

(Translation)

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

Date : 16 November 2020 (Monday)  
Time : 10:30 a.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

**Present**

**Chairman**

Mr KWOK Ping, Eric

**Vice-Chairman**

Mr HO Siu-kei

**Members**

Mr YU Hon-kwan, Randy, MH, JP	
Mr WONG Man-hon	(Left at around 4:15 p.m.)
Mr CHOW Yuk-tong, SBS, MH	
Mr CHAN Lin-wai, MH	(Left at around 5:10 p.m.)
Mr WONG Hon-kuen, Ken	
Mr HO Chun-fai	
Ms WONG Chau-ping	(Left at around 4:15 p.m.)
Ms TSANG Sau-ho, Josephine	
Ms YUNG Wing-sheung, Amy	
Mr TSUI Sang-hung, Sammy	
Mr FONG Lung-fei	
Ms LAU Shun-ting	(Left at around 3:50 p.m.)
Mr LEE Ka-ho	
Mr LEUNG Kwok-ho	(Left at around 3:20 p.m.)

**Attendance by Invitation**

Mr CHOCK Chi-tung	Senior Engineer 6/Universal Accessibility, Highways Department
Ms POON Wai-ming, Jenny	Engineer 13/Universal Accessibility, Highways Department
Ms KWAN Ka-mun, Karen	Chief Transport Officer/Islands, Transport Department
Mr YIP Wai-lun	Senior Engineer/Islands, Transport Department
Mr LI Wai-fan, Edmond	Senior Transport Officer/Planning/Ferry 1, Transport Department

Mr TSANG Wai-man	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Mr Jason TO	Field Officer (Cattle Management), Agriculture, Fisheries and Conservation Department
Mr YIP Cheuk-man	Senior Field Officer (New Development Area), Agriculture, Fisheries and Conservation Department
Ms Penny CHUNG	Chief Public Affairs Officer, Citybus Limited
Mr Rayson LAW	Senior Officer, Planning and Development, Long Win Bus Company Limited
Ms Rennis LIP	Senior Officer, Public Affairs, Long Win Bus Company Limited

**In Attendance**

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Ms TANG Ka-yuet	District Engineer/General (2)B, Highways Department
Ms CHOI Siu-man, Sherman	Senior Transport Officer/Islands1, Transport Department
Ms SIN Kai-wai, Marie	Senior Transport Officer/Islands2, Transport Department
Mr WAN King-ming, Alex	Engineer/Islands 1, Transport Department
Ms HUI Shuk-yee	Engineer/Islands 2, Transport Department
Ms WONG Wing-ying, Chloe	Engineer/22 (L), Civil Engineering and Development Department
Mr YU Siu-bun	Assistant District Operations Officer (Lantau), Hong Kong Police Force
Mr HO Ngai-king	District Operations Officer (Lantau), Hong Kong Police Force
Ms Sonja CHAN	Assistant Corporate Communications Manager, New World First Ferry Services Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Company (1973) Limited
Mr Peter TSANG	Senior Manager - Transportation, Discovery Bay Transit Services Limited

**Secretary**

Ms WONG Fong-yu, Kammy	Executive Officer (District Council)3, Islands District Office
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**Absent**

Mr WONG Chun-yeung	
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### Welcoming remarks

The Chairman welcomed Members, representatives of the government departments and organisations to the meeting. As representatives of the Hong Kong Police Force (the Police), Long Win Bus Company Limited (Long Win) and New World First Bus Services Limited/Citybus Limited (Citybus) could attend the morning section of the meeting only and Mr LEUNG Kwok-ho also had to leave the meeting early due to another commitment, the Chairman suggested that Items V, VI and X to XIII on the agenda should be brought forward for discussion following Item III. He also invited Members to vote by a show of hands on the proposal.

2. Members voted by a show of hands and the proposal was endorsed unanimously.

### I. Confirmation of the Minutes of Meeting held on 21 September 2020

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

4. Members voted by a show of hands. There were 15 voted for, 0 against and one abstaining. The minutes were confirmed.

(Members voted for included: the Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Sammy TSUI, Mr FONG Lung-fei, Ms LAU Shun-ting, Mr LEE Ka-ho and Mr LEUNG Kwok-ho. Ms Amy YUNG abstained.)

### II. Special Scheme under the “Universal Accessibility” Programme (Paper T&TC 47/2020)

5. The Chairman welcomed Mr CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility, and Ms POON Wai-ming, Jenny, Engineer 13/Universal Accessibility of the Highways Department (HyD) to the meeting to present the paper.

6. Mr CHOCK Chi-tung said that in response to the addition of lifts at the footbridge off Fu Tung Plaza proposed at the previous meeting of Traffic and Transport Committee (T&TC), the HyD had conducted a preliminary study and would report to Members the findings at the meeting.

7. Ms Jenny POON presented the paper with the aid of PowerPoint presentation.

8. Mr CHOCK Chi-tung added that the HyD had liaised with the Planning Department (PlanD) in this regard after learning from some Members at the previous T&TC meeting that there would be other development at the project site. The PlanD replied that the site might be developed in the future, but no exact timetable or finalised plan on the form of development was available at the moment. Therefore, the HyD submitted the findings of the preliminary study on the project to Members first. If Members endorsed the project, the HyD would have further liaison with the PlanD and the relevant departments during the stage of detailed design to understand the latest planning of the site.

9. Mr LEE Ka-ho said that at present if the residents wanted to go to Fu Tung Estate by taking the lifts, they needed to walk a long way through Fu Tung Plaza and the footbridges to the Citygate Outlets in order to take the lifts there. Hence, he considered that the proposed project could facilitate the commuting of pedestrians. Nevertheless, since the timetable for the construction of the public market in Area 6 was not available yet, he worried that the future development in Area 6 would adversely affect the project. Even if funding approval had been obtained for the project and the lifts had been retrofitted, the lifts might still be demolished if they did not fit in with the development. He did not want such a situation to happen, so he urged the HyD to first conduct a detailed assessment to see if the project would defeat any district planning in the future.

10. Mr CHOCK Chi-tung said that if the project was endorsed by Members, the HyD would engage consultants for investigation and detailed design. If everything went smoothly, the HyD would then proceed to the tender process and arrange contractors to carry out the works. It would also consult the PlanD and other relevant departments on the investigation findings and detailed design of the project, so that the PlanD would be able to match its planning with the lift project when finalising such planning in the future. So, if the project was endorsed by Members now, there was still time for the HyD to address the related uncertainties.

11. The Chairman enquired of the HyD, in the event that Members had endorsed the project and the preliminary investigation had been completed, whether the HyD would still terminate the project if it did not fit in with the development of Area 6.

12. Mr CHOCK Chi-tung said that if the development in the adjacent areas would have an impact on the lift design, the HyD would conduct an overall review of the situation and, if necessary, might halt the project and would explain the situation and reasons to Members.

13. Mr LEUNG Kwok-ho said that large projects, such as the construction of a new public market in Area 6, would be developed in Tung Chung in the future. Therefore, he opined that the HyD should consult with the departments concerned in respect of the project details before seeking Members' endorsement of the project. This would avoid the possible termination of any work commenced after Members' endorsement due to its incompatibility with the development in future, and would save

the investigation costs and liquidated damages thereof. He proposed to endorse the preliminary investigation of the project first.

14. Mr CHOCK Chi-tung said that he understood Members' concern. He indicated that the HyD had liaised with the PlanD, but no exact timetables of the future development projects were available at present. He said that the HyD might conduct the investigation first and take further action after confirmed information was provided by the PlanD.

15. Mr Sammy TSUI pointed out that it often took a few years to complete the lift retrofitting projects under the "Universal Accessibility" Programme. So, he queried whether this would defeat the purpose of facilitating travels of the residents. Moreover, he was concerned about whether it was an appropriate site for the project. He enquired of the HyD whether the works were delayed due to facilities underground, whether there were methods to expedite the retrofitting of lifts, and how long it would take for the works to be completed.

16. The Chairman enquired whether the HyD would provide Members with the design drawing and the timetable of the project for their perusal.

17. Mr CHOCK Chi-tung said that the HyD would engage consultants to carry out excavation and investigation for the purpose of checking the alignment of underground pipelines and ascertaining whether there were deviations from the information provided by the public utilities. After the completion of the investigation work, the HyD would have an idea of the difficulties of the project and could estimate the construction time required. The HyD noted Members' concern over the long period required for the lift retrofitting, therefore prefabricated modules would be adopted to shorten the construction time. The HyD would also closely monitor the project in all aspects.

18. The Chairman invited Members to vote by a show of hands for endorsement of the recommendation of the "Footbridge across Tat Tung Road connecting Tung Chung MTR Station and Fu Tung Plaza (Walkway No. FT01)" as a priority project under the captioned Special Scheme.

19. Members voted by a show of hands. There were 15 voted for, 0 against and one abstaining. Members endorsed to recommend the aforementioned work as a priority project under the Special Scheme.

(Members voted for included: the Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Amy YUNG, Ms Josephine TSANG, Mr Sammy TSUI, Mr FONG Lung-fei, Ms LAU Shun-ting and Mr LEE Ka-ho. Mr LEUNG Kwok-ho abstained.)

III. Review on Driving on Lantau Island Scheme and Issuance of Lantau Closed Road Permits  
(Paper T&TC 48/2020)

20. The Chairman welcomed Ms KWAN Ka-mun, Karen, Chief Transport Officer/Islands, Mr YIP Wai-lun, Senior Engineer/Islands, Ms SIN Kai-wai, Marie, Senior Transport Officer/Islands 2 and Mr WAN King-ming, Alex, Engineer/Islands 1 of the Transport Department (TD) to the meeting to present the paper.

21. Ms Karen KWAN and Mr YIP Wai-lun presented the paper with the aid of PowerPoint presentation.

22. Mr HO Chun-fai expressed his views as follows:

- (a) Cyclists had already caused negative impact on drivers and cattle at present. The villager-motorist conflict would be intensified if restrictions under the Driving on Lantau Island Scheme (DLS) were relaxed.
- (b) He did not support the TD's relaxation of the issuance arrangement of the Lantau Closed Road Permit (LCRP). In his opinion, it was necessary to first solve the road safety problems, such as road standards and bends, so as to secure the safety of drivers before relaxing the relevant arrangements. As long as the TD would make efforts to improve the condition of roads in South Lantau in the next few years, he would absolutely support the relaxation of the issuance arrangement of LCRP or even the opening of the roads to vehicles without a LCRP.
- (c) Regarding the abuse of LCRP, he held that enforcement action should be taken against people who broke the law, but the reasons why they committed the offences should be examined as well. As he indicated, the application procedure of LCRP was more complicated than that in the early years. For example, applicants were required to produce an address proof, which might create certain difficulties on divorced persons or people living with siblings in the same village house. Moreover, it was unreasonable for the TD to tighten the grant of LCRP but relax the restrictions under the DLS at the same time.

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

- (a) The data provided in the paper showed that the vehicle/capacity (v/c) ratio of the roads in South Lantau was not high. It was normal for the roads in South Lantau to have a lower vehicular traffic flow than roads in urban area. Besides, the vehicular traffic flow on Tung Chung Road was not low. He enquired whether the TD had estimated the increase in the v/c ratio and the percentages of private cars and buses in future after

increasing the daily quota under the DLS by 25 private cars. He indicated that there were only 1 000 bus trips but more than 4 200 private car trips on Tung Chung Road per day on an average. Therefore, he was not in favour of allowing more private cars to enter Tung Chung and Lantau Island.

- (b) Some Members had just mentioned the problem of bends and road standards of the roads in South Lantau. He was concerned that if some roads did not meet the standards and were dangerous, more traffic accidents would be caused once such roads were opened to more drivers who were outsiders and were not familiar with the road condition. He urged the TD to seriously consider Members' views and actively improve the condition of the relevant roads to facilitate safe driving.
- (c) Shortage of parking space in the district was a problem widely known. Even if the parking spaces could meet the demand on weekdays, they were still in shortage during holidays. He indicated that as many people were unable to travel overseas in view of the COVID-19 pandemic, some would visit South Lantau for recreation instead, thus leading to a serious shortage of parking spaces in the district during holidays.
- (d) Regarding the issuance arrangement of LCRP, he asked the TD about the number of prosecutions taken against abuse of LCRP and how this problem was handled. He said that Members had discussed the complaints at meetings time and again, and queried whether the existing handling methods could effectively address the problem.
- (e) Regarding the consultation work, he noted that the TD would consult the relevant committees, public transport operators, tourism industry and green groups, etc. He enquired whether the TD would consult local residents and hold residents' meetings. He added that local residents were the major stakeholders, therefore the TD should consult not only the major groups concerned but also local residents.

24. Mr FONG Lung-fei expressed his views as follows:

- (a) He did not support the quota increase under the DLS, indicating that the roads posed potential hazards, especially at the bends on the section of Keung Shan Road towards Ngong Ping Road. Although the relevant department had slightly widened the bends last year, accidents were prone to happen when vehicles on both lanes moving into and out of the bends.
- (b) He queried why the TD would issue temporary LCRPs to non-resident vehicles while it was already very difficult for local residents to apply for non-temporary LCRPs for their vehicles. He indicated that if the non-resident drivers were inexperienced in driving or had never driven through

the relevant roads, they would be at risk due to their unfamiliarity with the road condition.

- (c) He indicated that the current heavy use of vehicles on rural roads was not only unfair to local residents but also posing threat to safety. Although there had not been many traffic accidents involving DLS vehicles so far, it was difficult to estimate whether the number of traffic accidents would increase after the quota under the DLS was relaxed. Therefore, he asked the TD to reconsider the proposal.

25. Ms Josephine TSANG strongly opposed the TD's proposal of doubling the quota under the DLS. Apart from enquiring about the criteria and data based on which the TD decided to increase the quota by 25 vehicles, she queried whether site inspection of the traffic conditions on the roads concerned had been carried out. She indicated that as the roads were narrow with winding sections, traffic accidents were prone to happen when the drivers were unfamiliar with the roads, thus causing injuries to residents or cattle. Nevertheless, the departments concerned failed to carry out any large-scale widening of or straightening of the bends on these roads in the past years. She indicated that there were incidents of cattle scrambling with people for use of the roads from time to time. When large vehicles were travelling on these roads, it would be impossible for the emergency vehicles behind to overtake and the emergency rescue would thus be delayed. She criticised the TD for proposing the increase of the quota without any public consultation. She hoped that the TD would seriously reconsider it.

26. Ms WONG Chau-ping expressed her views as follows:

- (a) She queried why the TD would want to increase the quota under the DLS despite the dangers on roads of Lantau Island as constantly mentioned by Members at meetings. Even if the quota would only be increased a bit, it was difficult to ensure that no accidents would thus be caused. She agreed that the DLS should not be relaxed simply because no traffic accidents involving DLS vehicles had yet occurred. She remarked that even local residents needed to stay vigilant when driving on those roads, she was afraid that traffic accidents could easily happen with casualties resulted when it came to non-resident drivers.
- (b) As she stated, roads on Lantau Island were not up to standard and the TD had not completely solved the road problems in the district yet. She was therefore opposed to the promotion of the DLS. She opined that instead of working out any plans based solely on data, the TD should listen to the views of various parties. She also urged the TD to make efforts to improve the roads in South Lantau and step up prosecution action against non-LCRP holders for unauthorised entry into the prohibited zones on Lantau Island, so as to minimise the occurrence of accidents.
- (c) Regarding the issuance arrangement of LCRP, she indicated that it was



unreasonable for the TD to issue LCRPs to non-residents while residents of some villages on Lantau Island, such as San Tau Village in Tai O and the three villages in Mui Wo (i.e. Pak Mong, Ngau Kwu Long and Tai Ho), were not eligible for application of LCRP.

