticket" by franchised bus companies would be different from that of ferry companies, and whether it would be subject to relevant terms and conditions.

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

- (a) The holiday fare charging mode was applicable to South Lantau routes. As the patronage of South Lantau routes varied significantly between ordinary days and holidays, fares for some routes on holidays were higher in order to subsidise services of ordinary days. When the new franchise came into effect last year, NLB introduced fare concessions for passengers. Passengers who had taken 30 rides on the same route within the same month were eligible to redeem 1 complimentary ticket; and who had taken 40 rides were eligible to redeem 2 complimentary tickets. Complimentary tickets could be used on ordinary days or holidays in order to save expenditure. Since the franchise came into effect, NLB had distributed more than 6 000 complimentary tickets to passengers frequently travelling on South Lantau routes.
- (b) With regard to proposals related to student travel allowance and ticket concessions, at present, passengers under 12 years old could enjoy half-fare concession by using Child Octopus cards without having to make any application. For students aged 12 or above, EDB provided travel allowance to those with needs. Regarding the proposal of bus companies providing more fare concessions, the department would urge the bus companies to provide more fare concessions to the public as far as their financial situation permitted. The department would regularly conduct review on the service quality of bus companies, and the quality and quantity of bus service was one of the considerations in processing application for fare increase.

55. Mr Eric KWOK reiterated that the holiday extra fare arrangement was very unfair to Lantau residents. MTRCL had abolished such arrangement years before and ferry companies had also implemented the “Octopus Holiday Return Ticket” system to alleviate the travel expense of residents. The department requested the bus company to provide more fare concessions (such as passengers who had taken a certain number of rides could get free tickets), which meant that it admitted that there were loopholes in the holiday extra fare measure. Nevertheless, the department was reluctant to abolish the measure. He was very dissatisfied with it. He requested the representatives of the department to convey Members’ opinions to the seniors.

56. Mr Randy YU opined that the response of the department’s representative reflected that the department had no plan to conduct a comprehensive and major review on the travel allowance of Islands District students above 12 years of age. The department only indicated that the bus company would give out free tickets and urged the bus company to provide more fare concession to the public. He opined that the department should not shift the responsibility of providing allowance to the needy to the bus company. In so doing, the bus company’s operational burden would be increased and passengers would have to bear higher fares in the long run. He proposed that the department should make reference to “Octopus Holiday Return Ticket” system and monthly ticket passages of Cheung Chau, and implement similar arrangements for buses operating on Lantau routes, which would ease the burden of travel expense on residents and resolve the issue of having difficulties in boarding buses on

holidays. He said that later on under agenda item 13, he would enquire of the department about the feasibility of implementing the above initiatives.

57. The Chairman said that holiday extra fare arrangement was very unfair to Lantau residents and outdated. As such, the arrangement was not implemented for the franchised bus services of the new developed Tung Chung New Town. He said that Tung Chung New Town situated in Lantau area, and bus services in the area should be considered as a whole. If some Lantau bus routes generated a low revenue, they could be subsidised by revenue of Tung Chung New Town routes. As a District Councillor of Lantau, he had the responsibility to convey and discuss issues of concern of Lantau residents at the meeting. He requested the Government to take timely and appropriate actions to conduct review and make improvement to the arrangement of holiday extra fare soonest.

58. Mr WONG Leung-pak made a consolidated response as follows:

- (a) The arrangement of holiday extra fare was not proposed by NLB. Since the effectiveness of the arrangement was subject to weather conditions during holidays, he agreed to abolish the arrangement. However, fares of normal weekdays would have to be increased to balance the books.
- (b) He pointed out that NLB recorded a loss of \$3.5 million in 2017-18. While there were profits in earlier years, the profit level did not meet the expectation of shareholders and the financial situation could not maintain sustainable operation of the company. In spite of the above, as a public transport service operator, NLB would continue to strive to improve the service level and provide efficient transport service to the public.
- (c) He proposed that the fares of route no. B2 plying between Shenzhen Bay Port and Yuen Long Station as well as route no. B6 plying between HZMB Hong Kong Port and Mun Tung Estate in Tung Chung be raised to a higher level, in order to lower the rate of fare increase of other routes. As passengers of the above-mentioned bus routes were mainly tourists and “parallel traders” who had a lower sensitivity to fare and travelled often on the routes, it would be easier for them to accept a higher fare increase. He believed that the above-mentioned fare increase arrangement could take care of the community at large, and at the same time increase the income of NLB and ease its financial pressure.

59. The Vice-Chairman Mr CHEUNG Fu supported Mr WONG Leung-pak’s proposal of raising the fares of route nos. B2 and B6. In addition, he urged the department to review whether the fares of shuttle bus services at HZMB (golden buses) were too low, resulting in a large number of tourists arriving at Hong Kong via HZMB.

60. Mr WONG Wah said that NLB did not object to abolishing holiday extra fare, but the question was how to determine a reasonable new fare. In other words, while lowering the fare of holidays, fare of ordinary days should be raised to equalise the fares, so as to strike a balance between the overall operational situation of NLB and benefits of passengers.

61. Mr LOU Cheuk-wing supported the increase of fares of route nos. B2 and B6 in order to keep the fares of other Lantau bus routes unchanged. However, he objected to abolishing holiday extra fares. He estimated that the new fare would range between existing ordinary day and holiday fares and the increase rate might be higher than that requested by NLB. The travel expenditure of Tai O residents would therefore increase dramatically. As such, he proposed following the “Octopus Holiday Return Ticket” practice of Cheung Chau ferry to allow registered Lantau residents to pay ordinary day fares on holidays.

62. Mr LAU Chin-pang did not object to increasing the fares of route nos. B2 and B6 and proposed that sectional fares be implemented for route no. B6. As the patronage of the section from Mun Tung Estate to MTR Station was low and the number of passengers increased only at the MTR Station to HZMB section, he proposed to adopt the arrangement of route no. 39M to charge only \$3.2 for Mun Tung Estate to MTR Station section and \$10 for the subsequent section. The implementation of sectional fares could attract residents nearby to take route no. B6 to MTR Station, which could help divert passengers of route no. 38, lower the demand on frequency of route no. 38, and better utilise the surplus carrying capacity of route no. B6, thereby reducing the operational costs of NLB.

63. Miss Marie SIN said that in processing application for fare increase, the department would carefully consider and assess various factors, including profit of franchised bus company and passengers’ affordability. She noted Members’ opinions about the holiday charging mode, service of routes and fare adjustments, and would convey the opinions to relevant section for consideration and follow-up.

64. Mr Randy YU requested the department to earnestly respond to Members’ opinions, and invite Members to discuss and review the detailed arrangements.

65. The Chairman asked the Secretariat to follow up with TD after the meeting.

(Post-meeting note: The Secretariat conveyed Members’ opinions and proposals to TD again after the meeting and asked the department to take appropriate follow-up actions.)

(Mr KWONG Koon-wan left the meeting at around 4:20 p.m.; Mr LOU Cheuk-wing left the meeting at around 4:25 p.m.)

V. Question on safety of inclined lifts in Discovery Bay North  
(Paper T&TC 68/2018)

66. The Chairman welcomed Mr Kenneth CHAN, Divisional Commander (Marine and Diving) of FSD and Mr William AU, Senior Engineer/General Legislation 3 of the Electrical and Mechanical Services Department (EMSD) to the meeting to respond to the question. The consolidated reply of Discovery Bay Services Management Limited and Hong Kong Resort Company Limited (HKR) had been sent to Members for perusal before the meeting.

67. Ms Amy YUNG briefly introduced the question.

68. Mr William AU made a consolidated response as follows:

- (a) According to the department's records, since the commissioning of the inclined lifts in 2014, the department had conducted inspections on the maintenance and safety of the lifts thrice, including the safety inspection conducted in 2014 when they were newly installed, the risk assessment conducted in 2016 when a new maintenance contractor was engaged and the unscheduled inspection conducted this year to examine whether the safety components and operation of the lifts met requirements of Code of Practice and relevant regulations.
- (b) According to the investigation of the department, the incidents of passengers being trapped in the lifts occurred on 18 September and 16 October this year mainly involved external factors and had nothing to do with machinery breakdown or maintenance. Given the exterior design of inclined lifts, the operation would be affected in case of object falling onto the guide rails or into the lift pit. On 18 September, construction works were being conducted in the building on the hilltop and construction timber and waste might have been blown from the works site onto the guide rails of the lift, affecting the operation of conveyor belt and causing the incident to occur. On 16 October, garbage fell into the lift pit and triggered the safety switch, causing the lift in operation to come to a sudden halt. The department had urged the property management company to formulate protective measures to avoid objects falling into the operating areas which would affect the safe operation of the lifts.
- (c) On maintenance quality, the department examined the maintenance records of the 2 inclined lifts during inspections, and it was found that maintenance work was performed once every week, which was more frequent than that required by legislation, i.e. at least once every month, and major replacement parts were procured from the original manufacturer by the maintenance contractor, which showed that the maintenance quality and work were adequate.

69. Mr Kenneth CHAN said that from 1 January to 31 October 2018, there were 21 incidents involving the inclined lifts in Discovery Bay North which required rescue service from FSD with a total of 72 people trapped. In the same period in 2017, there were 31 incidents with a total of 97 people trapped, 10 incidents less than last year. He pointed out that the rescue procedures for people trapped in inclined lifts were no different than those for ordinary indoor lifts. If the lift ceased operation midway, the contractor would provide aluminum steel ladder for rescuing the people trapped. The steel ladder was equipped with handrail and would not lead to safety problem.

70. Ms Amy YUNG raised her opinions as follows:

- (a) She regretted that HKR did not arrange representative to the meeting and just provided a written reply as in the past. She also criticised that the reply did not address the questions asked. It did not provide the times of service suspension of the included lifts and the number of days services were suspended due to incidents since the lifts started operation in 2014. Neither did it respond to whether thorough check on the lifts had been considered so as to identify the

causes of incidents. She thanked EMSD and FSD for providing the relevant information and opined that as the operator, HKR had the responsibility to maintain relevant records and submit relevant information to Members.

- (b) She said that she had conducted on-site inspection and found that much construction waste was placed on the slope between the 2 lifts. There was also a ladder which was an eyesore and would affect the safe operation of the lifts.
- (c) She opined that the numbers of inclined lift incidents and people trapped as provided by FSD were unacceptable. Since the top landing of the lifts was high, when the lifts stopped at a certain height, people trapped might panic looking outside of the lifts. She was also concerned about the safety of firemen performing rescue work at a height. She said that the frequent breakdown of lifts was caused by the mismanagement of the operator and she hoped that representative of HKR could give response.

71. Mr Peter TSANG said that he did not belong to the department responsible for the operation of the inclined lifts. He would refer the enquiry of Ms YUNG to the department concerned for follow-up and providing relevant information to Members for reference. Members were welcome to raise any questions.

72. Mr LEE Ka-ho said that the written reply stated that there were 3 inclined lifts in Hong Kong, and he enquired about the locations of the other 2 included lifts and the number of breakdowns, so that comparison with the one in Discover Bay North could be made.

73. Ms Amy YUNG said that she had time and again conveyed residents' complaints by email to Mr Peter TSANG and Mr Vincent CHUA but no response had been received. The most recent email was sent on 24 August this year, which was related to a traffic accident at the location off the inclined lifts. Photographs of the accident taken by residents and the opinions they expressed on online platform were also attached. No reply from HKR representative had been received yet. In that regard, she expressed intense dissatisfaction against Mr Peter TSANG and his company for ignoring the complaints. In addition, one of the lifts had been suspended for repair for a long time. She requested HKR to explain the situation and provide data to prove the performance of the lift. She asked the Secretariat to follow up and requested HKR to provide a concrete reply. She said that she would re-send to Mr Peter TSANG all the complaints that had not been responded to and urged him to reply as soon as possible instead of turning a blind eye to the traffic problem of Discover Bay, so as to avoid the problem from deteriorating.