27. Mr Randy YU expressed his views as follows:

- (a) He understood that people enjoyed visiting the islands, and visitors were welcomed to Lantau Island to enjoy the beautiful landscape. Nevertheless, as set out in Note 7 on page 4 of the paper, “From 2016 to July 2020, the TD had received a total of about 150 suggestions on the DLS, of which about 94 percent were complaints of inadequate quota and requests for increase of quota, about 3 percent (i.e. 4.5 persons) were suggestions for extending the quota under the DLS to motorcycles and about 3 percent were requests for relaxing the restriction on hire cars for entering South Lantau.” In other words, only 150 people had complained about the inadequacy of the quota in five years. He wondered why the TD would increase the quota in response to just a handful of complaints, but never sought to solve the various traffic problems frequently raised by Members at meetings. Such practice was actually illogical. He noted that the paper had been submitted to the Transport Advisory Committee (TAC) but no TAC members were present at the meeting. He queried why the people who had the most knowledge of the issue did not have the opportunity to speak.
- (b) He said that the vehicular traffic flow on the relevant roads had on average reached about half of its design capacity. The traffic load and utilisation of the roads were already very high indeed because South Lantau Road was built as a construction access road rather than a standard road. At present, the width of a two-lane road was about 7.2 to 7.3 metres, but that of most construction access roads was about 6.8 metres or less. Therefore, most roads in South Lantau were not up to standard. He pointed out that South Lantau Road was built because a road connecting Mui Wo and Shek Pik Reservoir was needed urgently at that time. The road was substandard and the current vehicular traffic flow of the road had reached half of the road capacity. In addition, there were many bends on the road. Although the relevant departments had carried out improvement works for more than ten bends, only the condition of bend no. K10 was improved significantly and most of the other bends were only 8 inches or 1.5 feet wider after the widening, which was unsatisfactory. He recalled that when he drove through a section of Keung Shan Road, he needed to stop for four to five times to give way to other vehicles (including buses). For this reason, he opined that only drivers who were experienced in driving along the roads in South Lantau could properly cope with this situation, and traffic accidents could easily happen in the case of inexperienced drivers.

- (c) As indicated by the TD, there were 517 on-street private car parking spaces in South Lantau at present. He enquired how many LCRPs had been issued so far, and reckoned that the LCRP to car park ratio was seriously imbalanced. He pointed out that the shortage of parking space in the district was yet to be resolved despite the addition of 148 parking spaces since 2016, so he requested site inspection to be carried out by the TD in Mui Wo, South Lantau and Tai O. He said that some wheelchair users living in Tai O had reflected that many vehicles were illegally parked on footpaths and obstructed their passage. He noted that the Civil Engineering and Development Department (CEDD) planned to add more than 100 parking spaces in Tai O, in a hope to alleviate the problem. In view of the shortage of parking space in the district, he was concerned that drivers under the DLS would park their cars illegally on footpaths when failing to find a proper parking space, and thus posing dangers to wheelchair users after the quota under the DLS was increased by 25 vehicles.
- (d) As Members had just mentioned, for siblings living in the same village house, only one LCRP could be applied for because they shared one residence address. In fact, local residents had a great demand for LCRPs. However, the TD proposed to increase the DLS quota by 25 vehicles for non-resident drivers before such basic need of the residents of Lantau Island was met, which he considered unreasonable. He indicated that he would have no objection to the proposal if the addition of 25 vehicles to the quota would contribute to economic growth in the district and greatly benefit the residents of Lantau Island. However, it was doubtful if the proposal would promote the tourism and economy of Lantau Island. He also indicated that visitors were less welcomed by Tai O residents. Therefore, in addition to the contribution to tourism and economy, the interests of residents had to be taken into consideration as well.
- (e) As to the issue of road safety, although the number of traffic accidents was low, he indicated that a fatal traffic accident due to speeding had occurred off the Buddhist Fat Ho Memorial College in Tai O two years ago, resulting in the death of an elderly person who was walking across the road. This accident had caused immense anxieties among the residents. As Tai O was a close-knit community with a good sense of neighbourhood, the residents would worry much in the case of a traffic accident. He therefore hoped that the TD would not attend to the needs of people from other districts by ignoring the feelings of local residents. In his opinion, it was a hasty decision to increase the quota from 25 to 50 vehicles.
- (f) Regarding the car rental service, he welcomed the arrangement of

designating a car rental company to specially provide service to persons with disabilities in the district, but he added that abuse of the LCRP by such companies should be prevented.

28. Ms Karen KWAN understood the concern of Members over drivers who were not familiar with the road conditions in Lantau Island. To address the problem, when the proposal was implemented, the TD would step up publicity through various channels such as videos and driving guidelines, to draw the drivers' attention to the points to note for driving in Lantau Island and the locations of parking spaces. Pamphlets would also be printed for distribution. Regarding the problem of LCRP abuse, the TD would conduct investigation into suspected cases of LCRP abuse after receipt of applications. For example, if the lot stated in an application was suspected to be a derelict site, the TD would conduct site inspection to see if the site concerned was of practical use to the applicant concerned. If an abuse of LCRP was suspected, the TD would ask the Police to assist in following up the case concerned.

29. Mr YIP Wai-lun made a consolidated response as follows:

- (a) He said that the TD had always been seeking to improve the traffic conditions of the roads in South Lantau. The TD, together with the relevant works departments, had actively carried out a number of road widening and road bend improvement works along South Lantau Road and Keung Shan Road in recent years, and had completed 21 minor works projects in the first quarter of 2018. Moreover, where circumstances at the site allowed, the TD would try to provide bus bays at bus stops as far as possible, in order to make the vehicular traffic on roads smoother. Furthermore, the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau being conducted by the CEDD comprised a review of the conditions of major roads in South Lantau, which included discussing with relevant departments the exploration of feasible improvements, such as widening of some road sections or improvement to the road bends.
- (b) Regarding the impact of the increased quota under the DLS on vehicular traffic flow, he said that the TD proposed to increase the daily quota for weekdays by 22 private cars, 3 motorcycles and 5 hire cars. Thus it was expected that an additional vehicular traffic flow of 60 vehicles or so would be generated on the major roads in South Lantau daily. As the annual average daily traffic flow on Tung Chung Road in 2019 was about 4 750 vehicles while the daily design capacity was 10 000 vehicles, there were still considerable capacities on the major roads in South Lantau to accommodate the additional vehicular traffic flow generated by the proposed measure.
- (c) To avoid the knocking down of cattle by vehicles, the TD had previously installed 48 "Beware of Cattle" signs at locations with cattle observed in South Lantau. Moreover, the TD had arranged the works department to

install along Tung Chung Road near Shek Mun Kap Road in March 2019 additional “Caution Cattle on Road” signs to alert drivers to the possible presence of cattle on closed roads in South Lantau so as to enhance road safety.

30. Ms Karen KWAN added that the current consultation arrangement was made with reference to the consultation conducted in 2015 in relation to the relaxations. At that time, the TD had consulted the Islands District Council (IDC), the Lantau Development Advisory Committee and the stakeholders concerned. The TD believed that all Members were representatives of public opinion, hence would convey the residents’ views in a timely manner. The TD would deliberate on the ways to take forward the proposal after collecting the views from various parties. Regarding the issuance arrangement of LCRP, the TD noted that the number of non-temporary permits (i.e. LCRPs issued to residents and shop operators) issued had increased by 150 percent in the ten years between 2009 and 2019, representing a substantial increase. Therefore, the TD considered it necessary to review the issuance arrangement of LCRP in order to uphold the principle of issuing LCRPs to people in need of such permits only.

31. The Chairman expressed his views as follows:

- (a) He indicated that as the TD failed to answer Members’ questions, they requested the TD to provide a written reply after the meeting. According to the paper, a total of 517 private car parking spaces were available in South Lantau (from Mui Wo to Tai O). As the representative of the TD had just mentioned that the number of non-temporary permits issued in 2019 had increased by 150 percent when compared to that in 2009, he enquired of the TD how many vehicles in South Lantau had been issued with a LCRP and asked the TD to provide the relevant information.
- (b) Although the paper stated that there were adequate parking spaces in the district, Members observed that the parking spaces from Mui Wo to Tai O, Pui O and Shui Hau were all occupied on weekdays. Some vehicles were even illegally parked on footpaths and at road verges, reflecting the shortage of parking space in the district. He requested the TD to give a response in writing.
- (c) He opined that residents were absolutely entitled to apply for a LCRP. As also stated in the paper, local residents could apply for a LCRP by simply providing a valid proof of address. However, restrictions were imposed in the course of application, which was inconsistent with what the paper said. He therefore enquired how family conflicts over the LCRP could be resolved.
- (d) He indicated that the TD did not respond to the queries about the dates of the residents’ consultation meetings and as to how the TD would tackle

the problems of LCRP abuse and unauthorised entry into the closed areas by vehicles. He said that at present the TD completely relied on the police road blocks. As he had repeatedly proposed at meetings the installation of an electronic identification system at Shek Mun Kap, he hoped that the TD would follow up on his proposal.

- (e) He criticised that the traffic signs alerting drivers to the presence of cattle were small and not professional. He requested the TD to conduct a review and carry out site inspection on Lantau Island.
- (f) He indicated that bicycle-vehicle conflicts for road use happened from time to time, and the TD had not replied as to how this could be addressed.
- (g) The TD stated that bends on Keung Shan Road had been improved. However, he believed that only minor maintenance works had been carried out at most bends except for bend no. K10 mentioned by Members just now, and that the problems were yet to be resolved. As stated by Members, residents in South Lantau would give way to other vehicles when driving. So, traffic accidents would be more prone to occur when it was the visitors who drove on the roads in South Lantau. He requested the TD to put the above queries on record and give response to each of them after the meeting.

32. Mr WONG Man-hon expressed his views as follows:

- (a) He said that residents of the three villages in Mui Wo could not apply for LCRPs and he had discussed with the TD on this regard for almost six years, but the TD had not taken any follow-up action. Villagers of San Tau Village in Tai O also faced the same problem. He opined that the TD should provide convenience to the residents instead of rejecting their applications by creating obstacles to the application procedure. He cited a transportation company that had been in operation for decades as another example, which, according to him, had encountered difficulties each time it applied for renewal of its LCRP and needed to seek assistance from many departments in order to get the renewal done.
- (b) Representatives of the TD had just stated that the utilisation rate of South Lantau Road was currently less than 50 percent. He, however, opined that this was because closed areas had been set up in the district, and the utilisation rate would increase substantially if the closed area restrictions were lifted for a few days or a week. Moreover, paragraph 13 of the paper stated “the Government had designated a total of 148 additional on-street private car parking spaces in Tai O, Mui Wo and Pui O of South Lantau”, but he queried about the authenticity of the figure nevertheless.
- (c) As he indicated, it sometimes happened that five to 10 coaches travelled

to the same place at the same time without any staggering or diversion arrangements being made, thus leading to congestion at the relevant locations. He had witnessed that, in the absence of regulation, some coaches casually set down passengers at the bus stops along the Cheung Sha Beach as there were no passing bays, thus resulting in traffic congestion with the queue of stationary traffic extending to Tong Fuk. In his opinion, the proposal to allow external vehicles to enter Lantau Island was good. Nevertheless, he queried whether the three motorcycles in the additional quota would be able to meet the need of the public. Moreover, as understood by him, hire cars were cross-boundary seven-seater commercial vehicles which would make no contribution to the economic growth of Lantau Island. He therefore considered that it was meaningless to allot quotas to these two categories of vehicles. He criticised the TD for not only failing to meet the needs of people in the district, but also intensifying local conflicts by proposing the relaxation of the DLS.

33. Mr Sammy TSUI expressed his views as follows:

- (a) He enquired whether the TD could provide the relevant data and whether the TD had conducted tests to ensure the safety on roads (e.g. Keung Shan Road). He indicated that as many Members had criticised the TD for failing to carry out widening works at some bends or provide additional passing bays, he hoped that the TD could provide detailed information on these aspects to ease Members' concerns over road safety.
- (b) He opined that the relaxation of the DLS might lead to problems caused by non-resident drivers' unfamiliarity with the relevant road conditions. So, he enquired whether the TD would install adequate traffic signs and speed limit road markings, and whether appropriate measures would be taken to enhance safety on the roads concerned.
- (c) The paper stated that the TD had not received any complaints about the impact of the DLS on traffic and environment since the introduction of the scheme. He enquired how the TD obtained the information or data about the impact on the environment and roads. In other words, he would like to know whether the TD drew conclusions based on the resident complaints and the number of traffic accidents, or it had engaged organisations to assess the impact of the additional flow of non-resident vehicles on the local parking spaces, traffic accidents and refuse volume.

34. Ms WONG Chau-ping expressed her views as follows:

- (a) Although she supported the promotion of tourism on Lantau Island, she did not think this had to be achieved through the DLS. Visitors could travel to Lantau Island by taking public transport, and in this way, road

safety would not be compromised.

- (b) She said that there had always been potential road safety hazards on Lantau Island. Despite that Members had kept on requesting the departments concerned to improve the road conditions, this could only address the residents' daily needs of travelling in the short term and the road problems would not be resolved completely. She opined that a standard road had to be built in order to resolve the road problem of Lantau Island. She remarked that the shortage of parking spaces on Lantau Island was severe, so the TD should consider the needs of local residents and should not allow additional vehicles to enter Lantau Island. Moreover, she pointed out that as the operation of the taxi industry was already in difficulty due to the epidemic these days, if the Government proceed to permit the hire cars' entry into South Lantau, relevant social conflicts were sure to get intensified.

35. Mr HO Siu-kei expressed his views as follows:

- (a) He said that back in the 1970, HK\$900 would be charged for an application for Lantau Island LCRP, but at the same time applications for road permits to other closed areas such as Sha Tau Kok and Pak Tam Chung were free of charge, which he considered unfair to residents of Lantau Island.
- (b) He indicated that Lantau Island was home to many retired citizens who used to work in urban areas, and there were also people who worked in Lantau Island but lived in urban areas. Therefore, there was a strong demand for LCRPs in the island. However, the Government was making things difficult for the residents and creating social conflicts by imposing numerous requirements on the application for LCRP.
- (c) The TD said that it had consulted the relevant departments and organisations. So, he enquired whether the drivers union of the New Lantao Bus Company (1973) Limited (NLB), unions of professional drivers and the taxi union of Lantau Island had been consulted. He indicated that these people and organisations were the users of the relevant roads and their opinions could reflect the residents' livelihood, hence it was necessary to consult and discuss with them as to how to coordinate and optimise the relevant policies. He said that residents were not resistant to visitors from urban areas to Lantau Island. However, he queried whether the Government's practices were contradictory because it, on the one hand, had been encouraging people to use public transport as much as possible while on the other, proposed the relaxation of the DLS to allow more than 20 additional vehicles to enter Lantau Island. He said that he, being a District Council (DC) Member representing the Tai O constituency, had reached a consensus with Tai O residents on objection

to such proposal.

36. Ms Amy YUNG expressed her views as follows:

- (a) She strongly agreed with the Member on the problems of road safety and restrictions on application for LCRP. She believed that Lantau Island residents would be disturbed by these problems and it was unwise to relax the DLS before such problems were solved.
- (b) The utilisation of the quota for coaches since 2016 had been set out in Annex 2 (Table 2) of the paper, which showed a peak utilisation of 76 percent on Sundays and public holidays. As far as she understood, the utilisation rate had dropped during the epidemic. The Government had been encouraging people to use mass-transit service and use less private cars in its transportation policy. Even though the MTR service was not available in South Lantau, visitors might travel to Lantau Island by taking public buses or coaches. It would be a contradictory measure against the Government's transportation policy if the DLS was relaxed before the quota for coaches was fully utilised. She opined that the Government should encourage visitors going sightseeing in Lantau Island to use public transport or travel by coach by organising tours on their own. Besides, as guides would be hired for the tours and coach drivers were professional drivers who were well acquainted with the road conditions and parking spaces, both the local tourism and the local economic growth would be promoted.

37. Mr LEUNG Kwok-ho expressed his views as follows:

- (a) Regarding the issues of parking spaces, representatives of the TD had just said that the TD would step up efforts on education and publication of leaflets to disseminate the relevant messages. He, however, criticised that the entire scheme was unrealistic. He said that the TD or other government departments always conducted studies on traffic policies for the Islands District by making reference to the traffic patterns in the other 17 districts, and he considered that it was infeasible because the roads in the Islands District were not standard ones and the increase of the DLS quota might lead to more traffic accidents.
- (b) He enquired whether the TD had conducted site inspection before putting forward the proposal. He opined that the Government should not hire consultants to carry out studies or draw up policies merely based on data without having regard to practical situations. He said that at present many vehicles would access Lantau Island via the roads in South Lantau and many people would visit Tai O and other islands for sightseeing. Despite of such facts, the Government continued to encourage people to visit the islands. He agreed with other Members that the TD should first



explore ways to address the existing problems.

38. Mr Randy YU expressed his views as follows:

- (a) Note 7 on page 4 of the paper stated that the TD had received about 150 proposals on the DLS in total within five years, and Members present at this meeting represented a public opinion base of about 30 000 people. So, if Members took any wrong stances at this meeting, they would need to bear the political consequences a few years later. In his opinion, the views of Members would not deviate greatly from those of the residents. Therefore, he requested the TD to shelve the proposal since the views raised by Members must have adequate public support. If the TD did not agree, he proposed to hold residents' meetings after the epidemic situation had improved and make a final decision after listening to the residents' opinions. Although he did not consider the proposal infeasible, he suggested that in view of the consensus among Members, the TD should shelve the proposal for five years and put it forward for discussion again in 2025.
- (b) Regarding the quota for hire cars, the paper stated that the proposed arrangement aimed to facilitate persons with mobility disabilities and those in need. He indicated that Members were concerned about wheelchair users or persons with disabilities, and absolutely welcomed the arrangement to let persons with disabilities use the services provided by hire car companies. However, it would be unfair to other road users or the residents if other persons used the hire car service as well for convenience purpose. If the TD wanted to seek Members' consent to the increase of quota for hire cars, it should stipulate that the hire cars concerned could only provide service to persons with disabilities or wheelchair users.

39. Mr HO Chun-fai expressed his views as follows:

- (a) He indicated that most professional drivers serving on Lantau Island (such as drivers of the NLB) were local residents. As they were more familiar with the road conditions, they would be able to avoid traffic accidents more effectively. Many bus drivers and dump truck drivers had reflected to him that there were many bends on the roads, and that traffic accidents involving collision of vehicles could easily occur if drivers were less attentive when driving. The representative of the NLB had also mentioned that many bus drivers often reported road incidents such as damaged rear-view mirrors. As investigation would be initiated only after such cases were reported to the Police, these trivial cases were often not made known to the public.
- (b) He did not agree to the TD's statement that there were adequate parking

spaces in the district. He pointed out that there would be no need to discuss with the Police on exercising discretion in taking enforcement actions against illegal parking during mealtime if the parking spaces were adequate. He said that external vehicles were usually parked for most of the day, while professional drivers would park their vehicle for a relatively short period of time. For example, the latter would only park their vehicles near the restaurants for a short time when having their meals or buying food. He suggested that the TD should conduct an in-depth study into the problem of parking space.

- (c) He indicated that while Tai O had more parking spaces, there was severe shortage in South Lantau and Mui Wo. Therefore, if the TD would like to proceed with the DLS relaxation, it should allow the parking of the DLS vehicles in Tai O only. Moreover, although the Police might exercise discretion in taking law enforcement against illegal parking during mealtime, they were still duty-bound to take enforcement action upon receipt of complaint about vehicles being illegally parked at bus stops. He added that Members often made coordination with the Police, and the Police in turn also consulted Members from time to time, so as to strike a balance and avoid aggravating the problem. The TD, on the contrary, did not take any active measure to address the problem. Besides, he welcomed visitors to Lantau Island for recreation. However, 20 to 30 additional vehicles in the DLS quota would not generate much consumption, but only adversely affect the traffic and parking situation in the area. He also mentioned that despite the provision of more than 500 parking spaces in South Lantau in total, less than 30 parking spaces were available near the restaurants in Pui O.

40. Mr FONG Lung-fei said that when Tung Chung residents requested for the introduction of new bus routes, they were advised by the TD to interchange for other bus routes in order to reduce the utilisation of roads. But now the TD ignored people's livelihood and permitted additional vehicles to access Lantau Island, which had aroused discontent among the villagers and village representatives. He had previously driven to South Lantau, and witnessed that many vehicles were parked along Cheung Sha Beach with some even illegally parked on roads, causing obstruction to the passage of cattle. If there were cattle lying in the middle of the road to rest, it would be more likely to cause accidents. He therefore suggested that the TD should arrange site inspection on weekends. Moreover, the NLB often complained about the difficulties in operation. This being the case, the TD should not permit the entry of additional vehicles to Lantau Island lest the revenue of the NLB would be adversely affected. He urged the TD to shelve the proposed relaxation and reconsider the proposal from various aspects.

41. The Chairman expressed his views as follows:

- (a) As stated in the paper, the annual average daily traffic flow of the major

roads in South Lantau was about half of the design capacity. He enquired whether the TD had in its calculation used the standards for highways in urban area or those for rural roads constructed in the 1950s to facilitate the Shek Pik Reservoir project. He opined that the calculation method for substandard roads in rural area should be different from that for standard roads.

- (b) The paper indicated that, according to the TD's records, no private cars under the DLS had been involved in any traffic accidents. He enquired whether the Police would, in the investigation, ask the drivers concerned if they were participants of the DLS after an traffic accident had occurred in South Lantau and, if not, how the TD would have the relevant records. Besides, the number of traffic accidents listed in Annex 4 of the paper did not include accidents involving cattle or other animals, hence he opined that such records were incomprehensive.
- (c) He stated that he had just received a message from the Chairman of the Lantau Taxi Association, which pointed out that there was a serious shortage of parking facilities in various areas of the island. Compounded with concerns over damages to the serene environment of South Lantau after the relaxation of the DLS, all members of the association were strongly opposed to taking forward the second phase of the DLS and increasing quota to hire cars.
- (d) He indicated that two serious fatal traffic accidents involving buses had occurred on Keung Shan Road. Besides, a fatal traffic accident had also taken place at the road section between San Shek Wan and Pui O two years ago, causing the death of a foreign motorcycle driver. Some Members of the last-term of the IDC had raised the problem of a bend close to San Shek Wan for discussion, stating that vehicles often needed to give way to buses at that location. Despite Members' persistent request for widening the bend concerned and the flyover off the location, the TD only responded in a perfunctory manner. He remarked that Tung Chung Road had a gradient of 1:6 in addition to the narrow road pavement and sharp bends thereon. Non-resident drivers who were inexperienced in driving along the road were prone to accidents. In view of the recurrence of severe traffic accidents on the roads in South Lantau, drivers of the NLB, taxi drivers and local residents were courteous when driving, while non-resident drivers, in contrast, would be more impatient and kept beeping their horn.

42. Ms Karen KWAN made a consolidated response as follows:

- (a) Regarding the arrangement for multiple applications for LCRP in one village house, the TD's current principle of issuing LCRPs was that approval would be granted in accordance with the actual needs of the

applicants, especially for applications for long-term permits. Long-term permits, which were without time restriction for access to and from the closed road sections in South Lantau, were issued for daily use by residents or shop operators in South Lantau, facilitating them to enter and exit from South Lantau at any time. Applicants were therefore required to provide proof of address in South Lantau to justify their actual needs of the LCRP. The nature of these permits was different from that of the DLS quota and temporary permits. She said that the occupants could provide relevant documents (such as electricity bills, demands for rates, duly stamped tenancy agreements or information on land registration from the Lands Department) to the TD for verification that the applicants were residents or shop operators of South Lantau.

- (b) The TD had all along been encouraging the public to travel by taking public transport, including visiting Lantau Island for sightseeing. At present, the DLS was mainly implemented from Monday to Friday, except public holidays. In line with the conservation practice in South Lantau and to avoid affecting the daily life of the residents, it was stipulated that vehicles participating in the DLS were only permitted to access South Lantau between 8:00 a.m. and 7:00 p.m., and successful applicants could only drive to South Lantau once in a month while repeated applications in the same month were not allowed.
- (c) Provision of public transport service (such as bus service) was restricted by geographical factors. For example, low-floor buses could not operate on some sections of Keung Shan Road due to the terrain. For the convenience of persons with mobility disabilities or persons travelling along with seniors and kids, the TD intended to extend the coverage of the DLS to hire cars and increase the quota under the DLS to facilitate these persons' visits to tourist attractions in South Lantau.
- (d) Regarding the impact of coaches and private cars participating in the DLS on the environment and traffic, she said that the TD had not received any complaints since the implementation of the DLS, and that engineers of the TD had been conducting traffic impact assessment all the time. Moreover, the TD would consult the bus companies concerned and the taxi industry on the proposal.

43. Mr YIP Wai-lun made a consolidated response as follows:

- (a) According to the traffic accident statistics, there was no ascending trend in the number of traffic accidents in South Lantau since the launch of the DLS in 2016. Noting Members' concerns over road safety in South Lantau, he indicated that the CEDD was conducting relevant studies and the TD had also been actively giving advice to the CEDD from a traffic

perspective, hoping to improve the traffic conditions of the roads in South Lantau.

- (b) Regarding the issue of safe cycling, he said that cyclists were also required to observe the relevant legislations. The TD, together with the Police, would convey the relevant messages to cyclists through publicity and education.
- (c) Regarding the design capacity of roads, the daily road capacity and annual average daily traffic were calculated by the TD in the light of the conditions of the major roads in South Lantau. There was still surplus capacity on these road sections to accommodate the additional vehicular traffic flow that would be generated by the proposed measures. Regarding the parking spaces, he indicated that vehicles under the DLS could enter South Lantau only from 8:00 a.m. to 7:00 p.m. on weekdays from Monday to Friday. During the site inspections conducted by the TD, it was found that some on-street public parking spaces or fee-charging car parks at some major tourist attractions in South Lantau, such as Mui Wo, were still available for use. He opined that there should be adequate private car parking spaces in South Lantau to meet the additional demand for parking spaces generated by the proposed measures if vehicles participating in the DLS did not gather at a specific location at the same time.

44. The Chairman enquired of the Police whether the drivers involved would be asked if they were participants of the DLS in the case of traffic accidents.

45. Mr HO Ngai-king said that the Police would take enforcement action in accordance with the Road Traffic Ordinance (Cap. 374) no matter the persons involved in the traffic accidents were local residents or visitors from other districts. When handling traffic complaints or traffic accidents within South Lantau, the Police would particularly check if the drivers concerned were LCRP holders. However, the Police did not have record as to whether such LCRPs were issued under the DLS.

46. The Chairman thanked the Police for the clear reply and would like to remind the TD to pay attention to this when preparing the papers.

47. Ms Karen KWAN said that regarding the arrangement for checking whether vehicles involved in traffic accidents in South Lantau had participated in the DLS, the TD would check the traffic accident records to see if the relevant vehicle registration marks belonged to the vehicles that had participated in the DLS. After the verification, it was found that no vehicles participating in the DLS had involved in any traffic accidents taken place in South Lantau so far.

48. Mr LEUNG Kwok-ho agreed to Mr Randy YU's suggestion that the proposed arrangement should be shelved for five years and be tabled for further discussion in

2025. He queried why the TD did not accept Members' opinions and insisted that the scheme was feasible in spite of many Members' objection to the relaxation of the DLS. He proposed to move a motion in relation to Mr Randy YU's suggestion for voting.

49. Ms Amy YUNG agreed with Mr LEUNG Kwok-ho and suggested that an impromptu motion be moved by Mr Randy YU.

50. Mr Randy YU said that the proposal had been discussed thoroughly at the meeting and considered that it was necessary to have further consultation. Since Members had raised many questions to the TD at the meeting and had requested the TD to shelve the proposal, he opined that there was no need to move an impromptu motion in haste. Instead, he suggested a motion be moved at the next T&TC meeting or IDC full council meeting, thereby giving adequate time to the TD for preparation, and making it more fair to the TD.

51. The Chairman proposed to first conduct a preference survey to see whether Members were supportive of the relaxation of the DLS and the issuance arrangement of LCRP. He said that it was just meant to be a casual survey of Members' preference. He invited Members to vote by a show of hands.

52. Members voted by a show of hands. There were 0 voted for, 15 against and 0 abstaining. Members objected to the proposed relaxation of the DLS and the issuance arrangement of LCRP unanimously.

(Members voted against included: the Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Amy YUNG, Mr Sammy TSUI, Mr FONG Lung-fei, Ms LAU Shun-ting, Mr LEE Ka-ho and Mr LEUNG Kwok-ho.)

X. Question on improvement of traffic on Cheung Sha section of South Lantau Road, Lantau Island  
(Paper T&TC 57/2020)

53. The Chairman welcomed Ms Marie SIN, Senior Transport Officer/Islands 2 and Mr Alex WAN, Engineer/Islands 1 of the TD; Mr YIP Cheuk-man, Senior Field Officer (New Development Area) and Mr Jason TO, Field Officer (Cattle Management) of the Agriculture, Fisheries and Conservation Department (AFCD); as well as Mr HO Ngai-king, District Operations Officer (Lantau) and Mr YU Siu-bun, Assistant District Operations Officer (Lantau) of the Police to the meeting to respond to the question. Written replies from the TD, the HyD and the Police had been distributed to Members for perusal before the meeting.

54. The Chairman briefly presented the question. He added that concern groups had requested the AFCD to install cattle grids along the roads and cattle pens around

agricultural lands in use for farming seven years ago. He enquired of the TD what measures had been adopted over the years to reduce conflicts between humans and buffaloes.

55. Mr YIP Cheuk-man said that the AFCD had all along been attaching great importance to animal welfare and cattle management, and its policy objective was to ensure that people and cattle could coexist harmoniously in the community of Lantau Island. Moreover, the AFCD was open to the proposals of installing cattle grids along the roads or providing green passages that could facilitate the safe crossing of roads by animals, and agreed to install such facilities in principle as long as a balance could be struck between the welfare of residents and animals on Lantau Island.

56. The Chairman proposed to hold a separate meeting for the relevant departments and concern groups to discuss issues such as the handling of relevant problems and the construction of green passages. Moreover, as some organisations had requested a few years ago that the speed limit on the section of South Lantau Road along Cheung Sha Beach should be reduced from 70 kilometres per hour to 50 kilometres per hour and speed enforcement cameras should be installed on the road section, he asked the Police to respond and give an account of the progress of following up on such requests.

57. Mr HO Ngai-king said that regarding the speed limit at the road section concerned, the Police had not yet received the relevant information prior to receiving the question and would reply to Members after the meeting.

(Post-meeting note: Regarding the possibility of reviewing the speed limit and the installation of speed enforcement cameras on South Lantau Road, the Police noted after the meeting that the TD was following up on and would provide written reply on these issues.)

58. The Chairman enquired of the Police about the progress of the investigation into the tragic case on 1 October 2020 concerning a brown cattle and its calf.

59. Mr HO Ngai-king briefly presented the written reply.

60. Ms Marie SIN said that matters related to the DLS had been discussed under Item III. Besides, the TD had provided in the written reply the data enquired in the question, including the number of LCRPs issued, vehicular traffic flow and utilisation rate of the DLS quota, and had described the traffic management measures and the related speed limit on South Lantau Road.

61. The Chairman wanted to invite the relevant departments and concern groups to conduct site inspection to better understand the problems of speeding and road signs on Cheung Sha section of South Lantau Road as well as the issue of parking spaces in Mui Wo and Tai O just discussed under Item III, and to listen to the views of concern groups.

62. Ms Josephine TSANG considered that the 48 “Beware of Cattle” road signs put up by the TD were of no practical use as they could not effectively alert drivers to the cattle straying into the road sections concerned. She indicated that cattle were also living creatures and the problems had lasted for a long time in Mui Wo, but the relevant departments were not actively tackling such problems.

63. As this issue involved problems such as road safety, speed limit and vehicular speed monitoring and had been in existence for a long time, Ms WONG Chau-ping queried why the AFCD was still not able to effectively monitor and take care of the cattle and why it could not provide a proper habitat (such as Tai A Chau) for the cattle to avoid problems caused by cattle occurrence in residential areas.

64. Mr YIP Cheuk-man said that the AFCD had implemented cattle population control on Lantau Island through various measures and hoped to adopt a humane approach for management, including sterilisation of the cattle, which would help reduce the number of cattle through control of cattle reproduction and keep the cattle population at a lower level. This was a humane approach that could also be a long-term solution to the conflict between the cattle and residents on Lantau Island. Moreover, the AFCD had also implemented the “Herdsman Program”, in which staff were deployed to lure stray cattle away from densely populated areas with grass. This practice would prevent cattle from appearing on the roads, which were hazardous to the cattle, and would prevent the cattle from rushing out to carriageways for food. It would not only provide food for the cattle, but also help reduce conflicts between people and the cattle and the number of accidents.