(Post-meeting note: The Secretariat had conveyed Ms Amy YUNG's opinions to HKR.)

74. Mr William AU said that apart from the one at Discovery Bay North, the other 2 lifts were located at Tai O Heritage Hotel and Po Fook Hill, Tai Wai. The one at Tai O Heritage Hotel was comparatively new installed with a shorter guide rail, thus the number of incidents were relatively lower. The one at Po Fook Hill, Tai Wai was of an old design, and the number of breakdowns and safety level were most unsatisfactory among the 3 lifts. The department had received certain complaints about that lift. As for the inclined lift in Discovery Bay North, since the contractor had all along conducted regular inspections and used components that met

safety standards, the lift met safety standards and the main concern was external factors affecting the operation.

75. Mr Peter TSANG said that if there were questions raised by Ms YUNG that had not been answered by him and his company, he welcomed Ms YUNG re-sending the emails to him for follow-up. If the questions involved other departments, he would refer them to suitable departments. He pointed out that since some traffic accidents might require the investigation and follow-up of the Police or relevant works departments, it required more time before replies could be given.

76. Ms Amy YUNG said that she had re-sent the emails to him one by one and urged him to follow up as soon as possible. She asked the Secretariat to make a request to HKR that all outstanding questions be followed up within 2 weeks. She was critical of the company's attitude in handling the questions.

77. Mr Kenneth CHAN said that apart from the inclined lift in Discovery Bay North, the one at Tai O Heritage Hotel was also under his charge. He said that the Fire Station of the district had not received any complaint in regard of the lift, which might be because the inclined lift had a shorter track and was only for the use of hotel guests with a low usage rate. He said that he would provide the respective numbers of breakdowns of the inclined lifts at Tai O Heritage Hotel and Po Fook Hill, Tai Wai for Members' reference after the meeting.

(Post-meeting note: The supplementary information of FSD had been distributed to Members for perusal.)

VI. Question on the safety of pedestrian crossing off Po Yat House, Yat Tung Estate  
(Paper T&TC 69/2018)

78. The Chairman welcomed Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question.

79. Mr LAU Chin-pang briefly introduced the question and added that with the development of the area, Yat Tung Street became busier with an increasing traffic flow. There was only one pedestrian crossing off Po Yat House, Yat Tung Estate without facilities such as traffic light and zebra crossing. The issue of traffic safety at the location was worrying. He said that in October this year, a traffic accident occurred at the said location and fortunately the victim suffered no serious injuries. He hoped that the department would review the need of installing road crossing facilities there.

80. Ms YUEN Kit-fung reported the figures of traffic accidents occurred in the vicinity of Po Yat House, Yat Tung Estate in the previous 5 years. In 2013, there were in total 4 traffic accidents, including 1 serious accident and 1 minor accident; in 2014, a total of 5 minor accidents; in 2015, a total of 2 traffic accidents, including 1 serious accident and 1 minor accident; in 2016, a total of 2 minor accidents; in 2017, a total of 3 minor accidents; and as at October 2018, a total of 3 minor accidents. The department seldom received comments about the pedestrian crossing off Po Yat House in the past, but in the middle of this year, a proposal

of installing pedestrian priority traffic lights at the location was referred from the Housing Department (HD). According to the observation of TD, the existing pedestrian crossing at Yat Tung Street off Po Yat House functioned properly and cautionary crossings were in place. As such, the department would not consider the installation of pedestrian priority traffic lights at the above location.

81. Mr LAU Chin-pang said that according to the traffic accident figures provided by the department, nearly 20 traffic accidents occurred at the location over the past 5 years, some involving serious injuries. In that connection, he raised opinions as follows:

- (a) He enquired of the Police if nearly 20 traffic accidents were recorded at a location over the past 5 years, would the location be classified as traffic accident black spot, and whether proposal or improvement would be put forward accordingly to improve road safety.
- (b) He enquired of the department if the safety facilities at the location was considered adequate, then why the traffic accident mentioned just now still occurred. He enquired whether the department would formulate safety standards, and that under what circumstances it would determine a location as having potential safety risk and implement improvement measures accordingly.
- (c) He said that after the traffic accident in October this year, he had inspected the location during the morning peak hours 6 times. According to his observation, pedestrians usually crossed the road in a hurry. During the morning peak hours, many buses of special trips passed the location, especially after the provision of bus stop for route nos. E11S and E22S at Kui Yat House, and there might be occasions where 2 double-decker buses were parked thereat, blocking the view of other drivers. In addition, pedestrians looking at the Kit Yat House direction could not see vehicles entering Yat Tung Street until they reached the pedestrian refuge in the middle of the road. Many residents said when they stopped at the pedestrian refuge and saw a vehicle approaching, they had to guess whether the vehicle would stop and allow them to cross the road, whereas the driver also had to guess whether the pedestrians would wait until the vehicle passed by before crossing the road. He explained that some traffic accidents were due to the misunderstanding between drivers and pedestrians, both thinking that the other would stop and give way.
- (d) The proposal of installing pedestrian priority crossing lights referred by HD was raised by the Estate Management Advisory Committee of Yat Tung Estate. He understood that the department was concerned that the installation of pedestrian priority crossing lights might affect the volume and flow of traffic. He proposed the installation of zebra crossing at the above location, as the legislation clearly stipulated that drivers must give way to pedestrians crossing or waiting to cross zebra crossings. He opined that the installation of zebra crossing would not have a great impact on the traffic on Yat Tung Street and quite the contrary, it would improve traffic safety.

82. Mr Eric KWOK said that in 2005 when the installation of pedestrian refuge and



partition railings at Yat Tung Street was in discussion, he was concerned that vehicles would enter Yat Tung Street at an increased speed and thus proposed the installation of a speed ramp ahead of the pedestrian crossing. He urged TD to explore the feasibility of installing zebra crossings, pedestrian priority crossing lights and speed ramp as soon as possible.

83. Mr YEUNG Yiu-chung said that there was a pedestrian refuge in the middle of the 4 vehicular lanes at the location mentioned above. Most traffic accidents occurred at road sections where pedestrians crossed 3 lanes or more. Experiences told us that in normal circumstances, elders and children could safely cross 2 vehicular lanes, though the risk was higher than that of crossing one lane. In response to public demand and from the safety angle, the Police opined that it would be better than the present situation after provision of pedestrian crossing facilities, which was, however, subject to consideration and assessment by TD.

84. Mr FAN Chi-ping said that when passing by the location on that afternoon, he saw a school bus stopped at the pedestrian crossing off Po Yat House unloading students. He said that school buses used to unload students after entering the roundabout and enquired of TD and the Police whether the above practice was lawful or not.

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

- (a) The location was not a traffic accident black spot. The traffic accident figures reported previously included other accidents (such as collision of vehicles) and the number of accidents involving pedestrians were about 10.
- (b) There were safety facilities at the pedestrian crossing off Po Yat House, including a pedestrian refuge between 2 vehicular lanes in opposite directions and road markings reminding pedestrians of direction of approaching traffic. With regard to Members' concern about buses blocking the view of drivers, traffic signs and road markings were installed at suitable locations near the pedestrian crossing to remind drivers to look out for pedestrians crossing the road ahead and slow down.
- (c) With regard to the speed ramp mentioned by Mr Eric KWOK, she said that the vibration generated when the vehicle passed through the speed ramp might pose danger to its passengers and even cause damage to the vehicle. Thus provision of speed ramp at Yat Tung Street was not recommended.
- (d) In view of the increased passenger and vehicular flow on Yat Tung Street, the department agreed that continuous monitoring of the pedestrian crossing facilities at the location was necessary.

86. Mr LAU Chin-pang raised his opinions as follows:

- (a) He pointed out that elders or children crossing 4 vehicular lanes at one time involved a certain degree of danger.
- (b) He raised the enquiry because there indeed existed potential risk at the location. He stressed that one accident was too many, not to mention there were already

10 traffic accidents involving pedestrians occurred thereat. As such, he urged the department to review why there would be traffic accidents even though safety facilities were in place. He enquired whether the department would set criteria for assessing the need of installing safety facilities and how the criteria would be set.

- (c) He understood the department's concern that the installation of zebra crossing would affect the driving habits of drivers, thus he proposed that the department should visit the site with him at morning peak hours to inspect the situation and listen to the opinions of residents nearby, as well as conduct a feasibility study on the proposal. He stressed that the department should seriously take into account the request of residents, just as how it had proactively resolved the safety issue of the exit of Yat Tung Car Park No. 3 and altered the directional markings on the road surface.
- (d) He disagreed with the inclusion of study on installing pedestrian crossing facilities at the location in Yat Tung Street planning proposal. He was worried that the works period of as long as 4 years would cause delay to the review work and further complicate the planning of Yat Tung Street. As such, he proposed that the study should be conducted independently.

(Post-meeting note: TD conducted on-site inspection with Members on 3 January 2019.)

87. Mr Bill TANG concurred with Mr LAU Chin-ping and said that parents were worried that students might encounter traffic accidents when crossing the road at the said location. He urged the department to conduct independent study on this issue and inspect the site with representatives of the bus company to listen to the opinions of stakeholders seriously.

88. Mr FAN Chi-ping asked the department to respond to his enquiry raised previously and expressed his concern about the safety of students (in particular the young ones) alighting at the said location.

89. Ms YUEN Kit-fung said that most parts of Yat Tung Street were marked with double yellow lines and in normal circumstances, no vehicle was allowed to load or unload passengers in the road sections concerned. School bus operators might apply for a restricted zone permit (RZP) to the department which would then conduct safety and transport assessment. On condition that road safety and traffic would not be affected, the department would issue a RZP to the operator for pick-up or drop-off of students at the road sections to which the application related. According to records, no application for RZP was received from the operator concerned.

(Mr Bill TANG joined the meeting at around 5:00 p.m.)

## VII. Question on review of tolls of Lantau Link (Paper T&TC 71/2018)

90. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1

and Ms YUEN Ki-fung, Engineer/Islands 2 of TD to the meeting to respond to the question. The written reply of TD had been sent to Members for perusal before the meeting.

91. Mr LEE Ka-ho briefly introduced the question.

92. Ms YUEN Kit-fung said that TD had submitted a written reply before the meeting and she had nothing to add at the moment.

93. Mr LEE Ka-ho said that according to the written reply of the department, the operating income of Lantau Link since commissioning to date was about \$7.3 billion, and the average annual profit was around \$100 million to \$200 million since financial year 2010 to 2011 when the “five tolled tunnels and one bridge” bonds reached maturity. Up till present a considerable profit of about \$1.4 billion in total was recorded. In addition, the written reply stated that in setting the tolls for tunnels and bridges, the Government would consider a series of factors including the tolls of alternative routes. He said that currently Lantau Link was the only land route connecting Lantau and other areas in Hong Kong and there was no alternative route. It was not reasonable for Lantau residents to bear the transport expenditure. He opined that Lantau Link could not be compared with other routes which had alternative passages (e.g. members of the public might choose to travel between Kowloon and Shatin via Lion Rock Tunnel, Tate’s Cairn Tunnel or other means, and between Tuen Mun and the urban areas via Tai Lam Tunnel or Tuen Mun Road).