65. The Chairman reminded the AFCD of the need for monitoring the carrying capacity of the environment. To achieve the continued harmonious coexistence between people and the cattle in the community, he hoped to arrange concern groups to attend the T&TC meetings after the epidemic, so that they could discuss the issues with the AFCD and other related departments and provide advice thereon.

V. Question on proposed enhancement of Lantau Link Toll Plaza Bus-Bus Interchange Scheme  
(Paper T&TC 50/2020)

66. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of the TD; Mr Rayson LAW, Senior Officer, Planning and Development and Ms Rennis LIP, Senior Officer, Public Affairs of Kowloon Motor Bus Company (1933) Limited (KMB) and Long Win; as well as Ms Penny CHUNG, Chief Public Affairs Officer of Citybus to the meeting to respond to the question. The written replies from Long Win and Citybus had been distributed to Members for perusal before the meeting.



67. Mr FONG Lung-fei briefly presented the question. He criticised the TD for increasing the quota of the DLS but refusing to provide an additional route for bus-bus interchange (BBI). He clarified that he did not mean to request the introduction of new routes. In fact, he had encouraged residents to make use of the existing BBI scheme. However, as reflected by the residents, they could only interchange for Long Win route no. E31 during peak hours, but the buses operating the route were full for most of the time. In addition, as many residents travelling to Tung Chung North (TCN) would take Citybus route no. E21A, some residents commuting to Mong Kok for work often failed to board the buses because they were full already when arriving at the bus stops. To make things worse, the situation was not limited to peak hours. He therefore proposed that Citybus should consider re-routing route no. E11A via Mun Tung Estate as well as Fuk Yat House and Yung Yat House of Yat Tung Estate.

68. Ms Sherman CHOI responded as follows:

- (a) At present, Tung Chung West (TCW) residents might take Citybus route no. E21A to travel directly to and from Sham Shui Po, Mong Kok and Ho Man Tin, and take Long Win route no. E31 to travel directly to and from Tsuen Wan. Passengers might also travel to the Lantau Link Toll Plaza by taking any of these two routes and interchange for other routes to travel to and from various destinations. Both Citybus and Long Win had offered fare concession to passengers interchanging for their respective routes. In response to the anticipated passenger demand arising from the development of Tung Chung, the TD had proposed in the Bus Route Planning Programme (BRPP) 2020-2021 for Islands District that additional vehicles and departures should be arranged to meet the passenger demand once the passenger volume of Citybus route no. E21A and Long Win route no. E31 had met the requirement stated in the guidelines on service improvement. After implementing the proposal, the two bus routes above might have more frequent departures to facilitate TCW residents in travelling to Lantau Link Toll Plaza to interchange for other bus routes.
- (b) Regarding the proposals of splitting up Long Win route no. E42 and re-routing Citybus route no. E11A via Mun Tung Estate for both bounds service, the TD had reviewed the proposals with concerned bus companies and would give due consideration to these proposals when preparing the BRPPs in the future. The TD understood Members' concern over the BBI arrangement and would closely monitor passenger demand and conduct ongoing reviews with the bus companies with a view to further enhancing the bus service in TCW.

69. Mr Rayson LAW briefly presented the written reply.

70. Ms Penny CHUNG noted Members' concern over the bus service in TCW. She said that Citybus had always monitored the development, population growth and

changes in passenger demand in Tung Chung. Enhancement of bus service in Tung Chung had been included in BRPPs in recent years to meet the travel needs of the residents. Citybus would continue to monitor the bus service in the area and consider enhancing the bus service in TCW in the light of population growth and passenger demand.

71. Mr FONG Lung-fei said that TCW had a population of nearly 70 000, which was the largest among all areas in Tung Chung. Although residents in this area had keen demand for bus service, there were only two bus routes available for interchanging for more than 20 years. TCN residents, in contrast, might interchange for Citybus route nos. E11A and E23A. This was somewhat an unfair arrangement. He hoped that the bus companies would respond to the demand of TCW residents for bus service, and proposed to have detailed discussion on the issue at the Traffic and Transport Committee Bus Routes Working Group (Bus Routes Working Group) meetings.

72. The Chairman agreed to have the issue discussed in detail at the Bus Routes Working Group meetings because there would be substantial increase in the population of TCN for the next five to six years.

73. Mr LEE Ka-ho had similar concerns over the bus route issues and would like to propose changes to other bus routes. He also supported discussing in detail the bus routes in TCN and TCW at the Bus Routes Working Group meetings.

VI. Question on proposal of rationalisation of Long Win bus route nos. S64, S64C, S64X and S65  
(Paper T&TC 51/2020)

74. The Chairman welcomed Ms Sherman CHOI, Senior Transport Officer/Islands 1 of the TD; as well as Mr Rayson LAW, Senior Officer, Planning and Development and Ms Rennis LIP, Senior Officer, Public Affairs of KMB and Long Win to the meeting to respond to the question. The written reply from Long Win had been distributed to Members for perusal before the meeting.

75. Mr FONG Lung-fei briefly presented the question.

76. Mr Rayson LAW said that Long Win had all along been closely monitoring the demand for bus service plying between TCW and the Hong Kong International Airport (Airport). With the ongoing immigration quarantine measures at the Airport, the passenger volume of the relevant bus routes was lower than that before the epidemic. Long Win had noted Members' views, and would continue to monitor the operation of the Airport, the passenger volume of Long Win's airbus routes and the intake progress of Yu Tai Court. It would review the service level of these bus routes together with the TD in a timely manner having regard to the demand and travelling pattern of the passengers.

77. Ms Sherman CHOI said that for the residents of Yat Tung Estate travelling to the Airport, they might take Long Win route no. S64X during peak hours and route no. S65 departing from Mun Tung Estate at bus stops of the eastbound carriageways on Chung Yan Road or Yu Tung Road during off-peak hours. Both the two bus routes were not routed via the Air Cargo Area in the Airport, therefore it would be more convenient for the residents using the bus service. The feasibility of rationalising Long Win route nos. S64, S64C, S64X and S65 was being reviewed by the TD and Long Win in a careful and active manner, including deliberation about the impact on passengers, resource utilisation and so on, with a view to optimising the bus service plying between Yat Tung Estate and the Airport. Besides, the TD and Long Win would closely monitor the travel pattern and demand of passengers of the relevant routes and, if feasible improvement proposals were available, would continue to communicate with and consult Members in a timely manner.

78. Mr FONG Lung-fei expressed his views as follows:

- (a) As many residents of Mun Tung Estate and Yat Tung Estate were working in the Airport and the Air Cargo Area therein, rationalisation of route nos. S64 and S64C would have significant impact on these residents. Some departures of route no. S64 were often full before the epidemic, so some passengers had to wait for two departures before they could get on the bus. Although route no. S64C had subsequently started operation, its routing overlapped with that of route no. S64, and its departures often followed immediately after those of route no. S64 as well. As a result, buses of route no. S64 were often nearly full when arriving at the stop of the Cathay Pacific Catering Services while the occupancy rate of route no. S64C was low, thus leading to a wastage of resources. In addition to the circuitous routing, route no. S64 had many en-route stops which were not far away from each other. Hence, some bus drivers had told him that it was painstaking to drive buses operating the route. He therefore proposed to rationalise route nos. S64 and S64C.
- (b) He queried whether the TD ceased to proceed with the rationalisation because of the dissenting views received. As a matter of fact, it was normal to hear from members of the public objections to new arrangements. The TD should take bold action to advance such proposal, and people would appreciate its work when the situation improved. As many passengers travelling to the catering services area would take route no. S64X in the morning, buses operating certain departures of this route were often full. As other passengers found it difficult to get on the bus, they needed to interchange at the Tung Chung Fire Station stop for other bus routes in order to travel to the Airport. He hoped that the problem could be solved after the rationalisation of route no. S65, and proposed to follow up on the issue at the Bus Routes Working Group.

79. The Chairman agreed that follow-up actions on the issue would be taken by the Bus Routes Working Group.

80. Ms WONG Chau-ping proposed that as a division of labour, all agenda items related to bus routes should be dealt with at meetings of the Bus Routes Working Group. She also asked the Chairman why the issue was not included in the scope of work of the working group.

81. The Chairman stated that he had discussed with the Chairman of the IDC and other IDC Members on how to handle the agenda items effectively. As there were many new Members in the current term of the IDC who might not be familiar with the contents and arrangements of the meetings in the past, he and the Chairman of the IDC agreed that, during the first year of the current term of the IDC, questions raised by Members would be accepted as far as possible, but the questions had to be concise. The IDC would then arrange for in-depth discussion at meetings of the relevant working group.

82. Mr FONG Lung-fei agreed to the follow-up on the item by the Bus Routes Working Group, but he considered that the guests attended the working group meetings had a perfunctory attitude. He indicated that only questions raised at meetings of committee level would be properly addressed. However, the issues concerning bus routes had long been in existence and needed to be resolved urgently. Also, as all IDC Members had attended this T&TC meeting and the discussions on the meeting would be put in record, he therefore took the opportunity to urge the government departments to follow up on the issue.

83. The Chairman accepted Mr FONG Lung-fei's submission of the question at the meeting, but said that the item had to be followed up by the working group. In case that Members were not satisfied with the results of discussion at the working group meetings, they could re-submit the question to the IDC for discussion. He reminded Members not to expect the issues to be addressed at once. He said that he would discuss with the Chairman of the IDC on how to handle the agenda items more effectively.

84. Ms WONG Chau-ping enquired whether the Bus Routes Working Group meetings were not given much attention by guests because the guests were of lower ranks or because the number of IDC Members attending the meetings was small. She said that if the departmental representatives skimmed on issues related to bus routes, it would become meaningless to set up the working group. She suggested that departments should arrange staff to attend meetings by rotation instead of deploying senior officers to attend committee meetings and junior officers to working group meetings. She said that Members had to spare time to attend meetings, no matter they were at committee or working group level. She hoped that departmental representatives would take the working group meetings seriously.

85. Mr FONG Lung-fei urged the departmental representatives to face the public

demand squarely. He was discontented that they only responded that the views had been noted or review and consideration would be made, but without any practical action being taken. If the traffic problems at TCW and the Airport could not be addressed properly, let alone other complicated problems. Moreover, the TD had triggered public resentment for rationalising route nos. S64X and S64C without public consultation. He said that some residents who worked in the Airport would rather pay double bus fare to return to Tung Chung by taking Citybus route no. S1 and interchange for NLB route no. 38. He therefore urged the TD to resolve the problems in a practical manner.

86. Ms Josephine TSANG was discontented with the replies given by the representatives of government departments and the bus companies present. Their standard response was that they had noted the issues and a review would be conducted after the meeting. She indicated that Members were expecting that some practical measures would be taken to address the issues. She enquired of the Chairman whether the departmental representatives attending the Bus Routes Working Group meetings were of lower ranks as compared to those attending the T&TC meetings. She also queried about the recognition of the working group. She said that the purpose of the Members' questions at the meetings was to urge the government departments to follow up on the relevant issues, and it was hoped that the departments concerned would carefully listen to Members' views and, prior to meetings, carefully study the papers and make good preparation for giving more concrete replies during meeting.

87. The Chairman hoped that Members would follow up the issue carefully in the working group. Taking the planning of Yat Tung Street as an example, a little progress was achieved thereon only after he constantly followed up the issue time and again in the working group. Even if a question had been raised at an IDC meeting, it did not necessarily mean that the question concerned could be solved.

88. Mr HO Siu-kei said that being the representatives of the respective districts, DC members were responsible for reflecting public opinions to and discuss relevant solutions with government departments. However, the monotonous replies from government departments always failed to give a proper explanation of the situation or solve the problems. For example, bus companies never mentioned their technical problems and commercial considerations during discussion while it was not uncommon for the TD to apply standards used in urban area to the Islands District and ignore Members' views. As a result, many problems could not be solved or had even become worse, making it difficult for Members to give an account to the residents. He said that if the TD only took note of Members' views without looking squarely at the residents' demand, it could not have effective communication with the stakeholders. And in the end, nothing would be achieved even if the problems were followed up at the IDC or working group meetings.

89. Mr Randy YU said that, according to past experience, it was necessary to discuss the issues related to bus routes in detail. Hence, the Bus Routes Working Group was set up under the IDC in the current term. As questions related to bus routes

were submitted by Members in each T&TC meeting, there were many agenda items for discussion in a tight time frame. The relevant items had to be discussed at the Bus Routes Working Group meetings in detail lest Members would disappoint the residents who had high hopes in them. Moreover, the meetings of the working group were not subject to the frequency restriction of once every two months and could be held on need basis to discuss and follow up issues related to bus routes. Furthermore, Members who were concerned about bus routes in Tung Chung would also attend the working group meetings while those who were not familiar with the relevant routes might engage in other public commitments, resulting in enhanced flexibility in the use of Members' time. He understood that Members might not be acquainted with the arrangement, but it was expected that they could adapt to it gradually and would handle the agenda items more efficiently.

90. Ms WONG Chau-ping said that the purpose of setting up the Bus Routes Working Group was to follow up the items related to bus routes carefully. In case questions raised by Members could not be addressed properly at the working group and had to be brought up to committee or the IDC for handling, the Chairman of the T&TC or the IDC might only allow a brief discussion on these questions at the meeting, which she deemed might not be very useful. She proposed to review the function and effectiveness of the Bus Routes Working Group for appropriate division of labour for the related work.

91. The Chairman reiterated that it would take time for the working group to follow up on the item and desirable results might not be achieved by simply holding one meeting. Citing the proposal of splitting route no. S64 into route nos. S64C and S64X as an example, he remarked that progress had been made only after Members of the last term of the IDC had put efforts to follow the item up at various meetings ceaselessly during the term of four years.

92. Mr HO Chun-fai said that the purpose of forming the working groups was to allow Members to discuss individual items in detail, hence he urged the representatives of the government departments and bus companies to take the meetings seriously. Otherwise, it would only be a waste of time to hold the meetings. Understanding that many problems could not be solved overnight, he was in fact dissatisfied that the TD lacked sincerity in its response and was indifferent to Members' requests for assistance. He hoped that the government departments concerned would tackle the problems attentively. In addition, he suggested that an agenda item should be directly deleted if the departments concerned did not attend the relevant meeting since any discussion thereon would become meaningless.

93. The Chairman clarified that government departments would send representatives to attend the meetings.

94. Ms Sherman CHOI made a consolidated response as follows:

(a) Apart from attending the meetings of the T&TC and its working groups,

the TD would also have communication with Members outside meetings from time to time. Besides, the TD attached great importance to complaints lodged and comments raised by the public, and was committed to following up all of them seriously. The TD was much concerned on the item concerning route nos. S64 and S65, and would continue to have further exploration on the issue with Members and the bus company.

- (b) When drawing up the plan for the proposed rationalisation of the bus routes, the TD would strike a balance between the impact of the proposal on the overall utilisation of bus resource as well as the benefits to and impacts on the residents, and would also study the feasibility of the proposal. Despite the benefits of the proposal to be brought to the residents of Yat Tung Estate, it would result in a prolonged passenger journey to residents of Mun Tung Estate. In this connection, the TD had to work with the bus company concerned to see whether any other feasible proposals would be available to balance the interests all parties concerned.
- (c) Regarding the proposed replacement of route no. S64 by route no. S65, it should be noted that there was a discrepancy in the bus fare level between the two bus routes. So, implementation of the proposal would imply that passengers of route no. S64 were required to pay higher bus fare. The TD and the bus company would consider the proposal in detail, with an aim to improve the bus service plying between TCW and the Airport.

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

- (a) Long Win would take Members' comments seriously regardless of whether they were raised at the meetings of the T&TC or its working groups. Regarding the proposal concerning route nos. S64 and S65, the routing of route no. S64 was inevitably longer because it needed to meet the demand of residents of various areas in Tung Chung for travelling to and from the Airport. For this reason, the impact of the proposed rationalisation on the existing passengers needed to be reviewed carefully. He had noted earlier that, as reflected by some people, the journey for travelling between TCW and the Airport was too long. Long Win and the TD had therefore followed it up and introduced route no. S65 in late June 2020, providing for passengers in TCW a faster and more direct airbus service than route no. S64.
- (b) Long Win had noted Members' views and would consider the feasibility of the proposal for improvement. However, Long Win hoped Members would understand that it would take time for it to explore the impact on passengers, the travelling pattern of passengers and passenger volume of the relevant bus routes as there would be significant changes in passenger demand during the epidemic.

96. The Chairman stated that the item would be further discussed at the next meeting of the working group and he hoped that the TD and Long Win would discuss on the optimisation of the related bus routes and provide concrete proposals.

XI. Motion on request for Central Fireboat Station to provide emergency ambulance service for South Lamma  
(Paper T&TC 53/2020)

97. The Chairman stated that the motion was moved by Mr LEUNG Kwok-ho and seconded by Mr LEE Ka-ho.

98. Mr LEUNG Kwok-ho briefly presented the motion.

99. Ms LAU Shun-ting strongly supported the inclusion of the Central Fireboat Station to provide emergency ambulance service for Lamma Island. However, she wanted to know about the journey time for travelling from Sok Kwu Wan in South Lamma to the Queen Mary Hospital via Central by fireboat, and the difference in journey time when compared with the existing transport mode.

100. The Chairman stated that as the item was a motion, no government departments were invited to attend the meeting to make a response. He also enquired whether Ms LAU Shun-ting would propose any amendment to the motion.

101. Ms LAU Shun-ting replied that she had no proposed amendment.

102. The Chairman invited Members to vote on the motion by a show of hands.

103. Members voted by a show of hands. There were six voted for, 0 against and eight abstaining. The motion was adopted.

(Members voted for included: the Chairman Mr Eric KWOK, Ms Amy YUNG, Mr Sammy TSUI, Mr FONG Lung-fei, Mr LEE Ka-ho and Mr LEUNG Kwok-ho. The Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Ms WONG Chau-ping, Ms Josephine TSANG and Ms LAU Shun-ting abstained.)

XII. Motion on request for conversion of monthly ticket passages into resident passages at Central – Cheung Chau Pier  
(Paper T&TC 54/2020)

104. The Chairman stated that the motion was moved by Mr LEUNG Kwok-ho and seconded by Mr LEE Ka-ho.

105. Mr LEUNG Kwok-ho briefly presented the motion. He added that originally



residents could enjoy priority on boarding by producing a multi-journey ticket (for 20 trips in total). However, owing to the epidemic, some residents were working from home for most of the time and only a few would travel to the urban area for 10 days or more in a month at present. Therefore, he requested the conversion of the monthly ticket passages into resident passages at Central - Cheung Chau Pier. If the motion was adopted, he would discuss with the TD on the details.

106. Mr Randy YU said that something like resident cards were once issued in Tai O about 40 years ago to facilitate Tai O residents' travelling by land-based public transport. The resident cards were issued by the Tai O Rural Committee (RC). However, it was difficult to verify whether users of the resident cards were Tai O residents. Some distant relatives of local residents also applied for the cards, but they visited Tai O only a few times a year, resulting in serious abuse of the resident cards just within one year of its implementation. Therefore, this arrangement was suspended eventually. He opined that the problem of identity verification should be resolved before designating resident passages. Otherwise, he would cast an abstention vote on the motion. If the proposal turned out to be a success, the same arrangement might also be extended to piers for ferry service to and from Tai O, Lamma Island and Peng Chau, but it was necessary to clearly indicate that priority boarding was accorded to local residents only. Besides, the way to ensure a fair and impartial approach remained to be seen.

107. Mr LEUNG Kwok-ho expressed his views as follows:

- (a) Regarding the proposed designation of resident passages at the pier, it was an issue under discussion by Cheung Chau residents for years. He opined that the current provision of monthly ticket passages instead of resident passages was due to operational difficulties despite that the various RCs might assist in verifying the identity of the residents of respective islands. He pointed out that residents of the islands were eligible to participate in the DC Election and there were even elections of kaifong and village representatives in Cheung Chau. In these elections, residents had to reside in Cheung Chau for the required number of years before they could become eligible electors. Therefore, residential address in Cheung Chau and the identity as a Cheung Chau resident could be proved through their eligibility of elector registration. Moreover, only Cheung Chau residents were eligible to be buried in the Cheung Chau Public Cemetery with supporting documents issued by the Cheung Chau RC required for certifying the deceased persons' identity as Cheung Chau residents. He thus opined that the identity as Cheung Chau residents could be identified through the above method.
- (b) He agreed that further discussion on the details was necessary. Nevertheless, owing to the epidemic, the ferries operating routes to Cheung Chau were often full, and the piers for ferry routes to other outlying islands were also crowded with passengers. He stated that, as

reflected by residents of the islands from time to time, fast ferries were always full due to the large number of visitors, and the problem had been troubling island residents for nearly a decade. He invited other Members to comment on the motion.

108. Ms Josephine TSANG believed that there might be difficulties in verifying whether a passenger was a local resident. She had received complaints lodged by residents claiming that they were unable to return to Peng Chau from the urban area on holidays and weekends as the ferries were filled to capacity. She said that she had discussed the issues with the Hong Kong and Kowloon Ferry Limited two weeks ago, the ferry operator also asked her about the ways to identify whether a passenger was a Peng Chau resident. She indicated that local residents, even holding monthly tickets, could not enjoy priority boarding. Moreover, many residents needed to work from home amid the epidemic. Hence, they would not purchase monthly tickets, nor did they possess any identity documents proving that they were Peng Chau residents. Even if the staff working at the ferry piers were Peng Chau residents, they would not be able to recognise all Peng Chau residents, therefore difficulties were encountered in verifying the identity of passengers.

109. Ms LAU Shun-ting held that residents on other islands were encountering the same problem. The existing practice of Lamma ferry service was that passengers holding monthly tickets and return tickets could enjoy priority boarding. If residents made a round trip between Lamma Island and Central on the same day with a same day return ticket, they would enjoy priority boarding like monthly ticket users. However, if residents needed to stay away from their residence for a few days and could not use same day return tickets, they had to queue for buying the ferry tickets when returning Lamma Island from Central.

110. Mr LEUNG Kwok-ho expressed his views as follows:

- (a) He enquired of Ms LAU Shun-ting about the return ticket arrangement for the ferry routes of Lamma Island. As return ticket fare was set on the basis of weekday passenger fares, there were only monthly ticket passages and multi-journey ticket passages provided at the piers of Cheung Chau ferry routes, with no round-trip passages designated. The current fast ferry fare on holidays was \$35.7 while the return ticket fare was \$40.4. Since passengers already enjoyed priority boarding at a lower fare, it would be difficult to further request the provision of round-trip passages.
- (b) He said that too many people visited Cheung Chau amid the epidemic and the ferries operating this route were always full, as a result, elderly persons and residents working from home lost the priority to board the fast ferries and could only take the ordinary vessels. They therefore had to reserve more travel time and endure the longer journey. In his understanding, Members all agreed that the motion was moved in the interests of local residents. Although some difficulties did exist in the implementation of

the measure, they were not insolvable.

- (c) In the light of Ms LAU Shun-ting's response, the return ticket fare of Lamma ferry service was comparable to the return ticket fare on holidays. Therefore, identity check was not required for residents who used the round-trip passage when travelling to and from Lamma Island.

111. The Chairman stated that if the motion was adopted, it could be regarded as an implementation of a trial run and the related problems would be solved afterwards.

112. Ms LAU Shun-ting said that return tickets for the round trip between Lamma Island and the urban area were available for sale at Lamma Island pier only. Lamma Island residents were required to hold a return ticket to enjoy priority boarding when travelling back to Lamma Island.

113. Mr LEUNG Kwok-ho said that he understood how the return tickets for Lamma Island ferries operate. As he pointed out, if passengers travelling from Cheung Chau to Central learnt that the return ticket fare was lower than that of fast ferry on holidays and holders were entitled for priority boarding, they would buy return tickets for using the priority boarding passage. Therefore, the problem would not occur in the pier in Central.

114. The Chairman invited Members to vote on the motion by a show of hands.

115. Members voted by a show of hands. There were five voted for, 0 against and 11 abstaining. The motion was adopted.

(Members voted for included: the Chairman Mr Eric KWOK, Ms Amy YUNG, Mr FONG Lung-fei, Mr LEE Ka-ho and Mr LEUNG Kwok-ho. The Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Sammy TSUI and Ms LAU Shun-ting abstained.)

XIII. Motion on request for enhancement of kaito ferry service between Aberdeen/Stanley and Po Toi Island on weekdays  
(Paper T&TC 55/2020)

116. The Chairman stated that the motion was moved by Mr LEUNG Kwok-ho and seconded by Mr LEE Ka-ho.

117. Mr LEUNG Kwok-ho briefly presented the motion. He added that currently many people went to Po Toi Island for camping activities, so he proposed to increase the frequency of the relevant kaito ferry service to one departure in each direction on each weekday to facilitate visitors and residents travelling between Po Toi Island and the urban area.

118. Ms LAU Shun-ting enquired whether the TD had signed a new contract with the kaito operator concerned, and whether a trial run could be initiated in respect of the motion. She indicated that, as revealed by the TD at the T&TC meeting on 18 May 2020, only one operator had participated in the tender exercise and the contract was signed on 1 June 2020. She also enquired whether the TD had monitored the passenger volume of the route after signing the contract. She did not object to increasing the frequency of the kaito ferry service to one departure in each direction a day from Monday to Friday. To avoid an increase in operating costs of the operator caused by such service enhancement, she suggested that the TD should implement the proposal in a trial run for six months while subsidising the operator and conduct reviews, studies and monitoring of the service from time to time.

119. Ms Marie SIN said that the licence for operating the kaito ferry route plying between Aberdeen/Stanley and Po Toi Island had been renewed on 1 June 2020, and the arrangement of one departure in each direction on Tuesday and Thursday, three departures in each direction on Saturday, and five departures in each direction on Sunday was maintained. Upon receipt of Members' request for enhancement of the relevant kaito ferry service to one departure in each direction a day from Monday to Friday, the TD had required the operator to follow up and examine the latest loading profile. On average, less than 10 local residents would use the kaito ferry service on each business day, including weekends and holidays. For this reason, the TD thought that the existing service level could cope with the passenger demand. Moreover, on days when additional visitor patronage was expected, the operator would arrange reserve vessels for provision of extra services as appropriate. She said that the TD would publish in the Gazette a tender invitation for kaito ferry services every six months, inviting interested operators to operate various kaito ferry routes, and the latest tender exercise was completed in early November this year. In the past five years (including the latest tender exercise), no licensed ferry operators had indicated the intention to operate the kaito ferry service of Po Toi Island. As regards the proposal of subsidising the operator for service, it had been a practice that public transport service would be operated on a commercial basis and basically the operators would not be subsidised directly.

120. Mr FONG Lung-fei said that, as mentioned by some Members at other meetings, Members could only vote on a motion instead of conducting discussion on it. He therefore enquired why Members could discuss on this motion and request the department concerned to respond. He requested a clarification on the definition of a motion, holding that Members could only make amendments to or vote on a motion.

121. The Chairman asked the Secretariat to look up the Islands District Council Standing Orders (IDC Standing Orders) in respect of Mr FONG Lung-fei's enquiry.

122. Mr Ken WONG considered it more appropriate to give comments after looking up the IDC Standing Orders.

123. The Chairman stated that Members might discuss the motion and make amendments to it after discussion. However, deviation from the subject was not allowed.

124. Mr FONG Lung-fei said that he had asked the relevant departments for the details of markets in concern at a meeting of another committee with a view to making amendments to the relevant motion. However, when he raised enquiries, he was stopped by the Chairman of the committee on grounds that Members could only make amendments to or vote on a motion but were not allowed to make discussion. He questioned why there was a discrepancy in the arrangements for motions at two different meetings, holding that the fair, impartial and open procedure at meetings should be ensured.

125. Mr Ken WONG considered it unreasonable to provide only two departures on the relevant kaito ferry route on weekdays. He proposed that TD should subsidise the operator. He cited the situation of the six major outlying island ferry service routes as an example. The fare of those ferry services went up in early years in the absence of subsidy. In the end, the Government decided to provide subsidy to the ferry operators to cover their maintenance and repair costs. He opined that the TD should consider subsidising the operator of the kaito ferry route in question in a similar way. He was worried that even if the motion was adopted, the residents still would not benefit from it if the operator was unable to provide service according to the proposed frequency. He opined that the Government should stop making excuses and ignoring the needs of the residents. A back-up solution should be mapped out in case the operator ceased the operation of the kaito ferry route concerned on grounds of low passenger volume.

126. Mr Randy YU expressed his views as follows:

- (a) As he understood, according to the IDC Standing Orders, a question would be raised when a Member wanted the department(s) concerned to make an explanation, including whether the department(s) concerned would take any action or follow up on the issue, etc. A motion would be proposed when a Member requested a response from the Government in respect of a certain issue. In other words, in respect of a motion, departmental representatives would not be required to attend the meeting to give any response. He opined that if Members wanted to learn more about a motion, the scope covered by a motion and the matters pending voting, it would be appropriate to discuss the motion at the meeting.
- (b) Regarding kaito ferry service, Mui Wo residents had requested for increasing or improving the existing kaito ferry service. If additional departures were required without subsidisation, the operator might be forced to cease the operation of the route. He understood Members' concerns and was also aware of the great benefits that would be brought to the residents of Po Toi Island and visitors. Therefore, he was in absolute support of the motion, but was worried that the operator might

not be able to align with the six-month trial run proposed by Members. The well-being of the residents could be affected if a voting was held in a rush at this meeting. He proposed to first raise questions to the TD and the operator, and then vote on the motion upon receipt of their replies.

127. Ms Amy YUNG considered that the motion was only a proposal. If the motion was adopted and the operator considered that the proposal would result in operating losses, it could then maintain its existing operation pattern without having to cancel the whole route.

128. Mr LEUNG Kwok-ho said that he had already raised the issue of the kaito ferry route at the T&TC meeting on 18 May 2020. The response just given by the TD representative was merely a repetition of the answer provided that day. He therefore considered it necessary to further discuss the concerns expressed by Members just now. He agreed that after the motion was adopted, Members might request the TD and the operator to make arrangements according to the proposal stated in the motion, with the details to be discussed at other meetings afterwards. He understood that it was more difficult to operate kaito ferry service than other public transport, yet he believed that the operator would be willing to make appropriate arrangements as long as subsidies were provided by the TD during the six months period of the trial run. As he said, there would be transport needs wherever there were residents. For example, Tuen Mun residents would not refrain from travelling to areas outside Tuen Mun because of the traffic congestion on Tuen Mun Road. He understood that passenger volume was important to the operation of the kaito ferry route, but the demand for kaito ferry service for the about 10 residents on Po Toi Island should be taken into consideration as well. If there was no such service, the Government would need to provide other places of residence to them. As he indicated, the kaito ferry service were not merely provided for visitors. So, only departures on weekends and holidays were not sufficient. The kaito ferry service should meet the transport demand of Po Toi Island residents.

129. The Chairman indicated that according to Order 19 of the IDC Standing Orders, “After a motion has been put to the meeting for discussion, any member (except the member who moved the motion) may move to amend the motion”. He said that Members might move a motion for amendments after expressing their views. Otherwise, Members would vote on the original motion.

130. Mr FONG Lung-fei enquired once again whether Members could discuss a motion before they voted on it. He queried why, during another committee meeting held earlier, he was immediately stopped when he initiated discussion on a motion, and was requested to move an amendment motion right away.

131. Ms Amy YUNG indicated that the meeting being held today was a T&TC meeting. If Mr FONG Lung-fei was in doubt about the IDC Standing Orders, she recommended him to raise the questions at IDC meetings for discussion.

132. The Chairman agreed with Ms Amy YUNG and suggested that Mr FONG Lung-fei should raise the related questions at the next IDC meeting.

133. Ms LAU Shun-ting indicated that her assistant had just been informed by Mr LAU Wai-kee, a village representative of Po Toi Island that the local residents did not support the motion after discussion at a meeting, and Mr LAW Sing and Mr LEUNG Kwok-ho could not represent the residents of Po Toi Island. She would submit the relevant information to the DC in due course.

134. The Chairman wanted to deal with the motion first and invited Members to vote on it by a show of hands.

135. Members voted by a show of hands. There were six voted for, 0 against and nine abstaining. The motion was adopted.

(Members voted for included: the Chairman Mr Eric KWOK, Ms Amy YUNG, Mr Sammy TSUI, Mr FONG Lung-fei, Mr LEE Ka-ho and Mr LEUNG Kwok-ho. The Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, Ms WONG Chau-ping, Ms Josephine TSANG and Ms LAU Shun-ting abstained.)