94. Ms YUEN Kit-fung said that she did not have at hand information about the consideration factors for setting the tolls of Lantau Link. The enquiry would be followed up and responded by relevant sections after the meeting.

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

95. Mr LEE Ka-ho said that during the previous discussion on bus fares, a number of Members pointed out that the travel expenditure of Lantau residents were huge. He opined that given the existing profit level of Lantau Link, the Government absolutely had the ability to introduce various fare reduction initiatives (such as Octopus concession) to alleviate the transport expenditure of Lantau residents. If the Government could not implement fare reduction initiatives at an early date, it should undertake to set reasonable tolls for the soon-to-be-commissioned Tuen Mun - Chek Lap Kok Link (TM-CLKL) or even waive the tolls.

96. Mr Holden CHOW said that the issue of reviewing or abolishing the tolls of Lantau Link had been time and again discussed by DC and LegCo. Apart from adding financial burden to Lantau residents, the toll collection arrangement of Lantau Link had also caused chaos in traffic. In order to avoid traffic confusion, he proposed abolishing the tolls for Lantau Link.

97. Mr Bill TANG said that according to his observation, in developing major new development areas or new towns, the Government would normally plan and arrange a road connecting the urban areas for use by the public free of charge. However, Lantau Link and the soon-to-be-commissioned TM-CLKL were not toll-free, which was unfair to Tung Chung residents and the logistics sector engaging in conveyance service in Tung Chung area. As

such, he urged the Government to revisit the toll collection arrangement to provide at least one free passage connecting Tung Chung and the urban areas for the public.

98. The Chairman urged the Government and the department to consider Members' opinions and conduct a comprehensive review on tolls of Lantau Link as soon as possible.

VIII. Question on parking spaces for franchised buses/coaches at Yu Tung Road  
(Paper T&TC 70/2018)

IX. Question on transport services in Tung Chung West  
(Paper T&TC 73/2018)

99. The Chairman said that as agenda items VIII and IX were related, he proposed that they be discussed together. He welcomed Mr WONG Leung-Pak, Chairman, Mr WONG Cheuk-tim, Director and Mr Billy WONG, Assistant Manager - Operation Support of NLB; Miss Sherman CHOI, Senior Transport Officer/Islands 1 and Ms YUEN Kit-fung, Engineer/Islands 2 of TD; Mr WAN Chi-kin, District Engineer/General(2)B of HyD; and Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF to the meeting to respond to the questions. In regard to the questions about NLB route no. B6, he proposed that they be discussed later on when route no. B6 was discussed under another agenda item.

100. Mr LAU Chin-ping briefly introduced his question.

101. Mr Eric KWOK briefly introduced part 1 of his question. He added that the parking spaces at Yu Tung Road were provided on a temporary basis as approved by the previous term of DC and not for permanent use, thus the parking spaces should be relocated as soon as possible. With regard to the issue of the drivers allowing idling of engines in order to enjoy air-conditioning, the Police and the Environmental Protection Department had taken enforcement actions but the efforts had not been effective. Since only one lane of Yu Tung Road was available at present, he was concerned that traffic would be paralysed when accidents occurred. He pointed out that upon the completion of Citygate Phase II in the first quarter of 2019, the bus terminus next to Ngong Ping Skyrail Terminal would be relocated there, freeing up space for parking of coaches. In addition, the department had indicated that parking spaces for coaches could be provided at Sunny Bay, and the use of open space adjacent to Ying Tung Estate as temporary car park had been approved. Therefore, he requested the department to relocate the temporary parking spaces at Yu Tung Road to the 3 places mentioned above.

102. Ms YUEN Kit-fung responded as follows:

- (a) TD had all along provided parking spaces in Tung Chung through various measures, including requesting developers of new development projects to provide suitable parking facilities according to Hong Kong Planning Standards and Guidelines, and maintaining close liaison with departments concerned to identify suitable land for use as temporary car park to meet local needs. Under the premise of not affecting the smooth flow of traffic, road safety or road users, the department would provide more onstreet parking spaces at locations with such need. The 13 coach parking spaces at Yu Tung Road were provided to tie in with the development of Tung Chung Area 11 at that time.

- (b) The development project of Area 11 was nearing completion. However, according to the planning and design, the newly constructed transport interchange would only provide pick-up/drop-off spaces and a certain number of parking spaces for non-franchised buses, so the department would like to retain the 13 onstreet parking spaces at Yu Tung Road to meet the need for parking spaces in the area. HD had conducted traffic impact assessment (TIA) for the development of Mun Tung Estate, which indicated that the vehicular flow on Yu Tung Road was not expected to increase dramatically after the intake of Mun Tung Estate. It was thus believed that one vehicular lane was sufficient to meet future demand. The department would continuously monitor the vehicular flow and usage of parking spaces at Yu Tung Road, as well as review and consider as appropriate whether to abolish the parking spaces for coaches according to the resident intake of Mun Tung Estate.

103. Mr Eric KWOK raised his opinions as follows:

- (a) With the intake of residents of Mun Tung Estate in Area 39, route no. B6 was operating at a high frequency and the vehicular flow on Yu Tung Road would inevitably increase. It was thus necessary to change the road into a two-lane carriageway in order to avoid traffic congestion or even a complete standstill when there were traffic accidents.
- (b) While the provision of coach parking spaces at Yu Tung Road could provide convenience to coach drivers, the exhaust emission from coaches would endanger the health of residents and the risk of a complete standstill of traffic might increase. In view that the current usage rate of the large car park at Sunny Bay was low, he proposed that the department should implement measures to encourage drivers to use the car park. When the open space adjacent to Ying Tung Estate was converted to temporary car park at the beginning of next year, it could be used for parking of coaches.

104. Mr Holden CHOW said that Ying Tung Estate started resident intake earlier than Mun Tung Estate, but there were still renovation works vehicles travelling in and out, causing frequent congestions on the 2 traffic lanes at the road junction. He was concerned that there was only one lane at Mun Tung Estate which might not be adequate to handle the increased vehicular flow during the intake period. He proposed that the department should enquire of the drivers about the reason they parked the coaches at Yu Tung Road. If they parked there only for rest, the department might introduce measures to divert them to more remote places (such as Sunny Bay car park) in order to alleviate the traffic burden of Tung Chung West.

105. Mr LAU Chin-ping enquired again if traffic accidents occurred at the only lane of Yu Tung Road leading towards Tung Chung Town Centre and caused a traffic standstill in Tung Chung West, what corresponding measures the department had in place. Bus drivers reflected that as Yu Tung Road had only one vehicular lane, when the coaches drove into the traffic lane from the parking spaces, passing buses would find it difficult to drive around them and accidents might easily occur. In addition, while there were only 13 coach parking spaces at Yu Tung Road, the number of coaches parked there far exceeded that number. There was

illegal parking in front of and behind the parking spaces, taking up the entire vehicular lane. Apart from the large number of renovation works vehicles that would appear in Mun Tung Estate during the resident intake period, many buses (such as route nos. E31 and S64) would pass through Mun Tung Estate. As such, Yu Tung Road would be as busy as Yat Tung Street. Should traffic accidents occurred and caused congestion, the traffic of entire Tung Chung West would be paralysed. He urged the department to make early preparation to relocate the 13 coach parking spaces in order to release the vehicular lanes.

106. Mr FAN Chi-ping said that he had reflected to the department many times the issue of parking of coaches at Yu Tung Road. The department had the responsibility to correct the misconception of drivers that an unlimited number of various types of vehicles could be parked there. During lunch hours, many goods vehicles and private cars were parked at the roadside, some even were parked overnight. He had inspected the site and found that drivers' behaviour caused traffic congestion and the noise generated from the vehicles affected residents nearby. Recently the Police took initiative to patrol the area and issue penalty tickets to those who parked their cars illegally, but the deterrent effect was not adequate. He urged the department to conduct site visit and resolve the issue the earliest possible.

107. Mr Bill TANG said that the population of Mun Tung Estate was estimated at around 11 000. He reminded the department not to take lightly of the increased vehicular flow on Yu Tung Road following the resident intake of Mun Tung Estate. He urged the department to relocate the coach parking spaces as soon as possible and conduct law enforcement with the Police to resolve the issue of illegal parking.

108. Mr WONG Leung-pak said that he had been the Chairman of Public Omnibus Operators Association (POOA) since 1985. With regard to the issue of parking of coaches at Yu Tung Road, he raised his opinions as follows:

- (a) The coaches concerned were non-franchised buses which mainly carried staff who worked at the Airport or the Third Runway works site to and from work in the morning and evening peak hours. As the above non-franchised buses had no service bookings at other times, they could hardly afford the cost of parking in the urban areas and could only park in Tung Chung.
- (b) At present, there were about 7 000 non-franchised buses in Hong Kong which mainly carried members of the public to and from work during peak hours. He proposed that TD should allow non-franchised buses to provide residents' service at specified times to carry residents to and from the urban areas at fares not higher than those of MTR. He believed that non-franchised bus operators would be willing to operate such service. He also opined that the measure would provide convenience to residents of Tung Chung housing estates and help divert the non-franchised buses to park in the urban areas so as to mitigate the problem of parking of non-franchised buses in Tung Chung.

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

- (a) To tie in with the bus service of Tung Chung area, the department opined that Tung Chung temporary bus terminus had to be retained. Application for

continuous use of the location as temporary bus terminus had been submitted recently to the District Lands Office, Islands (DLO/Islands). As such, the use of the location as coach parking spaces was not appropriate for the time being. In addition, while there were parking spaces for large vehicles at the short-term tenancy (STT) car park at Sunny Bay, some drivers might be reluctant to park the cars there due to the remote location.

- (b) The department had been closely monitoring the vehicular flow on Yu Tung Road. It was learnt that in the first 2 weeks after the opening of HZMB, in particular during holidays, a large amount of coaches were illegally parked at Yu Tung Road. With the decrease in number of tourists, the situation of illegal parking had slightly improved. However, there was a great demand for parking spaces in Tung Chung district and the 13 parking spaces at Yu Tung Road had already been occupied. As such, the issue of illegal parking still existed. The department hoped to identify other suitable places in the district to provide additional coach parking spaces.
- (c) With regard to the proposal of abolishing the coach parking spaces at Yu Tung Road, the department only needed to inform the drivers beforehand according to the procedures and no major civil engineering works would be involved. Since the TIA of Mun Tung Estate showed that one vehicular lane was adequate to accommodate the vehicular flow on Yu Tung Road after resident intake of Mun Tung Estate, the department had no plan to abolish the parking spaces at Yu Tung Road at present. The department would continue to monitor the resident intake of Mun Tung Estate and review whether to abolish the existing coach parking spaces in due course.
- (d) With regard to the emergency measures to be taken in case accidents occurred at Yu Tung Road, the department would respond to emergencies quickly according to established procedures. The Emergency Transport Co-ordination Centre would disseminate to drivers the updated traffic news and liaise with public service operators to ask for co-operation with traffic diversion arrangements to minimise the impact of incidents on drivers.

110. Mr WONG Wah proposed that the planter by the side of Yu Tung Road be demolished and converted to a layby for buffering so as to reduce the risk of traffic accident.

111. Mr Eric KWOK said that according to the design, Yu Tung Road should be used for operation of vehicles but not for parking. The department had adequate justifications to resume the parking spaces at Yu Tung Road, whereas the large car park at Sunny Bay could provide adequate space to compensate the 13 parking spaces at Yu Tung Road. While the Sunny Bay car park was remote, coaches parked at Yu Tung Road polluted the environment, endangered the health of residents, and might lead to traffic congestion on Yu Tung Road. He proposed that the department should provide a transitional period of 6 months during which coaches were diverted to the car park at Sunny Bay for parking. In addition, he was doubtful of the department's saying that contingency plan would be adopted when traffic accidents happened on Yu Tung Road. As there was only one vehicular lane, the traffic on Yu Tung Road would certainly be paralysed then.

112. Mr LAU Chin-ping said that Yu Tung Road and Yat Tung Street were similar in that no alternative access was available for traffic diversion. At an earlier T&TC meeting, Members proposed connecting Tung Chung Road and Chung Yat Street, so that when accidents occurred on Yu Tung Road, other vehicles could depart via Tung Chung Road and avoid standstill of traffic. However, the department said that the proposal could only be implemented when the development of Tung Chung New Town entered Phase III. In view of the many traffic issues and potential risks of Yu Tung Road at present, he proposed that the department should take forward the proposal early to implement traffic arrangements in the vicinity of Yu Tung Road in a more flexible manner and allay Members' concerns.

113. Ms YUEN Kit-fung said that the department noted Members' opinions and would take follow-up action after the meeting.

114. Mr Eric KWOK said that as the water-filled barriers enclosing Mun Tung Estate bus terminus had been removed, the issue of NLB route no. 39M stated in part 2 of the question had been completely resolved and no discussion at the meeting was needed. He briefly introduced the remaining parts 3 and 5 of the question.

115. Miss Sherman CHOI responded as follows:

- (a) If NLB route no. B6 routed through Chung Yan Road, the journey time would be lengthened by about 5 minutes, which would have a certain impact on the frequency. The department noted the opinion and would consider it when discussing the adjustments on bus route planning programme with bus companies in due course.
- (b) With regard to a number of incidents of bus ramming into iron railing at the bend near the bus stop of NLB route nos. 38 and 37M, the department had requested the bus company in writing to remind drivers of their driving attitude and provide adequate training to drivers to minimise accidents.

116. Mr Bill TANG said that the number of tourists in Tung Chung Town Centre increased dramatically as many tourists took NLB route no. B6. He was worried that the provision of en-route stop of route no. B6 at Yat Tung Estate would be controversial and thus had reservation about the proposal. While the Government and the bus company were proactively improving the pick-up and drop-off arrangements of route no. B6 and addressing the issue of influx of tour groups to Tung Chung after the opening of HZMB, he reminded the department to consider the proposal prudently and opined that it should first assess the effectiveness of diverting tourists by route no. B6, and then make further consideration after seeking the views of Yat Tung Estate residents.

117. Ms YUEN Kit-fung said that the bus stop of NLB route nos. 38 and 37M was designed and constructed in compliance with relevant safety standards. As the bus company would introduce buses with a longer body length later on, the department recently revisited the design of bus stop and found that it still met standards. There was no direct relationship between the recent accidents and the design of the bus stop. The department had written to the bus company requesting it to remind drivers of their driving attitude so as to minimise accidents.



X. Question on bus terminus at Citygate Phase II, Tung Chung  
(Paper T&TC 75/2018)

118. The Chairman welcomed Mr Eric WAN, Principal Transport Officer/New Territories 2 and Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD to the meeting to respond to the question.

119. Mr Holden CHOW briefly introduced the question.

120. Miss Sherman CHOI said that according to the information recently provided by the developer, if occupation permit (OP) was issued by relevant government departments and handover work was completed as scheduled, it was expected that the new bus terminus at Citygate would be handed over to the Government at the end of the first quarter in 2019. The department would conduct an overall review of the arrangements concerning the use of the new bus terminus facilities. Pick-up and drop-off facilities would then be provided to franchised and non-franchised buses at the bus terminus. The department noted the opinion of relocating the stops of residents' service of Century Link and The Visionary, etc. to the new bus terminus and would seek the views of various stakeholders after reviewing the arrangements concerning the use of the new bus terminus facilities so as to further enhance the proposal.

121. Mr Holden CHOW urged the department to deal with residents' opinions squarely and provide spaces in the new bus terminus for shuttle buses of Century Link and The Visionary, etc. to pick up and drop off passengers. He hoped that the department would explain in detail the traffic arrangement after the opening of the new bus terminus, including franchised and non-franchised bus routes to be provided in the terminus. If relevant information was not available at the moment, he requested the department to provide the progress of work.

122. Mr Bill TANG raised questions and opinions as follows:

- (a) Citygate Public Transport Interchange was anticipated to be completed and handed over to the Government in the first quarter of next year. He enquired whether the temporary bus terminus currently used by NLB was also subject to a use period, and after the new bus terminus at Citygate Phase II was commissioned, whether the Government would resume the temporary bus terminus or retain it in order to extend the Tung Chung transport interchange and bus parking area.
- (b) The configuration of bus terminus involved the pick-up and drop-off area for coaches, which might affect residents and the use of bus stops nearby. He reminded that the Government should consult District Councillors and residents of Lantau on the trade-off between Citygate Phase II new bus terminus and Tung Chung temporary bus terminus as well as the routeing arrangement, and give priority consideration to their wishes.

- (c) He enquired of the department about the differences in layout between the new bus terminus and the previous Citygate open-air bus terminus. He hoped that the department would provide the design layout of the new bus terminus at Citygate Phase II and the works progress of the facilities of the bus terminus.
- (d) The routeing of NLB route no. 38 was changed due to the works of the new bus terminus and Yat Tung Estate residents generally welcomed the new routeing. He thus proposed that the department and NLB should retain the new routeing after completion of works.

123. Mr WONG Wah said that even when there were less bus routes in the past, Citygate open-air bus terminus was just barely able to accommodate them. With an increased number of bus routes (including route nos. 39M, 37M and 37H) and a smaller area, the new bus terminus could not accommodate all bus routes. In view of this, he proposed continued use of the temporary bus terminus after the opening of new bus terminus in order to accommodate all bus routes.

124. Mr LEE Ka-ho said that members of the public generally hoped that the bus terminus at Citygate Phase II would be open as soon as possible in order to ease the congestion at the Tung Chung Town Centre bus stop. He enquired whether the new bus terminus could accommodate all bus routes of Citygate bus stop and temporary bus terminus, and requested the department to provide the design drawing of new bus terminus.

125. Mr Eric KWOK raised questions and opinions as follows:

- (a) It was understood that the department had submitted application for extending the expiry date of the use period of Tung Chung temporary bus terminus from 1 January 2019 to 31 December 2023. However, it had not reported to Members the arrangements for the temporary bus terminus and Citygate Phase II bus terminus (including the diversion of bus routes). He hoped that the department would provide detailed traffic arrangements and enhancement proposal for the above 2 bus termini at the next meeting.
- (b) He conducted on-site inspection at Tung Chung temporary bus terminus with representatives of DO and Members and found that the patronage at the Tat Tung Road Garden nearby was low. He thus proposed that the bus stop and Tat Tung Road Garden be connected to allow people waiting for buses to stroll through the garden and use the facilities inside, so as to make good use of space and resources.

126. Mr WONG Leung-pak objected to the provision of pick-up and drop-off points for free shuttle buses of Century Link and The Visionary, etc. at Citygate Phase II bus terminus, as it would seriously affect the number of passengers of NLB route no. 37. He pointed out that the Caribbean Coast free shuttle bus service had caused a dramatic drop in the number of passengers taking NLB route no. 37 and recorded a loss of more than \$10 million of this bus route, forcing NLB to apply for a fare increase. He did not want to see the situation further deteriorated.

127. Mr Randy YU raised questions and opinions as follows:

- (a) While Lantau residents hoped that the new bus terminus could be completed and open as early as possible, they agreed that the arrangement for bus terminus be adjusted according to situation due to the influx of coaches and tourists to Lantau after the opening of HZMB. Last Friday, he conducted on-site inspection at route no. B6 bus stop with other Members and representatives of the department and the bus company. After gaining a better understanding, he opined that both options of relocating the bus routes of Tung Chung temporary bus terminus to the new bus terminus and upgrading the temporary bus terminus to permanent bus terminus were worth considering and discussing, provided that the arrangements for the bus terminus should strike a balance between the interests of tourists, residents and various sides.
- (b) The early commissioning of Citygate Phase II bus terminus could provide one more long-term solution to the problems generated from route no. B6. As such, he proposed that the department should negotiate with the works contractor to explore the feasibility of issuing OP for the completed parts of the new terminus first, under the condition that they were structurally safe, rather than after the completion of the entire project, so as to enable early commissioning of the new bus terminus.

128. Mr Holden CHOW said that as far as he understood, the department had yet formulated any proposal in respect of the arrangement for the new bus terminus. Members were most concerned about the capacity of the bus terminus and arrangements of bus routes. He urged the department to provide as soon as possible the detailed traffic arrangements after the commissioning of new bus terminus for Members to conduct discussion accordingly.

129. Miss Sherman CHOI made a consolidated response as follows:

- (a) With the rapid development of Lantau in recent years, the demand of tourists and residents for bus service increased dramatically. In order to provide adequate transport facilities, the department had applied to the Lands Department (LandsD) to retain the Tung Chung temporary bus terminus. If the application was approved, there would be 3 bus termini operating concurrently in Tung Chung, which included the temporary bus terminus, the bus terminus at MTR Tung Chung Station and the Citygate new bus terminus to be open next year.
- (b) Following the development of Lantau in recent years, the completion of a number of housing estates and the commissioning of HZMB, there were changes in the demand for transport service and travelling pattern of passengers. The department was conducting an overall review on the arrangements concerning the use of new bus terminus facilities based on the relevant changes, and would closely liaise with Members and conduct consultation as appropriate when a concrete proposal was available.
- (c) In view that the new routeing of route no. 38 was well received by Yat Tung

Estate residents, the routeing would be retained after the opening of the bus terminus.

- (d) Regarding the arrangements concerning the use of the new bus terminus after its commissioning, the department would provide concrete proposal and layout plan of the new bus terminus for Members' perusal.

130. Mr Eric KWOK once again requested the department to connect the bus stop and Tat Tung Road Garden so as to allow people waiting for buses to take rest in the garden and use the facilities therein.

131. Ms LEE Kwai-chun supported Mr Eric KWOK's proposal and opined that connecting the bus stop and Tat Tung Road Garden could effectively divert the passenger flow and provide passengers with a comfortable waiting environment.

132. Miss Sherman CHOI said that the department noted Members' opinions and would follow up suitably with departments concerned after the meeting.

XI. Question on influx of people to Tung Chung after the commissioning of Hong Kong-Zhuhai-Macao Bridge

(Paper T&TC 80/2018)

XII. Question on influx of Mainland tour groups leading to overcrowding in Tung Chung Town Centre

(Paper T&TC 81/2018)

XIII. Question on the traffic on Lantau after commissioning of Hong Kong-Zhuhai-Macao Bridge  
(Paper T&TC 82/2018)

133. The Chairman welcomed Mr WONG Leung-pak, Chairman, Mr WONG Cheuk-tim, Director, Mr Billy WONG, Assistant Manager - Operation Support, Mr Peter CHU, Manager - Administration Department and Mr WONG Wah, Administrative Consultant of NLB; Mr Eric WAN, Principal Transport Officer/New Territories 2, Miss Sherman CHOI, Senior Transport Officer/Islands 1, Miss Marie SIN, Senior Transport Officer/Islands 2, Mr Edmond LI, Senior Transport Officer/Planning/Ferry 1 and Ms YUEN Kit-fung, Engineer/Islands 2 of TD; and Mr ZENG Geng-tian, Manager of Fortune Ferry Company Limited (Fortune Ferry) to the meeting to respond to the questions. The written replies of TC under CEDB and TD in respect of the question set out in Paper T&TC 80/2018 had been sent to Members for perusal before the meeting.