(Mr LEUNG Kwok-ho left the meeting at 3:20 p.m.)

IV. Question on fare of Discovery Bay residents' bus route no. DB01R  
(Paper T&TC 49/2020)

XVIII. Question on arbitrary changes to bus frequency and routing of Discovery Bay residents' service  
(Paper T&TC 63/2020)

136. The Chairman welcomed Ms Sherman CHOI, Senior Transport Officer/Islands1 of the TD and Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBTSL) to the meeting to respond to the question. The written reply from the Education Bureau (EDB) had been distributed to Members for perusal before the meeting.

137. Ms Amy YUNG suggested that Items IV and XVIII should be discussed together as there were overlaps in the contents.

138. The Chairman agreed to discuss the items together to save time.

139. Mr Ken WONG briefly presented the question of Item IV.

140. Ms Amy YUNG briefly presented the question of Item XVIII.

141. Ms Sherman CHOI said that Discovery Bay residents' service (RS) was non-franchised bus service which was generally provided by the residents, owners, management of the residential developments or operators. The RS operator in Discovery Bay was DBTSL, whereas the representative of passengers was the Discovery Bay Services Management Limited (DBSML). The RS was mainly responsible for carrying passengers to and from the residential developments and the details of service including frequencies and service hours were determined by the passenger representative and the operator who would then submit application to the TD for the passenger service licence (PSL). After granting the PSL, the TD would monitor the operator to ensure that the service was provided in accordance with the schedule of service. The fare of RS route no. DB01R was decided by the operator and passenger representative and then submitted to the TD for registration. Regarding the proposed alignment of fare for residents and non-residents (including students of Peng Chau) taking RS route no. DB01R, the TD had relayed the proposal to the passenger representative and RS operator for consideration.

142. Mr Ken WONG said that, as mentioned in the EDB's written reply, school nets were divided according to the administrative districts. However, he believed that there were exceptions. While both Lamma Island and Discovery Bay were covered by the school net of the Central and Western District, Peng Chau was currently covered by that of the Islands District. Some students of Peng Chau had no choice but to go to schools in Tung Chung, and therefore had to pay more expensive fare for taking the RS. Although he had requested the EDB to improve the situation on many occasions, the EDB did not pay attention to the request on grounds that only a small number of students were affected. He understood that the RS was a dedicated bus service for respective residents, so the RS should not be criticised for charging more expensive fare for non-resident passengers. However, it was unreasonable for students attending schools in other districts to bear additional travelling expenses. He opined that even if re-delineation of school nets by the EDB was not possible, the EDB should fight with the TD for aligned bus fare for students of Peng Chau who were attending schools in Tung Chung. He queried that the EDB was evading the problem by not sending representatives to the meeting. He also queried why the school net of Peng Chau could not be changed since, as stated in the written reply, most students of Peng Chau were allocated places in schools on Hong Kong Island and only a small number needed to attend schools in Tung Chung. He was discontented with the EDB which only claimed that the school nets were divided in line with the 18 administrative districts of Hong Kong but refused to make any correction when problems arose.

143. Ms Amy YUNG opined that the problem was on the school nets rather than the burden of travelling expenses. She wondered why both Discovery Bay and Lamma Island were under the school net of Central and Western District, except for Peng Chau. She urged the EDB to consider changing the school net of Peng Chau since the number of students of Peng Chau was small and offering places to these students would not cause much impact on schools in Central and Western District.



144. Ms Josephine TSANG said that for students of Peng Chau who had been allocated places in schools in Tung Chung, the fastest way to travel to Tung Chung was via Discovery Bay. It had been a very long period of time since Members started fighting for the inclusion of Peng Chau into the school net of Central and Western District. Nevertheless, the EDB did not send representatives to the meeting to respond to the issue, in an attempt to dodge the problem and ignore the needs of Peng Chau residents. She hoped that the Secretariat would reflect these views to the EDB.

145. Mr Ken WONG proposed that the Secretariat should write to the EDB to reflect that the problem had been in existence for a long time and many Discovery Bay students were allocated to schools in Peng Chau. He opined that owing to the decreasing birth rate in recent years, many Peng Chau parents had arranged for their children to study in primary schools in Discovery Bay, aiming to increase the chance of their children being allocated places in their secondary schools of choice in the future. It was learnt that there were originally two primary schools in Peng Chau. After the implementation of “closure of schools”, there was only one primary school left in Peng Chau, which had just a few new Primary One entrants. As 70 places of primary schools in Discovery Bay had been allocated to students of Peng Chau, some pupils of Discovery Bay had to study in primary schools in Tung Chung or Peng Chau. He opined that the EDB should send representatives to the meeting and discuss the traffic problem with Members. He indicated that the problem was first raised in 2010. He did not understand why the EDB insisted on including Peng Chau in the school net of Islands District. Given that, as indicated by the EDB, there were many schools in Central and Western District available for choice by parents of Peng Chau students, why there were still students of Peng Chau allocated to schools in Tung Chung.

146. The Chairman agreed that the Secretariat should convey Members’ views to the EDB in writing. He indicated that most Islands District students would be allocated to schools in Central and Western District at the very beginning. In the 1990s, some Discovery Bay residents wanted to change the school net to Tung Chung and Tsuen Wan, but the proposal was strongly objected by the Committee of Parents of S.K.H. Wei Lun Primary School (Committee of Parents), DC Members of the constituency concerned and a large number of local residents. In the end, Discovery Bay remained in the school net of Central and Western District. He proposed that Mr Ken WONG and Ms Josephine TSANG should mobilise a “One Person, One Letter” campaign in Peng Chau, lodging complaints to the EDB via the Legislative Council (LegCo). He hoped that this could force the EDB to face up to the residents’ demand.

147. Mr Ken WONG said that the issue had been raised with the Complaints Division of the LegCo and liaison with schools concerned had been made. The Office of The Ombudsman replied that the EDB should conduct review in a timely manner, but the EDB just handed over the issue to the Committee of Parents which comprised no school representatives. He said that government departments objected to the proposed changes in school net at the meetings. Although he and school representatives had reflected the problems and raised the proposals to the Committee of Parents, they could not deal with them due to the lack of school representatives in its

composition. As it was a programme of six years for secondary education, students attending schools in other districts had to bear an enormous amount of travelling expenses. He was discontented with the EDB for simply advising students to apply to the Student Financial Assistance Agency for subsidy which was not specially provided for students attending schools in other districts. If the EDB could provide a dedicated subsidy for application by students attending schools in other districts, he would not request to change the school net of Peng Chau.

148. Mr Sammy TSUI thought that it was duty bound for the Government to provide residents with various public transport services for travelling to different destinations. At present, students of Peng Chau needed to take the RS at Discovery Bay for going to school in Tung Chung, so the Government should regulate the fare level. He enquired of the TD and the concerned departments whether they would consider providing fare subsidy to students attending schools in other districts to ease their financial burden. He suggested the Government to explore solutions for narrowing the difference in the RS fare for residents and non-residents through subsidy.

149. Ms Amy YUNG said that Discovery Bay residents also encountered the problem of Primary One allocation. As there was only one primary school in the area, and many students of Tung Chung, Peng Chau and Mui Wo might also be admitted to the school, some Discovery Bay students were allocated to the primary schools in Peng Chau or Central and Western District. She said that the problem had lasted for more than 10 years and needed to be addressed urgently. Since the EDB refused to deal with the problem, she hoped that the Secretariat would write to the EDB to reflect Members' views.

150. Mr LEE Ka-ho opined that the EDB should send representatives to the meeting to respond to the question with a view to working out solutions. Otherwise, it would be meaningless for Members to discuss at the meeting. He criticised the Government for constantly assessing the situation of outlying islands with the standards used in urban area, and for holding the misconception that it was an easy task for students of Peng Chau to go to schools in Discovery Bay or Hong Kong Island. As a matter of fact, these students had to spend more time on travelling than students in urban area. For example, the farthest place for To Kwa Wan students to go for schooling was Kowloon City District, and they might take school buses. However, there was no such thing like "school vessel" available for students of outlying islands. In this connection, he considered the handling of the issue by the EDB not appropriate. He regretted that the EDB did not attend the meeting, expressing the view that the EDB was evading the issue. He hoped the Secretariat would write to the EDB, stating that if the issue was to be discussed once again in the future, the EDB should attend the meetings to respond to the enquiries.

151. Ms Sherman CHOI said that regarding the travelling allowance, the TD noted that other departments had launched a series of measures to help those in need. For example, the Labour and Welfare Bureau had provided the eligible low-income individuals or families who needed to work across districts with work incentive

transport subsidy. The EDB had also provided the students in need with student travel subsidy. Furthermore, the Government had recently implemented the Public Transport Fare Subsidy Scheme without restriction on income level. The monthly public transport expense threshold under the scheme was even relaxed from \$400 to \$200 from 1 July to 31 December 2020. She said that the RS route no. DB01R in Discovery Bay had been included in the scheme, and it was believed that the financial burden of relevant students should have been eased.

152. Mr Ken WONG said that he had written to the TD and the EDB many times. As stated by the TD in its reply, it was not authorised to regulate the fare of the RS, but it intended to include the RS into public transport. The EDB in turn blamed the TD for the problem, remarking that there were traffic services available for residents to travel to Tung Chung. Obviously, these departments were shirking responsibilities to each other. He said that if the RS operator set the fare level for non-resident passengers at \$15, then it would be an unnecessary expense even if subsidy was provided. The problem could only be solved with the provision of public transport. He asked the TD to explain to the EDB that students attending schools in other districts were not the passengers that the RS aimed to serve, hoping that the EDB would then include Peng Chau in the school net of Central and Western District. The difference in the RS fare for resident and non-resident passengers was \$2 at present, so he queried whether the subsidy received by the latter after application would be sufficient to cover the fare if the fare difference was to be widened in the future, and it would become a never-ending problem.

153. Ms Amy YUNG pointed out that apart from the problem of transport expense, it was time-consuming for students to attend schools in other districts. They needed to take kaito ferry and the RS for travelling to Tung Chung and interchange for buses going to their schools, spending about three hours for a forward and return trip.

154. The Chairman suggested that the TD should directly reflect Members' views to the Transport and Housing Bureau (THB) and the EDB and report the progress to Members in writing for further arrangement. He invited guests to respond to Item XVIII.

155. Ms Sherman CHOI indicated that she had nothing to add.

156. Mr Peter TSANG said that according to the RS service agreement made between the DBTSL and the DBSML, if the DBTSL was to make any long-term adjustments to the routing of the RS, it should first explain the reasons for the adjustments to the resident representatives of the passenger liaison group of Discovery Bay (passenger liaison group) and carry out consultation before submitting the relevant application to the TD. In the case of temporary adjustments, the DBTSL would first discuss with the DBSML, and then submit an application to the TD for temporary changes in operational details. Since the outbreak of the epidemic early this year, the average daily patronage of the Airport bus route no. DB02R had decreased by more than 90 percent to less than 10 percent of the normal level. There might even be no

passengers at all for some departures at night. For this reason, the DBTSL had made minor adjustment to the frequencies in early 2020. However, the situation of passenger patronage continued to deteriorate, therefore overnight service was suspended in August 2020. The DBTSL would continue to review the arrangement on a bi-weekly basis and submit the relevant information to the TD for examination. He indicated that the arrangements were temporary measures, and were still maintained at present due to the epidemic. The DBTSL would closely monitor the situation and make adjustments to the frequencies as appropriate in the case of change in passenger patronage, improvement in the epidemic situation or resumption of normal operation at the Airport.

157. Ms Amy YUNG expressed her views as follows:

- (a) She understood that the patronage of various airbus routes had decreased substantially during the epidemic. However, as most of the flights departing for Europe would take off at 11:00 p.m. or 12:00 a.m., it would be very inconvenient for residents taking such flights if night service of the Airport bus route was suspended. Despite the decrease in number of residents travelling to the Airport due to the austere epidemic situation in Europe, the DBSML still needed to inform residents of the revised schedule of the RS in advance.
- (b) In view of the substantial decrease in the patronage of the Airport bus route, she suggested that the DBSML should switch to light goods vehicles or seven-seater private cars with space for luggage for carrying passengers between the Airport and Discovery Bay. The DBSML might even consider using car rental service in Discovery Bay to avoid waste of resources caused by empty bus rides.
- (c) She found that there was an error in the DBSML's written reply which stated that the passenger liaison group should contact the DBTSL as the owners' committee should be represented by the DBSML. She was surprised by the statement in the written reply that "As the contract involves commercial elements, our company is not allowed to disclose its content unilaterally." It was noted that the contract signed between the DBSML and the DBTSL had to be registered with the TD. Such being the case, she queried why the contract could not be disclosed unilaterally due to the commercial elements therein. Approval from the owners' committee must be obtained before the contract was signed by the two parties concerned. Since the owners' committee was the agent of the residents, it was the duty of the DBSML to disclose the content of the contract to the residents. She was disappointed with the written reply and requested the DBSML to make further response. In addition, according to the terms and conditions stipulated by the TD concerning the operation of the RS, it was necessary to give notification to residents in the case of any adjustments to the routings of the RS. However, as could

be seen in the written reply, the DBSML did not comply with such requirements. For example, the residents and owners' committee were not informed of the adjustments made to the service schedules and locations of bus stops of route nos. T3 and T4 commissioned recently. She criticised the DBTSL for failing to give early notification of the adjustments made to the frequencies and routings and confusing residents with inaccurate information on bus service through the mobile application (mobile app). She received dozens of complaints in this respect every day. She indicated that even the new bus terminus had been put into service for some time, the DBTSL had not yet uploaded onto its website the schedules of bus services at the terminus, and the TD was not aware of the adjustments of the frequencies and routings. She opined that the TD should verify the information disseminated through the website.

- (d) As the epidemic situation had subsided, residents were gradually returning to their normal pattern of work and schooling, therefore the normal frequency of bus service should be resumed.

158. Mr Peter TSANG agreed that there was room for improvement in the adjustments arrangement for the service of the Airport bus routes. Under normal circumstances, if there were any changes in service arrangement, the DBTSL would put up notices and upload passenger notices onto the mobile app prior to the implementation of the arrangement. In addition, the service schedules, routings and locations of bus stops of the RS would also be uploaded onto the mobile app. Users needed to update the mobile app regularly. If residents had difficulty in accessing the information via the mobile app, the DBTSL could arrange some staff to provide assistance.

159. Ms Sherman CHOI said that the service arrangement of the RS was jointly determined by the passenger representatives and the operator. In this connection, the TD would not consider any applications for changes in frequency or operation unless consent from passengers had been obtained for the changes. With regard to the DBSML's failure in giving passengers prior notification of the latest changes in service, the TD would request the DBSML to make improvement and give such notification to passengers as early as possible. As for the issue that the DBSML's website had not been updated in a timely manner, the TD would also follow it up after the meeting to ensure that the DBSML's website would disseminate the latest information on a regular basis.

(Post-meeting note: The IDC Secretariat had reflected Members' views to the EDB in writing.)

(Ms LAU Shun-ting left the meeting at 3:50 p.m.)

VII. Question on request for NLB to implement sectional fares and provide fare concessions and renovation works for Mui Wo Market bus stop cover  
(Paper T&TC 56/2020)

160. The Chairman welcomed Ms Marie SIN, Senior Transport Officer/Islands 2 of the TD and Mr CHAN Tin-lung, Deputy General Manager of the NLB to the meeting to respond to the question. The written reply of the NLB had been distributed to Members for perusal before the meeting.

161. Mr WONG Man-hon briefly presented the question. As he indicated, the NLB's written reply only explained the reasons why sectional fare was not implemented in NLB route no. 3M departing from Mui Wo to Pui O. It, however, did not respond to the question about why sectional fare was implemented at the road section from Tung Chung to Pak Kung Au. He therefore enquired whether the sectional fare was implemented to attract visitors. Although the NLB's written reply stated that sectional fare was implemented in the NLB route no. 1, he pointed out that route no. 1 operated at a frequency of one departure every hour while there were a few departures in an hour for route no. 3M. So, he enquired why sectional fare was not implemented in route no. 3M. As also stated in the NLB's written reply, "On Sundays and public holidays, another scale of fares (applicable to all passengers including local residents, visitors from other districts, students and people going to work, etc.) will be implemented. Such scale of fares has been approved by the Chief Executive in Council for implementation." He said that it was the first time he learnt about the arrangement. It was learnt that the purpose of charging holiday surcharge was to subsidise the travelling expenses of local residents on weekdays. So, he did not understand why the NLB also levied the holiday surcharge on local residents and considered the practice not appropriate. Regarding the bus stop cover, he criticised the NLB for giving response only after he had written a letter to it. Although the NLB said that it had submitted the sketch design of the bus stop cover to the TD, it had conservatively added that it would consider the works having regard to the financial position. He hoped the NLB would provide a definite schedule of the improvement works to bus stop cover.