134. Ms Amy YUNG briefly introduced the question set out in Paper T&TC 80/2018, Mr Holden CHOW briefly introduced the question set out in Paper T&TC 81/2018 and Mr Randy YU briefly introduced the question set out in Paper T&TC 82/2018.

135. The Chairman proposed that land transport and related issues be discussed first, to be followed by sea transport.

136. Mr Eric KWOK briefly introduced the content relating to bus route no. B6 and part 4 of the question set out in Paper T&TC 73/2018. He said that the proposal of provision of

midway stop at Chung Yan Road for return trip of bus route no. B6 was based on the results of the questionnaire survey he conducted with residents nearby on 4 November, i.e. the day before the number of tourists in Tung Chung increased dramatically. In view of the most recent developments, he would like to withdraw the enquiry made to TD. He would conduct another questionnaire survey and then decide whether to raise the proposal subject to the opinions of residents.

137. Mr Eric WAN made a consolidated response as follows:

- (a) He reported to Members the situation at the en-route stop of route no. B6 near Tung Chung Crescent in the previous few weeks. On the first 2 weekends after the commissioning of HZMB, a large number of tourists queued up at the said bus stop for taking route no. B6 to the Hong Kong Port of HZMB, causing inconvenience to the local residents. Representatives of TD, DO, the Police and NLB had conducted a site inspection at the bus stop on 6 November and had come up with remedial measures. On 10 November, NLB had implemented a series of measures to improve the queueing arrangement of route no. B6, including allowing tour escorts or groups to buy group return-tickets in advance, arranging 2 buses at the stop for simultaneous boarding of passengers during peak hours, and deploying additional staff to assist in maintaining the queuing order of passengers. After the implementation of these measures, the department assigned staff to conduct on-site inspection and found that the measures could effectively shorten the boarding time of passengers. There was no long queue in most of the peak hours. The placement of mills barriers at the bus stop by NLB also improved the order of queuing and there was no recurrence of passengers lining up in a long queue extending to the plaza which happened on the first weekend of November. TD and NLB would closely monitor the situation and take suitable measures as and when necessary. The Government also encouraged tourists to visit areas other than Tung Chung to ease the congestion there.
- (b) Regarding the proposal of relocating the bus stop, he indicated that the department was receptive and added that it had to carefully examine the pros and cons as well as factors such as the spaces available for stacking of buses and queuing of passengers, order and safety of passengers and impacts on traffic and road safety, etc. He said that the department and various Members conducted site visits to the proposed sites for the relocation of bus stop and found that each site had its own site constraints. He would like to listen to the Members about their views on the arrangements in details at the meeting. According to the department's records, the patronage of bus route no. B6 during the peak hour was about 1 600 people, it was thus necessary to conduct a detailed assessment on the traffic impacts of relocating the bus stop.

138. Mr Holden CHOW said that various Members conducted inspection at the 3 proposed locations last week and found that each location had its own merits and demerits. He said that there was no perfect option and Members had to make consideration, with the primary goal of relocating the bus stop to a location far away from the local neighbourhood areas, so as to reduce the impact on Tung Chung residents. He said that during the initial period of

influx of people, Members proposed relocating the bus stop to the temporary bus terminus by the side of Ngong Ping Skyrail Terminal, but the proposal was shelved due to the concern of the impact on the vehicular flow there. Later he proposed that the new bus stop be relocated to Tat Tung Road at the rear of Citygate, where parking spaces for coaches were available. After inspecting the site and conducting discussion, Members generally agreed that given the low pedestrian flow at the location, the impact on residents could be minimised. In addition, the location was close to Tat Tung Road Garden, where more space was available for tourists or tour groups to assemble. He said that the main concern was whether the relocation of route no. B6 bus stop to the said location would affect the routings of other Lantau buses. He stressed that the department had to implement the relocation proposal, or else more problems would occur. He enquired whether the department would arrange for a trial run for further assessment after the location of the new bus stop was confirmed.

139. Mr Eric KWOK raised his opinions as follows:

- (a) He was worried that the department might be complacent due to some improvements in present situation. As early as 2014, he had told the media that there would be an influx of tourists to Tung Chung after the commissioning of HZMB because there were facilities in Tung Chung Town Centre that were appealing to tourists, such as Ngong Ping 360 and Citygate. Nevertheless, the planning of Tung Chung Town Centre did not take into account the passenger flow to be brought in by HZMB. He had time and again proposed at meetings that the road network, environment and ancillary facilities of Tung Chung Town Centre should be enhanced and improved in order to tie in with the completion of HZMB.
- (b) Now that problems had gradually emerged. He proposed that short-term and medium-term proposals as well as long-term proposal that tackled the problems at root be formulated and implemented in stages. The measures currently implemented by the department and NLB were short-term solutions. While substantial manpower was deployed by the Police to maintain order at Tung Chung Town Centre during weekends, daily life of residents was still affected. Some residents said that they would stay away from Tung Chung Town Centre during holidays to avoid the crowds. He opined that this should not have happened and residents should be able to stay in their community during weekends.
- (c) On medium-term proposal, he concurred with the proposal of relocating the bus stop to the rear of Citygate and connecting it with Tat Tung Road Garden as mentioned by Mr Holden CHOW previously. He had conveyed the relevant opinions to District Officer (Islands) and other Members. Regarding the safety concern arising from the proximity of the location to car park entrance/exit and pedestrian crossings, he opined that NLB might deploy staff to direct traffic and maintain order so as to protect the safety of passengers. He proposed that consideration of relocating the bus stop of route no. B6 to the said location or other suitable locations should be made after the completion of Citygate Phase II next year.

- (d) As for long-term proposal that tackled the issue at root, the Government should assess Hong Kong's capacity to receive tourists and increase the number of visitors received by stages only after the provision of ancillary facilities. He pointed out that while the tourism industry of Hong Kong was booming, the capacity to receive tourists was evidently overloaded. He opined that ancillary facilities of HZMB could be provided in the Passenger Clearance Building (PCB) by setting up shops, and in the planned SkyCity Phase II. He also proposed that the Government should set up a quota system for visitor arrivals to Hong Kong before the completion of ancillary facilities of HZMB.

140. Ms Amy YUNG raised her opinions as follows:

- (a) She was dissatisfied that the department only highlighted the results after implementing measures to ease passenger flow. She disagreed with the Secretary for Transport and Housing Mr Frank CHAN who called on tourists to take bus route no. B5 to Sunny Bay. She indicated that the photographs taken by residents on 17 and 18 November showed that more than 30 coaches were parked at Sunny Bay. It gave rise to safety concern as bicycles were also parked there. In the photograph, a group of tourists were queuing beside the public toilets of Sunny Bay, and she surmised that they were waiting for buses to MTR Station or Discovery Bay. She also observed that the number of Mainland tourists at Discovery Bay Plaza increased recently and some of them even entered private housing estate precincts. She was worried that there would be overcrowding at Discovery Bay following in the footsteps of Tung Chung. In addition, some residents reflected that drivers of Discovery Bay residents' coaches allowed tourists not to pay fares. She intended to enquire of the representative of DBTSL about the matter but he had left the meeting early.
- (b) She concurred with Mr Eric KWOK that the Government should assess Hong Kong's capacity to receive tourists and control the number of tourists at source. She said that the issue was pressing and urged the Government to adopt remedial measures as soon as possible to avoid the problem from spreading to other areas of Hong Kong.

141. Mr Bill TANG said that last Friday he visited Hong Kong and Macao Affairs Office (HKMAO) of the People's Government of Guangdong Province in Guangzhou and requested for the Mainland authorities to vigorously combat unauthorised travel agencies or non-compliant tour groups, and to divert tour groups going to Hong Kong, so as to avoid a large number of tourists arriving at Hong Kong at the same time. In addition, he raised 3 proposals to the Hong Kong Government as follows:

- (a) Controlling at source the number and time of entries and departures of visitors;
- (b) Extending the artificial island of HZMB (Hong Kong Port) in order to provide more tourism facilities as similarly mentioned by HKMAO of Guangdong Province that the artificial island of Zhuhai could be extended when necessary. The Government had the responsibility to take the leading role in the matter.

Chief Executive Mrs Carrie LAM said at a LegCo meeting that surveys suggested that one fifth of the visitors arriving at Hong Kong via HZMB came solely for the purpose of seeing the Bridge. As such, he proposed that the authorities should arrange for the tourists to take a round trip to and from the Mainland by the same HZMB shuttle bus (Gold Bus). He said that since most tourists went to Tung Chung only for shopping and leisure, the authorities should provide relevant provisional facilities on the artificial island and might draw reference from the bazaar by the side of Kam Sheung Road with a view to satisfying the needs of tourists and diverting them from Tung Chung; and

- (c) Relocating route no. B6 bus stop to the rear of Citygate and connecting it with Tat Tung Road Garden, which could increase the number of people visiting Tat Tung Road Garden bazaar. He anticipated that the time before Lunar New Year would be another peak period for visiting tourists coming to Hong Kong. Although the number of people had decreased, the department still need to further explore and introduce solutions as soon as possible.

142. Mr LEE Ka-ho raised his opinions as follows:

- (a) While the traffic and passenger flow in Tung Chung was eased last weekend, it did not mean that the problem was completely resolved. As mentioned by Members, the Lunar New Year would be the peak season for Mainland tourists to Hong Kong, if departments concerned did not take corresponding measures early, the problem would surely recur again. He indicated that the influx of tourists to Tung Chung was not only due to transport problem but also related to the overall planning of Tung Chung Town Centre. The authorities should assess Tung Chung's capacity to receive tourists in terms of transport and facilities in respect of daily necessities, and avoid the situation from persisting and further affecting the traffic of Tung Chung and even daily life of residents. Residents had reflected weeks ago that daily necessities in local shops were snapped up by tourists and sold out. He urged the Government to resolve the issue at source and discuss with Mainland authorities to limit the number of tour groups to Hong Kong or reduce the number of same day return tour groups.
- (b) He did not object to the relocation of the bus stop of route no. B6 and opined that the biggest problem with the existing bus stop site was the congregation of a large number of tourists at the plaza. Since it was the assembly point for many same day return tour groups, the issue could only be resolved by relocating the bus stop. He opined that the main consideration for selection of bus stop location should be the need of Tung Chung residents, whose wishes should be accorded priority so as to minimise the impact on them.

143. Mr Randy YU raised his opinions as follows:

- (a) He concurred with Mr Holden CHOW that the 3 proposed locations of route no. B6 new bus stop had their own merits and demerits. According to the site investigation conducted last week, he opined that the bus stop should not be relocated to Tung Chung temporary bus terminus, whereas Tat Tung Road at



the rear of Citygate was a more suitable location. While there would not be a large number of people gathering for a long time at Tung Chung temporary bus terminus, some residents would habitually stay for a short time after alighting the bus to discuss with friends and relatives their on-going journey. As such, the location could not accommodate a large number of tourists to gather and queue for buses. He was, however, concerned that there was inadequate space at Tat Tung Road at the rear of Citygate for 2 buses of route no. B6 to load and unload passengers at the same time and thus traffic would be affected. He proposed that the department should explore the feasibility of relocating the bus stop and solve the above technical problem as soon as possible.

- (b) At present, the passenger flow in Tung Chung was 30% less than that of the peak period, showing that Mainland authorities had implemented regulation at source. In spite of the above, as long holidays would be coming soon, the department could not be relaxed and should formulate corresponding measures as soon as possible. He opined that the bazaar to be held at Tat Tung Road Garden on this Saturday could show whether bazaar was appealing to tourists. If the bazaar at Tat Tung Road Garden was well received by tourists, it could help divert the visitors of Citygate in the long run. Tourists might leave by car directly from the bazaar after shopping, thereby reducing the impact on residents.
- (c) Previously TD mentioned that it would consider allowing passengers to buy in advance return tickets for bus route no. B6. He said that every weekend, Tai O residents experienced difficulties in catching buses and the situation deteriorated after the opening of HZMB. He thus proposed that the department should draw reference from the practice of Cheung Chau ferry monthly ticket passages to allow Tai O residents to purchase return tickets in advance and set aside a certain number of seats on each bus as priority seats for return ticket holders. Where necessary, tourists might also buy return tickets and holders of which had the priority to board the bus. He enquired of the department whether the measures were feasible.
- (d) The works of Airport North Commercial District (NCD) would be completed in stages in 2023, by then more people from outside Hong Kong were expected to conduct commercial activities there and they might also tour around Tung Chung. He and various IDC Members had proposed the construction of overhead light rail to connect Tung Chung, Hong Kong Port of HZMB and NCD to facilitate members of the public and tourists in travelling to and from those places. He opined that in view of the significant increase in the number of tourists at present, the authorities should explore the feasibility of constructing the overhead light rail soonest.

144. Ms Sammi FU raised her opinions as follows:

- (a) She indicated that many Mainland tour groups arriving in Hong Kong via HZMB had neither registered with the Travel Industry Council of Hong Kong (TIC) nor engaged a Hong Kong tourist guide, leading to congregation of a large

number of tourists in Tung Chung Town Centre. There were cases of some tour groups operating in the form of IVS after crossing the border, and several tour groups being served by one Hong Kong tourist guide, attempting to exploit loopholes in the law and avoid being accused by TIC of violating regulations and legislations. She opined that tour groups which were suspected to have contravened regulations should be combated at source. The written reply of TC stated that the Police had referred cases of suspected violation of regulations by Mainland travel agencies to the Department of Culture and Tourism of Guangdong Province. She enquired whether the Police had the authority to take enforcement actions against travel agencies suspected of violating regulations and whether the Government would introduce policies or measures to combat such tour groups.

- (b) While the department and NLB had placed mills barriers at bus stop of route no. B6 and arranged for 2 buses to load passengers at the same time to reduce the number of passengers waiting, there were still many tourists congregating at Tung Chung Town Centre. Some shops placed mills barrier and poured water on the ground to avoid tourists sitting outside the shops. Some shops were even closed to avoid the crowds.
- (c) After the on-site inspection last week, she opined that route no. B6 bus stop could be relocated to the location near Tat Tung Road Garden Public Toilet. She said that the location had less pedestrian flow and there were normally coaches parked there. Tourists could then take rest and wait for buses at Tat Tung Road Garden. In addition, activities were held at Tat Tung Road Garden irregularly, such as the bazaar to be held this Saturday, and tourists could do shopping before taking buses. She opined that since many buses at Tung Chung temporary bus terminus were going to other parts of Islands District, she was worried that overcrowding and even safety issue would occur similarly if route no. B6 bus stop was relocated there.

145. Mr YUEN King-hang said that residents reflected that some tourist guides distributed Elder Octopus cards to group members at Hong Kong Port for taking bus route B6. He was uncertain whether those group members were elders. The original intent of fare concession for Elder Octopus card holders was to encourage elders to travel. He was concerned about abuse of the concession and enquired of the department whether tourists were eligible for fare concession for Elder Octopus card holders.

146. Mr FAN Chi-ping raised his opinions as follows:

- (a) After on-site inspection, he found that the number of tourists at Tung Chung had evidently decreased, but there were still many tourists gathering at the plaza next to the bus stop. He appreciated NLB for deploying adequate staff, vehicles and mills barriers in good time to divert passengers. He opined that one of the reasons for the influx of tourists to Tung Chung was the low fare of bus route no. B6, which drew tourists to take the bus to Tung Chung for shopping. In this regard, the authorities should control the number of tourists at source, including provision of shopping facilities at Hong Kong Port of

HZMB so that tourists needed not go to Tung Chung for shopping.

- (b) He considered all 3 proposed locations for route no. B6 new bus stop undesirable. For example, the one at Tat Tung Road at the rear of Citygate did not have enough space to accommodate 2 buses at the same time, and buses might not be able to pull in at the bus stop due to insufficient space. In addition, the high vehicular flow at the location might create safety problem. He proposed that the new bus stop be provided near Tat Tung Road Garden as it was a safer location with adequate space to accommodate 2 buses, yet the chain-link fence installed there had to be removed by the Leisure and Cultural Services Department (LCSD) beforehand. He reiterated that the problem had to be tackled at root by reducing the number of tourists at source by the Government.

147. Ms LEE Kwai-chun said that after the on-site inspection last week, she opined that the area near Tat Tung Road Garden was the most suitable location for the new bus stop provided that the planter was removed by LCSD to allow adequate space for tourists to wait for buses. In the long run, the Government had to conduct robust planning for the Hong Kong Port of HZMB to enable tourists to shop at the port area without going to Tung Chung. She opined that diversion of tourists to other areas would only cause congestion at those areas. She hoped that relevant departments would as soon as possible relocate route no. B6 bus stop to resolve the issue within a short time.

148. Ms Amy YUNG would like to follow up on the abuse of Elder Octopus cards. She said that she received complaints from residents that last weekend some tourists took Discovery Bay residents' coach during the peak period without paying the fares, and the tourists were not elders. If that was true, the Police should take enforcement actions to avoid abuse of Elder Octopus cards.

149. Mr LAU Chin-pang said that Mr Bill TANG mentioned that he visited HKMAO of Guangdong Province to discuss with Mainland authorities regulating and combatting non-compliant tour groups at source. He opined that apart from the above, the Police should step up law enforcement. He said that while law enforcement agencies did conduct random checks on identity of tour guides or Mainland tour escorts in the previous weeks, the effects were limited. Some tour guides exploited loopholes in the law, giving rise to the situation of one tour guide serving several tour groups. He urged the authorities to review the situation and plug the loopholes by means of law.

150. Ms YU Lai-fan said that the high influx of tourists to Tung Chung after the opening of HZMB had persisted for some time. Residents, Members or even news reports had reflected that the tourists affected the daily life of residents. She enquired whether relevant government departments had formulated any measure to divert the passenger flow. She conducted inspection at Tung Chung Town Centre last Saturday and found that the tourists had only a few hours of free time without sufficient time to tour around other places and thus chose to stay in Tung Chung. According to existing planning, Tung Chung Town Centre could not cater for a large number of tourists at the same time, whether in terms of space, restaurants and shops, thus congestion was resulted. She said that apart from the Big Buddha and Ngong Ping 360 which were more appealing to tourists, many tourists came just to have a glimpse of HZMB. As such, the Government had to provide facilities to satisfy the needs of tourists on

the one hand, and explore ways to minimise the impact on daily life of residents on the other hand. She proposed that the Government should set up an inter-departmental working group to study and resolve that pressing issue soonest.

151. Mr WONG Leung-pak made a consolidated response as follows:

- (a) He thanked Mr FAN Chi-ping's appreciation of NLB's measures in diverting passengers. He stressed that as a franchised bus operator, NLB had the responsibility to facilitate smooth passenger flow, safely take them to their destinations and maintain queuing order. Based on his understanding of the immigration and security clearance procedures, visitors usually waited early in the morning at Zhuhai artificial island (Zhuhai Port) for immigration clearance and taking shuttle buses (Gold Bus) to Hong Kong. After arriving at Hong Kong, they took NLB route B6 to Tung Chung. It took as long as 5 hours in total. After all the complicated immigration procedures, they would choose to have meals and do shopping in nearby Tung Chung.
- (b) On the first 2 weekends after the opening of HZMB, NLB did not anticipate that a large number of passengers would take bus route no. B6 and thus corresponding measure had not been taken in time. NLB had adopted a series of diversion measures on 10 November, including pre-sale of return tickets and provision of electronic payment facilities for ticketing at the bus terminus at the port. These measures could shorten the time needed for boarding of passengers. NLB had also adjusted the boarding location of route no. B6 bus stop at Hong Kong Port of HZMB, so as to make available space adequate for 2 buses to load passengers at the same time. He said that the above-mentioned measures could generally facilitate the flow of passengers going from Hong Kong Port of HZMB to Tung Chung. In addition, the Police was instrumental in mediating with local concern groups and maintaining order of waiting passengers. The confusion at route no. B6 bus stop at Tung Chung had been significantly mitigated.
- (c) With regard to the relocation of bus stop, he stressed that considerations should be given to whether the proposed location had adequate space for safe boarding and alighting of passengers and whether sufficient space was available nearby for stacking of buses, so that departures of buses could be arranged in time to ease the passenger flow at the peak hours. According to the information of the department, there were nearly 1 600 people waiting at B6 bus stop at the peak hours. Based on the carrying capacity of 130 passengers per bus, about 12 to 13 buses were needed to cater for all passengers, meaning that buses had to depart every 5 minutes. As such, NLB had to arrange for stacking of adequate stand-by buses near the bus stop to meet passengers' demand.
- (d) He said that NLB would endeavour to provide suitable service to ease the passengers to and from Tai O at weekends and meet demand of Tai O residents. As NLB had to strike a balance between rest time of drivers and adequate bus service, it had applied to the department for suspension of provision of non-franchised bus service to some companies so as to deploy adequate drivers to

provide franchised bus service. He thanked the department for approving the operation of non-franchised bus service on Lantau by NLB since 1991 so as to provide adequate buses to meet demand of passengers during weekends and holidays.

- (e) With regard to the issue of large number of coaches parked at Sunny Bay, he proposed that the department should open the pick-up area at the Hong Kong Port for coaches to load passengers. At present, registered coach operators were required to submit application and complete simple procedures before 9:00 p.m. the previous night via TD's online system, before their coaches could enter the pick-up area to pick up passengers the next day. Applications for pick-up at weekends had to be submitted by 5:00 p.m. on Friday at the latest. However, most coach companies did not have adequate time to submit application after they received booking orders and thus could only pick up passengers at Sunny Bay. He said that NLB was discussing with the department and exploring with TIC to request coach drivers to drive the coaches to the pick-up area of Hong Kong Port to load passengers only after the tourists arrived at HKBCF, so as to avoid coaches from occupying the pick-up area for a long time waiting for passengers.
- (f) With regard to diversion of passengers, he cited 17 November as an example, on which 31 200 people came to Hong Kong from Zhuhai via HZMB. Among which, around 25 000 people returned to Zhuhai via the Bridge, about 5 300 people went to Huanggang Port, and the rest either went to Shenzhen Bay Port or left Hong Kong via Express Rail Link. This revealed that visitors left Hong Kong via various boundary crossings. Most of the visitors chose to leave via Huanggang Port because of the cheaper transport fare, in particular those from Dongguan, Panyu and Guangzhou for whom it would be more convenient to leave via Huanggang. Therefore, passengers had already chosen different routes themselves when they left Hong Kong.
- (g) Regarding the abuse of Elder Octopus cards, he urged the department to abolish the \$2 elderly concessionary fare for bus routes no. B4 and B6 to avoid abuse of concession by tourists. He opined that as tourists were not Hong Kong people, they should not be eligible to enjoy the concession. In addition, the elderly could take route no. B6 at half fare, i.e. \$3.5, which was not much higher than the \$2 concessionary fare.
- (h) He said that Kwoon Chung Motors Company Limited, a subsidiary of his company, was allocated with a quota of 208 HZMB cross-boundary coach trips and currently was only able to operate 68 trips with the remaining resources being on loan to Gold Bus. He said that when the carrying capacity of Gold Bus increased, more cross-boundary coach trips would be provided to take passengers to other parts of Hong Kong for diversion of people. NLB would as soon as possible discuss with Zhuhai Culture, Sports and Tourism Bureau and Zhongshan Municipal Tourism Bureau to divert at source tourists to other scenic spots of Hong Kong, so as to avoid them congregating at Tung Chung. He said that the number of passengers taking bus route no. B6 decreased last

weekend, which, however, did not mean that the issue would gradually diminish. In the long run, governments of the 2 places and bus operators had to co-ordinate to minimise the immigration clearance time of tourists and coaches, so that they would have sufficient time to visit places other than Tung Chung and diversion of passenger flow could be achieved.