162. Mr CHAN Tin-lung responded as follows:

- (a) He said that sectional fare was implemented in route no. 3M for the section from Tung Chung to Pak Kung Au. The reason could be that originally the route only departed for Tung Chung, so sectional fare was implemented for the section between Tung Chung and Pak Kung Au. In addition, two-way sectional fare was implemented in route no. 1 because the route had been in service for a long time and the passengers of the route were mainly local residents. He agreed that route no. 1 operated at a relatively low frequency when compared with route no. 3M and other routes. However, owing to the existing financial position, the NLB would not provide any concessions or make adjustment to the sectional fare arrangement for the time being. He hoped to discuss with Members

and the TD on providing concessions to local residents in the future when the economy and the NLB's financial position had improved.

- (b) Regarding the fare of bus routes in South Lantau, he noted that the levying of holiday surcharge aimed to subsidise local residents. The scale of fares was prepared by the TD, and the NLB was required to determine the fare accordingly. He said that the NLB had submitted an application for fare increase earlier, which had to be approved by the Executive Council before the NLB could revise the scale of fares for fare adjustment. In view of this, the NLB had previously provided concessions to local residents, including "one bonus ride for every 30 rides" and "Two bonus rides for every 40 rides".
- (c) Regarding the alteration of the bus stop cover, he said that owing to social movement and the epidemic which had lasted for most of the time last year, the NLB's financial position was affected adversely and seriously. Therefore, the alteration of the bus stop cover was delayed. The NLB had received Mr WONG Man-hon's letter and, after discussion, decided to resume the project. The NLB had also submitted to the TD the application for the works, and would implement the project as soon as possible after consultation was completed and approval was obtained.

163. Ms Marie SIN responded as follows:

- (a) She said that route no. 3M was a major route plying between Tung Chung and Mui Wo, and sectional fares were implemented at different sections of the route. For Mui Wo-bound trips, apart from the two-way sectional fare implemented at the section between Tung Chung Station Bus Terminus and Cheung Sha Catchwater, sectional fares were also implemented at the sections bound from San Shek Wan and Pui O to Mui Wo. As for Tung Chung-bound trips, sectional fares were implemented at the road sections starting from Pui O, Cheung Sha Catchwater and Shek Mun Kap Road. Upon receipt of Members' requests, the TD had requested the NLB to review the possibility of implementing additional sectional fares and fare concessions. The NLB replied that additional sectional fare could not be implemented for the time being due to difficulties in business operation. As regards passengers travelling between Mui Wo and Pui O, they might take route no. 1 as two-way sectional fare at \$3.2 was implemented for the section in the route, and the headway was 20 to 30 minutes in peak periods.
- (b) Regarding the bus fare on holidays and on weekdays, the NLB had adopted two charging modes for routes operating in South Lantau on weekdays (Monday to Saturday) and holidays (Sunday and public holiday) respectively. The lower fare level charged on weekdays would help reduce the daily travelling expenses of residents in South Lantau,

while the higher fare level charged on holidays could help improve the NLB's overall operating conditions. In view of the holiday bus fare arrangement for routes operating in South Lantau, the NLB had implemented a concessionary fare scheme for passengers in South Lantau. Under the scheme, passengers who were frequent users of the bus routes in South Lantau were entitled to get a free ticket after taking a required number of trips, which might be used for travelling on weekdays and holidays. Regarding the proposed concessionary fare for school children, it was a current arrangement that children and students aged below 12 could enjoy half-fare concessions using a Child Octopus without additional application, and the Government had all along been providing students in need with travel subsidy.

- (c) Regarding the works for the bus stop cover, the TD had already received the NLB's application and was examining the relevant information. The TD would also promptly launch a consultation on the renovation works for the bus stop cover at district level.

164. Ms WONG Chau-ping said that although sectional fare was implemented in the section from Tung Chung to Pak Kung Au, she learnt that there was no resident in Pak Kung Au and people travelling to the location were mainly hikers and countryside visitors. She queried why sectional fare was implemented at the section from Tung Chung to Pak Kung Au but not at that from Mui Wo to Pui O. In her opinion, the NLB, being a bus company operating in Lantau Island, should act in the interests of local residents. She recommended implementation of sectional fares at the section from Mui Wo to Pui O and providing interchange discount to the elderly. She said that some residents would deliberately interchange for route no. 1 in order to enjoy sectional fares, so she hoped that the NLB would implement sectional fare in route no. 3M to benefit the residents. Regarding the bus stop cover, she noted that the works should have been completed in late 2019. Hence, she enquired whether the financial problem faced by the NLB was so serious as to affect the work progress. She hoped that the NLB could strike a balance for it.

165. Mr WONG Man-hon considered it unfair for residents in South Lantau to pay the full fare for taking route no. 3M. He indicated that, as the TD had stated, it aimed to subsidise the residents of South Lantau by charging visitors higher travelling expenses. However, when residents travelled by bus on holidays, like visitors, they had to pay the holiday surcharge in an amount of nearly 60 percent of the bus fare. Therefore, he opined that such approaches were contradictory. He said that residents in South Lantau who were not so well off had to bear the surcharge, which also affected the people who visited Lantau Island for an outing during the epidemic. He opined that the TD should conduct a public opinion survey. Besides, it had to make appropriate amendments to the current policy or handle this matter when tendering was conducted for the bus franchise in the future.

166. The Chairman expressed his views as follows:



- (a) He clarified that route no. 1 was a route plying between the Mui Wo Ferry Pier and Tai O, whereas route no. 3M operated between Mui Wo and Tung Chung. He opined that implementing sectional fares only in individual routes might be suspected of violating procedural justice. He enquired why sectional fares could be implemented in route no. 1 but not in route no. 3M and pointed out that it could be done simply with the Octopus fare collection system. He also criticised the collusion between the TD and the NLB for levying holiday surcharge which was unfair to the residents of South Lantau.
- (b) He said that the Mass Transit Railway Corporation (MTRC) had levied holiday surcharge to subsidise its operating expenses in the 1970s, and the outlying island ferry companies followed suit thereafter. Subsequently, the MTRC cancelled the holiday surcharge after receipt of complaints which claimed that the practice was against the principle of fairness. At present, ferry operators would only levy holiday surcharge on visitors to subsidise the weekday fare paid by residents whereas residents only needed to pay weekday fare even on weekends and public holidays. As the NLB claimed that the holiday surcharge was levied on visitors for the purpose of subsidising the fare paid by residents on weekdays, he questioned why the holiday surcharge was also charged on local residents at present. He hoped that the NLB would stop levying holiday surcharge on residents in South Lantau, but did not have any objection to the levying of surcharge on visitors. He said that sectional fare should also be implemented in other bus routes in addition to route no. 3M. He requested the TD to review the service provided by the NLB during the next tendering exercise of bus franchise, including the implementation of sectional fare and the cancellation of holiday surcharge levied on residents in South Lantau.

167. Mr CHAN Tin-lung said that the NLB would, so long as its financial position permitted, consider the proposed arrangements. He apologised that the NLB could not provide more benefits to Lantau Island residents as it was willing but unable to do so due to the economic situation in recent years. He expected to discuss the feasibility of the proposal with Members after the economic environment had improved.

168. Ms Marie SIN reiterated that the existing charging modes had already taken into account the financial affordability of the passengers and the operating conditions of the operator. Having noted the views of Members, she was concerned about whether the cancellation of holiday surcharge would aggravate the operating pressure of the NLB. Therefore, the TD would not consider the arrangement at this stage, but would encourage the NLB to provide concessions to passengers as far as possible having regard to its financial position.

169. The Chairman was discontented with the TD's reply. He reiterated that the arrangement of levying holiday surcharge on residents was contrary to procedural justice and constituted collusion between the TD and the NLB. He said that it was justifiable if the TD was unable to intervene in this matter due to the terms of the bus franchise concerned. However, terms concerning the cancellation of holiday surcharge levied on residents had to be included in the new agreement when another tendering for the bus franchise was to be conducted in the future. He said that it was extremely unfair for local residents to pay additional fare for travelling in the area by bus during holidays, and therefore urged the TD to handle the issue seriously.

170. Ms Marie SIN said that the TD had noted the views of Members and would continue to encourage the NLB to provide more concessions, including concessionary fares for residents of South Lantau, where practicable.

171. The Chairman criticised that what the NLB had offered were just small favours. He emphasised that what he was striving for was fairness rather than concession. He urged the TD to deal with the issues following the procedures and the principle of justice.

(Mr WONG Man-hon and Ms WONG Chau-ping left the meeting at 4:15 p.m.)

VIII. Question on provision of en-route stops for NLB route no. B6 on both bound journeys  
(Paper T&TC 58/2020)

172. The Chairman welcomed Ms Sherman CHOI, Senior Transport Officer/Islands1 of the TD and Mr CHAN Tin-lung, Deputy General Manager of the NLB to the meeting to respond to the question. The written reply of the NLB had been distributed to Members for perusal before the meeting.

173. The Chairman briefly presented the question.

174. Ms Sherman CHOI said that regarding the proposed re-routing of NLB route no. B6 via Chung Yan Road, after negotiation, the TD and the NLB preliminarily agreed to provide additional en-route stops on Chung Yan Road (northbound) near Mei Yat House to facilitate the travelling between Yat Tung Estate and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port by residents of Yat Tung Estate. They also planned to provide additional en-route stops on Chung Yan Road (southbound) near North Lantau Hospital to facilitate residents of Yu Tai Court, which would start to intake soon, to travel to the HZMB Hong Kong Port. The TD would further study the feasibility of the proposal with the NLB and would examine whether the prolonged bus journey time would have any impact on the service frequencies. She indicated that if the proposal was considered feasible after the study, the TD would prepare a consultation paper and consult Members as soon as possible.

175. Mr CHAN Tin-lung said that the NLB agreed to the proposal in general. However, the lengthened routing might have impact on vehicle deployment and journey time. Therefore, the NLB had to first study the proposal, and would discuss with the TD and report to Members in due course.

176. The Chairman requested the NLB to report to Members when the relevant bus schedules were ready.

IX. Question of service quality of New Lantao Bus Company (1973) Limited  
(Paper T&TC 59/2020)

177. The Chairman welcomed Ms Sherman CHOI, Senior Transport Officer/Islands1 and Ms Marie SIN, Senior Transport Officer/Islands 2 of the TD as well as Mr CHAN Tin-lung, Deputy General Manager of the NLB to the meeting to respond to the question. The written reply of the NLB had been distributed to Members for perusal before the meeting.

178. The Chairman briefly presented the question and requested to delete the three Chinese characters “2 時後” (i.e. after 2 o'clock) in the fourth line of the fourth paragraph in the question.

179. Ms Sherman CHOI made a consolidated response as follows:

- (a) Regarding the comments on inadequate service provided by NLB route no. 39M during morning and afternoon peak hours, the TD had conducted site inspection in early November 2020. It was found that the occupancy rate of some departures of the route during specific hours was high, but the occupancy rate during the busiest hour was 80 percent in the morning and 50 percent in the afternoon. The overall service level could cope with the passenger demand. As was learnt, the NLB had arranged for three additional departures from Mun Tung Estate during morning peak hours to address the passenger demand and had, as required by the TD, applied for regularising the additional departures to facilitate the TD's monitoring. The TD would process the application as soon as possible with a view to implementing the arrangement on 1 December 2020.
- (b) Regarding deviations from service schedules on NLB route nos. 37P and 39M, the TD had conducted site inspection and found that the bus departures were generally in line with the schedules. The TD would continue to closely monitor the service level of the routes concerned and take timely follow-up actions if the NLB was found failing to provide service as required.

180. Ms Marie SIN said that, as noted by the TD, the NLB had planned to upgrade the Octopus fare collection system so that it could become a fully automated system to

reduce human errors. The system upgrade would not have negative impact on the fare and service of the franchised bus routes. Upon receipt of the complaints, the TD had immediately approached the NLB to understand the situation, and was informed that the reported errors were caused by incorrect settings in the fare collection system. The TD had requested the NLB to submit a report, explaining how the mistaken settings would be dealt with, how many passengers were affected in the incident and how the overcharged amounts would be refunded. The TD would urge the NLB to promptly take follow-up actions and make improvements to ensure that bus fares were collected according to the schedules of service.

181. Mr CHAN Tin-lung made a consolidated response as follows:

- (a) The NLB had arranged for three additional departures of bus route no. 39M in the morning and applied to the TD for regularising the proposed frequency improvement, which was expected to be implemented on 1 December 2020. The NLB had also monitored the situation of passengers waiting to board the buses of route no. 39M at the terminus, noting that most of the passengers would travel between 7:30 a.m. and 8:00 a.m., and the additional departures could effectively ease the flow of waiting passengers. Furthermore, the NLB would keep on monitoring the situation closely. The problem of route no. 37P was an individual case. The trigger was the traffic congestion in the vicinity caused by the failure of traffic light occurred on the day of the incident. Regarding the poor arrangement and attitude of the bus regulator on duty, the NLB had given advice to the bus regulator concerned to ensure that similar situation would not occur again.
- (b) The new Octopus card readers would automatically make fare adjustments as scheduled. It was believed that human errors could be reduced after this system was put into use. The NLB had identified problems with the setting of the new Octopus card readers, in which such readers had been mistakenly set to use the working day as the unit. As a result, the fare adjustment was not made until departures on that day had arrived at the bus terminus, leading to some departures operating across 12:00 midnight still charging the fare applicable in the previous day. The NLB had liaised with the Octopus Cards Limited to reset the time of automatic fare adjustment to 12:00 midnight. It would also arrange refunds to the affected passengers in due course and follow up with the TD in a timely manner.

182. Mr FONG Lung-fei expressed his views as follows:

- (a) Many Mun Tung Estate residents complained to him that the service of route no. 39M could not meet passenger demand. During his site inspection conducted in a morning, he found that the queue of waiting passengers was very long, so he proposed to promote the use of the bus

stop of NLB route nos. 11 and 3M at Lung Tseng Tau, hoping to divert the flow of passengers by encouraging some passengers to take the routes for travelling to the Citygate Outlets instead. Besides, it was understood that only two buses were deployed to operate route no. 39M by rotation at a headway of 20 minutes on average. Since it was a route travelling to and from Tung Chung Town Centre with a short bus journey, he hoped that the NLB would increase the service frequency.

- (b) The status of a bus captain was relevant to driving safety, but the condition of the drivers' rest kiosk was unsatisfactory. He therefore hoped that the NLB could provide comfortable seats for the bus captains to take a rest.

183. Mr CHAN Tin-lung said that the NLB would consider diverting passengers to other bus routes travelling to and from Tung Chung Town Centre, including routes departing from South Lantau. As many people would travel to and from South Lantau on holidays, the NLB had increased departures to ease the passenger flow at Pak Kung Au, but there was still room for further adjustment. The NLB would consider increasing the service frequency of route no. 39M and report to Members if any progress was made.

184. Ms Sherman CHOI indicated that route no. 39M operated at a headway of 10 to 15 minutes on holidays. If Members identified that there was a discrepancy between the actual departures and the schedule of service, they might report the date to the TD so that it could understand the situation. The TD would continue to negotiate with the NLB on re-allocating the resources of route no. 38X to route no. 39M for enhanced service of the latter in peak hours, and would consult Members as appropriate for optimal use of resources and service improvement to routes with higher bus patronage.