152. Mr Eric WAN made a consolidated response as follows:

- (a) With regard to the issue of coaches parked at Sunny Bay, he said that the department would enhance the online system for advance booking of passenger loading at pick-up area of Hong Kong Port a few days later at the earliest. By then, coach operators might submit applications and complete a simple procedure before 9:00 p.m. on any day via the online system and then coaches could enter the pick-up area the next day. Advance bookings could be made for 2 sessions each day with 150 quotas for each session, meaning that a daily total of 300 quotas would be available for coaches. According to the department's data, about 200 coaches made advance online booking last Saturday, about 50 of which entered the pick-up area to load passengers. As at 8:00 p.m. last Sunday, a total of 240 coaches made advance online booking, about 70 of which entered the pick-up area to load passengers. The advance bookings mentioned above were all made before 5:00 p.m. last Friday. From the above, it could be seen that the quotas for entering the pick-up area were not fully utilised. The department would discuss with the Public Ominibus Operators Association to encourage coach operators to use the pick-up area at the Hong Kong Port, so as to ease the parking problem of coaches at Sunny Bay.
- (b) He stressed that the department would closely monitor the passenger queuing situation at route no. B6 bus stop at Tung Chung Town Centre and the number of tourists. Improvements and diversion measures would be introduced as and when necessary to reduce the impact on daily life of residents. On diversion measures, the department would, with regard to passenger diversion among districts, encourage tourists to visit places other than Tung Chung. Tourists might take bus route no. B5 to Sunny Bay and then interchange for MTR to other areas of Hong Kong. Alternatively, they might take any of the 9 franchised bus airport "A" routes to various parts of Hong Kong. With regard to passenger diversion among different times of the day of travel, the operator of HZMB shuttle bus would roll out on 23 November an online system for tour groups to book tickets in advance. Travel agencies or groups could purchase shuttle bus tickets or return tickets for the next day or any scheduled days or time in the future via the system. The booking arrangement would be useful in managing and controlling the number of passengers travelled in various times of the day and avoid a large number of tour groups entering or leaving Hong Kong in the same period of time. The department hoped that the above measures could control passenger flow and avoid a large number of tourists congregating at the same place and/or at the same time, which would cause inconvenience to residents nearby.
- (c) With regard to the proposed locations of the route no. B6 new bus stop and the

feasibility, the department noted Members' opinions and would collate relevant information after the meeting for a thorough assessment. He reiterated that the department was open-minded about relocating the bus stop, but had to first assess and estimate the passenger flow of nearby locations and roads before a proposal of safe and orderly relocation could be formulated according to the principles of effective management.

- (d) Regarding the issue of concession for Elder Octopus card holders, elders aged 65 or above could use public transport services at a concessionary fare of \$2 per trip. With regard to the concern of Members about abuse of fare concession for the elderly, the department would relay to the subject office responsible for the matters relating to Elder Octopus cards and request for suitable follow-up after the meeting.

153. Mr Randy YU requested TD to study the proposal of construction of overhead light rail after the meeting. He also requested the department to respond to part 3 of the question he raised in Paper T&TC 82/2018 on whether the department would draw reference from the practice of Cheung Chau ferry monthly ticket passages and set aside queuing space for pre-sale tickets holders of bus routes plying from Tai O to Tung Chung and Mui Wo to Tung Chung.

154. Mr Eric KWOK raised his opinions as follows:

- (a) He opined that the Government should take a leading role and resolve the issue jointly with bus operators and tourism industry instead of solely relying on the latter. He said that the construction of HZMB took as long as 8 years but departments concerned did not make good use of the period to carry out related planning work and formulate corresponding measures. He was disappointed about this.
- (b) He reiterated that there was a need for relocation of route no. B6 bus stop at Tung Chung. The department should not be relaxed only because of the temporary decrease in number of passengers. Instead, the department should make preparation for the coming long holidays to prevent the recurrence of congestion happened in early November. He opined that relocating the bus stop to Tat Tung Road at the rear of Citygate was a suitable short-term solution and proposed hiring more staff and deploying additional policemen to direct traffic and maintain order. He also proposed relocation of bus stops of some NLB routes to the bus terminus beside Ngong Ping 360 Skyrail Terminal until Citygate Phase II was completed. In the long run, Tat Tung Road Garden might be open so that the queue of people waiting for buses could extend there. He urged the department to implement short-term measures as soon as possible to reduce the impact on Tung Chung residents and resolve the dissatisfaction of protesters. He emphasised that short-term measures were not long-term solutions.

155. Mr Holden CHOW raised his opinions as follows:

- (a) He appreciated that NLB accepted Members' opinions, adopted a series of

measure in good time to divert passengers, arranged for 2 buses to load passengers at the same time and installed mills barriers to maintain queuing order. The above measures had achieved initial results.

- (b) Regarding the relocation of route no. B6 bus stop, he indicated that while the proposals had their own merits and demerits, the existing bus stop location was too close to residences. He urged relevant departments to make determined efforts in addressing and resolving the existing problems. If the department and Members opined that Tat Tung Road at the rear of Citygate was a suitable location, the department should proactively resolve relevant limitations, such as lack of space to accommodate 2 buses at the same time, and conduct trial run when necessary.
- (c) He requested the Government to provide temporary shops at PCB of HKBCF soonest for tourists to shop there without going to Tung Chung or other urban areas. He said that space had been set aside in PCB and thus the measure mentioned above could be implemented within a short time.

156. Mr WONG Wah objected to relocating the bus stop. He opined that even if the bus stop was relocated, the crowd size in the vicinity of the plaza outside Tung Chung Crescent would not decrease as tour groups would still choose to assemble there. He also opined that relocating the bus stop was to shift the issue to a new location. For example, relocating the bus stop to Tat Tung Road at the rear of Citygate might cause traffic congestion there. As a matter of fact, congestion was seen every weekend on Tat Tung Road due to private cars queuing up for entering the car park.

157. Miss Marie SIN said that the department had all along closely monitored the patronage of various North Lantau bus routes after the opening of HZMB. It was noted that the patronage reached the peak on the weekend in early November and the number of increased passengers on subsequent weekends was smaller. She said that the department was aware that South Lantau residents experienced a longer bus waiting time due to the great number of tourists. The department would comprehensively review the travelling pattern of passengers. With regard to the proposal of pre-sale of return tickets, the department and NLB would consider from the angle of operation, including whether there was suitable location for setting ticket counter as well as the detailed manpower and queuing arrangements. The arrangements should be made in the manner that they would not bring about any feeling of unfairness.

158. Mr WONG Wah said that given the travelling pattern of tourists, the larger number of tourists on weekends would not have a great impact on the transport of South Lantau residents. When purchasing bus tickets in advance, tourists would generally choose adjacent seats. If there were still empty single seats, residents might tell the staff that they would like to take the bus and the staff would then make arrangement. Most Tai O residents were aware of the practice.

159. Ms LEE Kwai-chun enquired of the department why the pre-sale of return tickets would give rise to unfairness. She said that the measure was only to resolve the difficulties of South Lantau residents in catching buses.



160. Miss Marie SIN said that the department had to take into account the reaction of passengers who had not bought tickets in advance and thus boarded the bus with a lower priority. Therefore, it had to carefully study and review the arrangement.

161. The Vice-Chairman Mr CHEUNG Fu hoped that the department and NLB understood that residents of South Lantau had, for a long time, experienced difficulties in catching buses. For example, many tourists took route no. 3M to Pak Kung Au for hiking, resulting in residents having to wait for buses for a long time.

162. Mr Edmond LI made a consolidated response as follows:

- (a) He said that at present, the “Tuen Mun-Tung Chung-Sha Lo Wan-Tai O” ferry route was operated by Fortune Ferry, which deployed 2 ordinary vessels to serve the route on weekdays. On weekends and public holidays, 2 to 3 reserve vessels were deployed additionally to enhance service and divert passengers.
- (b) He said that the department had all along encouraged the operators to, where resources permitted, flexibly deploy reserve vessels and increase frequency to tie in with passengers’ demand. As a matter of fact, since August 2018, the ferry operator had additionally provided 8 special short-haul sailings plying between Tai O and Tung Chung (via Sha Lo Wan) on Saturdays, Sundays and public holidays which would operate on a pilot basis for 1 year. Apart from the short-haul sailings mentioned above, the ferry operator also provided additional special sailings on weekends and holidays to cater for passengers’ demand. The department and the ferry operator would continue to closely monitor the operation of the pilot sailings, and subject to their effectiveness, explore the feasibility of service adjustment in the future.

163. Mr Randy YU raised his opinions as follows:

- (a) He said that ferry service had been useful in diverting bus passengers, but he also understood that if additional sailings were provided after 6:30 p.m., there might be safety concerns because of darkness.
- (b) With regard to the difficulties of residents in catching South Lantau buses, while representatives of NLB had explained the relevant arrangements, residents kept reflecting to him the issue. As such, he urged the department to explore pre-sale of return tickets and report to Members the results.

164. The Chairman asked the department to note the main points raised by Members in the discussions, in particular those relating to the proposed locations of route no. B6 new bus stop. He hoped that relevant works departments would co-ordinate to determine the suitable location to provide passengers with a safe place for waiting, boarding and alighting buses.

165. Mr Eric KWOK said that while HZMB was just commissioned and less than 10% of its capacity was utilised, the number of tourists would gradually grow in the future. He said that Christmas and Lunar New Year holidays would be the peak of passenger flow and the problem was very pressing. He again urged relevant departments to carefully look into the concerns raised by Members.

166. Mr Holden CHOW urged the department to, based on Members' opinions and from professional perspectives, conduct analysis and review on various options of relocating route no. B6 bus stop after the meeting, so as to select a feasible option and provide the relocation timetable to Members.

(Mr Bill TANG left the meeting at around 6:30 p.m.; Mr CHOW Yuk-tong left the meeting at around 6:50 p.m.; Ms YU Lai-fan left the meeting at around 7:00 p.m.; Ms Amy YUNG left the meeting at around 7:10 p.m.; and Mr WAN Tung-yat left the meeting at around 7:25 p.m.)

XIV. Question on request for increasing train frequency of Tung Chung Line  
(Paper T&TC 74/2018)

167. The Chairman welcomed Ms Annie LAM, Public Relations Manager - External Affairs of MTRCL to the meeting to respond to the question.

168. Mr Eric KWOK briefly introduced the question.

169. Ms Annie LAM said that MTRCL had all along closely monitored the demand of Tung Chung Line during the peak hours. It had, through adjusting frequency of trains departing from Tung Chung and Tsing Yi Stations during morning peak hours according to actual situation in January this year, evened out the train service headways departing from Tung Chung, and provided special departures from Tsing Yi to ease passenger flow. In addition, arrival information of the subsequent 4 incoming trains was provided at the concourse. Passengers could also check out the information via mobile application to plan their journey. With regard to train departures at Hong Kong Station, in the past, 2 departures for Tung Chung would be followed by 1 departure for Tsing Yi, whereas at present, trains for Tung Chung and Tsing Yi would depart alternatively. Through such arrangement, passengers would be able to anticipate the boarding time at Tung Chung Station, while the 2 trains departing from Tsing Yi could help divert passenger flow and allow passengers to enjoy more comfortable journeys. MTRCL would continue to monitor the demand of passengers and take corresponding measures when required.

170. Mr Eric KWOK clarified that his enquiry was mainly about train service from Hong Kong Station to Tung Chung and urged MTRCL to increase the frequency of trains from Hong Kong Station to Tung Chung.

171. Mr Holden CHOW said that in view of the increasing population of Tung Chung, he urged MTRCL to upgrade the signalling system early so as to further increase the frequency of Tung Chung Line trains as soon as possible.

172. Ms Annie LAM said that at the beginning of the year, MTRCL adjusted the service hours of trains but did not reduce the frequency of trains of Tung Chung Line. While the stability of the signalling system would be enhanced after upgrading, as Tung Chung Line and Airport Express shared part of the rail track, train frequency would still be subject to factors such as train service arrangements. Nevertheless, MTRCL would continue to closely monitor the volume of passengers at Hong Kong Station.

(The Vice-Chairman Mr CHEUNG Fu left the meeting at around 7:30 p.m.)

XV. Question on enhancing public bus services plying between Tung Chung North and Yat Tung Estate/Airport Island

(Paper T&TC 76/2018)

173. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD; Mr YIP Ho-yeung, Administration Manager of Coronet Ray Development Limited (Coronet Ray); Mr Peter CHU, Manager - Administration Department and Mr WONG Wah, Administrative Consultant of NLB; and Mr Kevin LI, Public Affairs Manager of Citybus Limited/New World First Bus Services Limited (Citybus/NWFB) to the meeting to respond to the question. Mr YIP Pui-kei was unable to attend the meeting due to other commitments and had entrusted Mr Holden CHOW to present the question on his behalf.

174. Mr Holden CHOW briefly introduced the question.

175. Mr WONG Wah said that apart from the morning and evening peak hours, patronage of NLB route no. 37 was low. As route no. 37 was required to operate according to the scheduled routeing, it was unable to shorten the journey time at present. Apart from route no. 37, passengers might take bus route no. 37H which travelled to Yat Tung Estate and North Lantau Hospital (NLTH) via Man Tung Road, or take the special trip of bus route no. 37P which departed from Yat Tung Estate (Yung Yat House) and headed to Caribbean Coast and Tung Chung North during morning peak hours.

176. Mr Kevin LI said that according to the operation records of October, most trips of Citybus route no. S56 departed from the terminus on time. However, individual trips did not arrive at midway stops on time during peak hours, possibly due to the number of passengers or traffic conditions. The occupancy rate of route no. S56 was about 60% during the peak hour of the day, whereas the occupancy rate of the first departure at 5:50 a.m. was about 30%. Citybus would continue to closely monitor the occupancy rate of route no. S56 and review the relevant arrangement in due course.

177. Mr YIP Ho-yeung said that the single fare of minibus route no. 901 was originally set at \$8.4, and a concessionary fare of \$8 was offered during the promotion period which would end in April 2019. Given that route no. 901 had been implemented less than a month, Coronet Ray would continue to monitor the changes in passenger volume and collect relevant data for reviewing the existing fare level.

178. Mr Holden CHOW urged Citybus to address the problem of impunctuality of bus route no. S56 and advance the departure time of the first trip to 5:00 a.m.

179. Mr Kevin LI said that Citybus would continue to closely monitor the performance of route no. S56 and study the proposal of advancing its first departure after the meeting.

XVI. Question on provision of carpark at Hei Tung Street

(Paper T&TC 77/2018)

180. The Chairman welcomed Ms YUEN Kit-fung, Engineer Officer/Islands 2 of TD; and Mr MOK Hing-cheung, Chief Land Executive/Islands (DLO/Islands) and Mr AU YEUNG Shing-shiu, Senior Land Executive/Tenancy (DLO/Islands) of LandsD to the meeting to respond to the question. Mr YIP Pui-kei was unable to attend the meeting due to other commitments and had entrusted Mr Holden CHOW to present the question on his behalf.

181. Mr Holden CHOW briefly introduced the question.

182. Ms YUEN Kit-fung said that TD had all along closely monitored the demand for parking in the area. Last year, it requested DLO/Islands to lease the government land at Hei Tung Street, Tung Chung for use as temporary car park in the form of STT. The boundary of the proposed car park was initially determined by the relevant departments at the beginning of the year. DLO/Islands was consulting the relevant government departments on the details of the proposed car park and would proceed to tendering procedures after the consultation.

183. Mr MOK Hing-cheung said that DLO/Islands normally leased suitable government lands without designated uses and long-term development plan for temporary uses in the form of STT. DLO/Islands had previously conducted public consultation via Islands DO on the proposed temporary car park at Hei Tung Street. If no objection was received, it was expected that tendering procedures could be completed in the third quarter of 2019 at the earliest.

184. Mr Holden CHOW enquired of DLO/Islands when the car park could start operation after the completion of tendering procedures.

185. Mr MOK Hing-cheung said that DLO/Islands would complete the tender exercise as soon as possible and liaise with the lessee to start preparation work for early commissioning of the car park.

186. Mr Holden CHOW enquired whether the preparation work would take about 3 months after tendering.

187. Mr MOK Hing-cheung said that in general, preparation work would take less than 3 months.

XVII. Question on New Lantau Bus route no. 37M  
(Paper T&TC 78/2018)

188. The Chairman welcomed Mr Peter CHU, Manager - Administration Department and Mr WONG Wah, Administrative Consultant of NLB to the meeting to respond to the question.

189. Ms Sammi FU briefly introduced the question.

190. Mr WONG Wah said that NLB had all along monitored the bus routes it operated. It had made applications to TD on 15 November for increasing the frequency of bus route no. 37M as follows: from 6:15 a.m. to 6:50 a.m., the frequency would be increased from every

10 to 12 minutes per headway to every 8 to 10 minutes per headway; and from 6:50 a.m. to 7:00 a.m., the frequency would be increased from every 10 minutes to 5 minutes per headway. The relevant measures would take effect from 1 December this year to meet the passenger demand.

191. Mr Holden CHOW welcomed that NLB increased the frequency of route no. 37M during morning peak hours and requested NLB to further enhance the frequency of route no. 37M to bring it on par with that of route no. 38.

192. Mr WONG Wah said that NLB would continue to closely monitor the frequency of route no. 37M.

193. Mr LAU Chin-pang said that at present route no. 38 was served by double-decker buses during peak hours. Residents expressed the hope of serving the route by single-decker buses on grounds that it took more time for double-decker buses to drop off passengers, which would cause delay to other buses pulling in at bus stops, and that some passengers did not want to go to the upper deck, leading to overcrowding and congestion at the lower deck. As such, he urged NLB to review existing arrangements and make adjustments.

194. Mr WONG Wah understood that in order to alight quickly upon arrival, some passengers did not want to go up to the upper deck. NLB would review the arrangement carefully with a view to striking a balance between carrying capacity and bus frequencies.

XVIII. Question on request for provision of cover to bus stop at entrance of Ho Yu College  
(Paper T&TC 79/2018)

195. The Chairman welcomed Mr Peter CHU, Manager - Administration Department and Mr WONG Wah, Administrative Consultant of NLB to the meeting to respond to the question.

196. Ms Sammi FU briefly introduced the question.

197. Mr WONG Wah said that the bus stop at entrance of Ho Yu College was once the terminus of bus route nos. 37 and 37H. Since the terminating points of the above bus routes changed to Ying Tung Estate, apart from students waiting for buses after school, the usage rate of the bus stop had been very low. As such, NLB decided to shelve the plan of providing shelter to the bus stop in order to devote the resources to the construction of cover for the terminus of route no. 37 at Ying Tung Estate.

198. Mr Eric KWOK said that there was a large number of people waiting for buses at the open-air bus stop opposite the NLTH every day. While other bus companies had built covers for bus stops at the said location, NLB was the only exception. Mr WONG Wah had made pledges at meetings to provide cover facility to the above bus stop. He opined that the provision of cover facility to the bus stop met the principles of resource utilisation stated by Mr WONG Wah previously. He enquired of Mr WONG Wah when the cover facility for the open-air bus stop would be provided.

199. Ms Sammi FU said that although the usage rate of bus stop at entrance of Ho Yu

College was low except after school, students who waited for buses there would be drenched through when it rained, thus NLB should provide cover to the bus stop. In addition, in December 2016 NLB had undertaken in writing to provide the cover within 2017, hence it should not shelve the project on grounds of resource deployment.

200. Mr WONG Wah said that with limited resources and in order to benefit more passengers, it was always necessary to flexibly adjust original plans in response to actual situation. It was learnt that the bus stop opposite NLTH already had a shelter and there was no need to provide cover facility.

201. The Chairman said that a bus stop at Mui O still had no cover facility and he urged NLB to proactively follow up. He also hoped that NLB and relevant departments would properly design and provide cover for the said bus stop to avoid the repetition of the dispute aroused by the design of Tai O bus stop.

202. Mr Eric KWOK opined that NLB should honour its undertaking to provide cover facility to the bus stop opposite the NLTH.

203. Mr Holden CHOW hoped that NLB would accept public opinions to provide cover facility to the bus stop at the road junction off Seaview Crescent.

204. Mr WONG Wah said that NLB would take all requests for provision of shelter to bus stop into joint consideration as well as follow up and reply as soon as possible.

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

205. The Chairman said that the working group report was tabled at the meeting for Members' perusal. Members noted and endorsed the captioned working group report.

206. Mr Ken WONG pointed out that with regard to village vehicles, while the industry had expressed objection to the department's proposal of imposing a speed limit of 10 km/h on golf carts, the speed limit was still retained. He considered the practice not desirable and urged the department to squarely look at the opinions of working group members and the industry. It should not solely make reference to overseas examples but also consider the actual situation of Islands District.

207. Mr Randy YU said that he deeply regretted the progress of relevant departments and organisations in handling matters relating to the cover of Tai O new bus terminus. Almost 4 months had passed and the improvement works had made no progress at all. He opined that the relevant departments and organisations did not squarely consider and respond to the requests raised by working group members and residents, which made the residents dissatisfied.

208. Ms YUEN Kit-fung said that the department was still collating and reviewing the proposals of regulating village vehicles. Upon completion of relevant procedures, stakeholders concerned would be consulted on the details. She pledged to relay the opinions of Mr Ken WONG and other working group members to the relevant staff for follow-up after

the meeting.

XX. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

209. The Chairman welcomed Mr WAN Chi-kin, District Engineer/General(2)B of HyD to the meeting to give response. HyD had submitted prior to the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules as at early November this year. The document was tabled at the meeting and Members were invited to raise enquiries and opinions.

210. Members noted the report.

XXI. Date of next meeting

211. The meeting was adjourned at 7:58 p.m. The next meeting would be held at 2:00 p.m. on 21 January 2019 (Monday).

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