185. The Chairman expressed his views as follows:

- (a) He welcomed the NLB's enhancement of service of route no. 3M. Recently, since many people visited South Lantau for sightseeing and amusement, buses of route no. 3M were often full, some passengers even needed to stand beside the bus driver. He understood that if the passengers were refused for boarding, it would indirectly make the queue of waiting passengers even longer and exert additional pressure on the bus drivers. Given that Tung Chung Road was a very steep road, he was concerned that the overloaded bus compartment might cause failure of the vehicle's brake system. An accident had taken place there two years ago due to this reason. As for safety concerns, he requested the NLB to recruit additional bus drivers and increase the service frequency of the route to reduce the potential hazards to passenger safety.
- (b) Some residents complained that the back of the buses of route no. 38 would often occupy some space of the pedestrian crossing when the buses

stopped at the Yat Tung Estate bus stop. Therefore, he had placed traffic cones at the location since half a year ago to remind bus drivers to pay attention and avoid causing obstruction to pedestrians crossing the road. However, the situation had not yet been improved, hence he urged the NLB to follow it up in an expeditious manner.

186. Mr CHAN Tin-lung admitted that some buses used to cause obstruction at the pedestrian crossing, but the situation had improved after the NLB started deploying double-decked buses for the route. The NLB would consider relocating the bus stop of route no. 37 to vacate more space for buses of route no. 38, so that no obstruction to the pedestrian walkway would be caused.

187. The Chairman agreed to relocate the bus stop of route no. 37 to solve the problem.

188. Mr FONG Lung-fei said that apart from residents of Mun Tung Estate, residents of Yung Yat House, Ching Yat House and Hong Yat House also had a certain demand for route no. 39M. He therefore hoped that the NLB would increase the service frequency of the route.

189. Mr CHAN Tin-lung noted Members' views and promised to conduct studies accordingly.

XIV. Question on request for enhancement of Tung Chung ferry services  
(Paper T&TC 60/2020)

190. The Chairman welcomed Mr LI Wai-fan, Edmond, Senior Transport Officer/Planning/Ferry 1 of the TD to the meeting to respond to the question.

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

192. Mr Edmond LI responded as follows:

- (a) Regarding the proposed enhancement of the current ferry services plying between Tung Chung and Tuen Mun, the TD attached great importance to the ferry service of the route "Tuen Mun - Tung Chung - Sha Lo Wan - Tai O", and would from time to time remind the ferry operator (that is, Fortune Ferry Company Limited) to pay more attention to the service level and passenger demand of the route and, where necessary and resources permitted, enhance the service (especially in recent days when more passengers were visiting the Islands District) and make flexible allocation of vessels to meet the passenger demand.
- (b) According to the TD's recent records of 8 November 2020 (Sunday) and 10 November 2020 (Tuesday), the average daily loading of the above ferry

service plying between Tung Chung and Tuen Mun on weekdays was about 50 percent (departing from Tuen Mun to Tung Chung) and about 60 percent (departing from Tung Chung to Tuen Mun). The average loading in morning and afternoon peak hours was almost 70 percent (departing from Tuen Mun to Tung Chung) and about 75 percent (departing from Tung Chung to Tuen Mun) respectively without any passengers being left behind. The operator had arranged five additional departures in total. Moreover, the average loading of the above ferry service on holidays was almost 70 percent (departing from Tuen Mun to Tung Chung) and 45 percent (departing from Tung Chung to Tuen Mun) without passengers being left behind. The operator had arranged four additional departures in total, and the ferry service could generally meet the needs of the passengers. Nevertheless, the TD understood Members' concerns and would continue to closely monitor the service and passenger demand of the ferry route in question. It would also remind the operator, having regard to the operational conditions, to flexibly allocate vessels when necessary with an aim to enhance the service to the greatest extent to facilitate passengers using the ferry service.

- (c) Regarding the proposed introduction of a ferry route plying between Tung Chung and Central, the existing transport policy of the Government was to develop railways as the backbone of the passenger public transport network of Hong Kong. Under this premise, the TD promoted the full utilisation of railways while franchised buses would continue to play an important role in the public transportation system. Other modes of public transport (including ferry services) would continue to perform supplementary functions in the entire transport system. When considering the feasibility of introducing new ferry routes, the TD would take various factors into account, such as the adequacy of the existing ancillary transport facilities and public transport network, as well as the passenger demand, financial viability, operational feasibility and other safety concerns of the ferry service concerned. Tung Chung at present had a well-developed public transport network comprising railway service and various bus routes through which residents might travel between Tung Chung and various districts in the Hong Kong Island, Kowloon and the New Territories. The railway operator and bus companies would closely monitor the passenger demand for their services and would make adjustments in a timely manner. With the commissioning of the Tuen Mun - Chek Lap Kok Link (TM-CLKL) in late 2020, another road transport connection would be available for Lantau Island in addition to the Lantau Link. The TD noted Members' views on the introduction of new ferry routes and would continue to closely monitor the situation of the existing public transport service in Tung Chung. In fact, the Government welcomed applications from the interested parties for operating the new licensed ferry service. The TD would consider the

financial viability and operational feasibility upon receipt of such applications.

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

- (a) He said that during the epidemic, many people went to the outlying islands for outing recently and one of the popular routes on holidays was travelling from Tuen Mun to Tai O by ferry and then hiking to Tung Chung via the Tung O Ancient Trail. He welcomed the additional departures arranged by the ferry operator for meeting the passenger demand. The ferry route had had a high passenger volume before the epidemic, which reflected that there was demand for this route. It was therefore necessary to implement frequency improvement to the ferry service on holidays. Since the headway of the ferry route concerned had been maintained at one to two hours during peak and off-peak hours on weekdays, it was hoped that the service would be enhanced so that Tung Chung residents could rely on the ferry service for commuting on weekdays.
- (b) He said that he had proposed to the TD the introduction of new ferry routes, but the TD replied that the ferry service plying to and from Central could not be introduced due to inadequate occupancy rate. He said that the occupation rate was low because Tung Chung residents could not rely on the ferry service with the low service frequency. The TD had confused cause and effect by citing the inadequacy of occupancy rate as an excuse for not introducing the proposed ferry route. He believed that if the headway could be maintained at 20 to 30 minutes during the peak hours of commuting travel on weekdays, the ferry route would be able to attract passengers and would be profit making.
- (c) He said that due to the epidemic situation, the public worried about travelling in the crowded compartments of buses and MTR trains. If the ferry route was introduced, residents would have an alternative of travelling by ferry and could avoid taking the crowded buses and MTR. He reiterated that despite the commissioning of the TM-CLKL in a short time, the road transport of Tung Chung relied on one single highway. In the case of incidents on the highway, Tung Chung would become an isolated island. For this reason, he urged the TD to consider the proposal for a second time. He did not agree to the statement that Tung Chung had a well-developed public transport network.

194. Mr FONG Lung-fei said that after the accident of a barge crashing into the Kap Shui Mun Bridge in 2015, the Government carried out improvements to the Tung Chung Development Pier to cope with unexpected traffic problems. He opined that the introduction of a ferry route plying between Tung Chung and Central would give Tung Chung residents an additional alternative for transport. As many residents



needed to go to work on Hong Kong Island, the Citybus had to arrange five departures of route no. E11S to address the residents' demand for transport to Hong Kong Island during the busiest half-hour in the morning peak period. Taking the ferry would be a more comfortable option for them. He indicated that the utilisation rate of the existing piers in Tung Chung was low. In addition, as there were many bus routes plying between the Tung Chung Development Pier and housing estates such as Ying Tung Estate and Fu Tung Estate, it would be convenient for the residents to go to the pier for taking the ferry. Besides, the Seaview Crescent, Coastal Skyline and Caribbean Coast were also close to the pier. The bus and MTR services were already overloaded, hence he hoped that the TD would consider his proposal and introduce new trial ferry routes, instead of rejecting the proposal without hesitation.

195. Mr Sammy TSUI expressed his views as follows:

- (a) He said that, as reflected by many residents, ferries travelling from Tuen Mun to Tung Chung were often full during holidays. He questioned the accuracy of the TD's statement that the average occupancy rate of the ferry route was only 70 percent. Owing to the epidemic, the number of local visitors had increased. Consequently, many passengers who took the ferry route plying between Tuen Mun and Tung Chung for commuting on weekdays or holidays were adversely affected. In this connection, the TD and the ferry operator needed to discuss on service enhancement to ease the passenger flow. He enquired the TD about the details of frequency improvement of the ferry route, including the number of additional departures and the time slots of the service frequency increase.
- (b) He said that as point-to-point service was not available on many bus routes, passengers currently needed to interchange for other bus routes for travelling to their destinations. He therefore considered that residents could not rely on the bus networks alone. Moreover, he agreed to the introduction of a trial ferry route plying from Tung Chung to Tsim Sha Tsui or Central to provide residents working in the urban areas with an additional alternative for transport. He suggested inviting private organisations to operate the ferry route, and he believed that some operators might be interested in providing the service.

196. The Chairman expressed his views as follows:

- (a) He suggested that the representative of the TD should submit a report to the Secretary for Transport and Housing stating the possible traffic crisis in Tung Chung in the future and providing corresponding plans. During the accident in 2015, a barge crashed into the Kap Shui Mun Bridge, causing a traffic gridlock at the Lantau Link for almost two hours. As a result, some ferries in Discovery Bay were requisitioned by the Government immediately to ease the passenger flow travelling to Tung Chung and the Airport. A similar accident also occurred in 2018 and

caused serious traffic congestion. In 2017, he had proposed at two T&TC meetings that, apart from mobilising ferries to help divert traffic flow in emergency, it was necessary to enhance the facilities at the Tung Chung New Development Pier, including the waiting lounge, toilets, restaurants, parking spaces, franchised bus network, as well as extending the footbridge for connecting the pier with the MTR Tung Chung Station and the bus terminus. He said that apart from the routes travelling to and from Tuen Mun, other ferry routes should also be introduced, just like the fast ferries plying between Mui Wo and Central operated by Sun Ferry Services Company Limited. Lastly, he suggested introducing ferry routes plying between the Tung Chung Development Pier and piers in Tsim Sha Tsui, Tsing Yi and Central. It would only take tens of minutes for each trip and the residents could enjoy a comfortable journey.

- (b) He said although the MTR Tung Chung East Station and Tung Chung West Station were expected to be completed in 2029, the MTR service might commence operation only until 2031 if there were delays in works. At present, the occupancy rate of Tung Chung Line (TCL) trains bound for MTR Kowloon Station had exceeded 90 percent, but the population of Tung Chung was expected to continue to increase. The current population in the district included 124 000 residents of Tung Chung, 45 000 residents of Yat Tung Estate and 12 000 residents of Mun Tung Estate in TCW, as well as the new population of 4 500 of Yu Tai Court. There would be a further increase in population of nearly 86 000 people after the developments at Areas 23, 42 and 46 in TCW were completed in 2027. Besides, intake of residents of Areas 99, 100 and 103 in TCN would also commence gradually. He said that under such circumstances, even if the Tung Chung Line Extension (TCL Extension) would commence operation in 2029 as scheduled, the TCL would be overloaded as there would be an increase in population of more than 100 000 people in TCW and TCN after the intake of all such residential developments in 2027. It was also difficult for the bus service to address the enormous passenger demand. He suggested making good use of the Tung Chung New Development Pier to ease the flow of passengers and solve the external transport problem of Tung Chung in the future.

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

- (a) The TD noted that many people visited outlying island in recent days and the department understood Members' concerns. Recently, the TD conducted further site inspections on the ferry service of the route "Tuen Mun - Tung Chung - Sha Lo Wan - Tai O" on 11 November (Wednesday) and 14 November 2020 (Saturday). It was found that the average daily traffic of the above ferry route departing from Tuen Mun to Tung Chung on weekend was about 54 percent, and 50 and 70 passengers were left behind for the two departures from Tuen Mun at 9:00 a.m. and 11:00 a.m.

respectively. In response, the ferry operator had arranged two additional departures at 9:15 a.m. (that is, 15 minutes after the original departure had departed) and 11:10 a.m. (that is, 10 minutes after the original departure had departed) respectively to address the passenger demand. On the same day, the average daily traffic of the above ferry route departing from Tung Chung to Tuen Mun was about 52 percent. During the period of operation, no passengers had to wait for the next departure due to full ferries. Even so, the ferry operator had arranged a total of two additional departures (at around 4:24 p.m. and 6:20 p.m.) that day. During the inspection conducted on 11 November 2020 (Wednesday), the average daily traffic of the ferry route departing from Tuen Mun to Tung Chung on weekdays was about 46 percent. During the period of operation that day, no passengers had to wait for the next departure due to full ferries. The operator had operated a total of three additional departures at around 6:53 a.m., 7:55 a.m. and 5:45 p.m. that day. On the same day, the average daily traffic of the above ferry route departing from Tung Chung to Tuen Mun was about 54 percent. During the period of operation, no passengers had to wait for the next departure due to full ferries as well. Even so, the ferry operator had also operated a total of two additional trips at around 4:00 p.m. and 6:22 p.m. that day. He added that on that day (which was a weekday) the occupancy rate of the ferry route departing from Tuen Mun to Tung Chung during morning peak hours was about 60 percent, whereas those departing from Tung Chung to Tuen Mun had an occupancy rate of about 70 percent. He pointed out that the occupancy rate of the ferry route in November 2020 had increased when compared with that in the past few months (especially July and September). He believed that it was related to the tightening of the anti-epidemic measures and gathering restrictions. As of October, more people visited the rural area and outlying islands, leading to the recent increase in the passenger volume of ferry services. As a result, there were fluctuations in the passenger volume of the ferry routes concerned. Nevertheless, the TD had reminded the ferry operators to keep in view the needs of passengers and, having regard to their respective operating conditions, deploy standby vessels to enhance service as far as possible when necessary, with a view to meeting the needs of the passengers.

- (b) He had reservations on the proposed regularisation of the additional departures because the passenger volume of the ferry route concerned had been in fluctuation in recent days and the commissioning of the TM-CLKL within a short time might have an impact on the occupancy rate of the ferry route as well. In fact, to meet the needs of passengers, the ferry operators had been deploying standby vessels to operate additional departures these days where resources permitted having regard to its operating conditions. The ferry services in general could meet passenger needs. To facilitate passengers to use the ferry services, the TD and the ferry operators would continue to closely monitor the service level and

passenger demand of the ferry route and enhance the services as appropriate in response to the changing circumstances.

- (c) As regards the proposal of introducing new ferry routes, he said the TD noted the proposal. He added that when considering the feasibility of introducing a new ferry route, the TD would take factors of various aspects into account, including the operator's financial viability. Careful consideration of the proposal was needed because nowadays the cost of operating ferry services was relatively high in general. For example, it needed to consider whether there would be adequate and stable passenger volume in the long run to sustain the daily operation of the ferry route. Otherwise, the route might not have sustainable and normal development over a long time, thereby exerting pressure on the ferry fare and having negative impact on the service to the passengers.

198. Mr Sammy TSUI enquired the TD whether the additional departures of the ferry service were previously agreed between the TD and the respective ferry operators. He queried if ferry operators would decide to increase the service basing on the actual passenger demand rather than providing them as a routine on holidays.

199. Mr LEE Ka-ho said that the necessary arrangement for additional departures to ease the flow of passengers during peak hours on weekdays reflected the residents' preference of taking the ferry for commuting and their demand for ferry services. He hoped that apart from enhancing the ferry services, other new ferry routes would be introduced for providing Tung Chung residents with additional options of public transport. The TD said that whether a new ferry route would be implemented depended on the profitability of the proposed route. As a matter of fact, many ferry routes failed to make a profit and relied on the Government subsidies. He questioned the TD whether it refused to introduce the ferry routes concerned because subsidise would need to be provided to the ferry operators. He opined that it was the duty of the Government to provide the public with adequate and appropriate public transport services, especially ferry service. As Lantau Island situated in the Islands District, he hoped that the Government would still consider enhancing the ferry services even though some new roads to be completed would connect Lantau Island and the urban area.

200. The Chairman expressed his views as follows:

- (a) He said that the TD needed to monitor the population growth in Tung Chung. He also pointed out that the development of Areas 99, 100, 103 and 109 in the TCN would be completed in 2026, resulting in a population intake of nearly 50 000 people. However, the current occupancy rate of the TCL had exceeded 90 percent and there was limited room for the development of MTR service. Therefore, he enquired how the TD would cope with an increase in population of almost 140 000 in 2029 brought about by the development trend of the TCW and the TCN. If

the commissioning of the TCL Extension project was delayed from 2029 to 2030 due to any delay in works, there would be a gap of four years between 2026 and 2030 during which the MTR service would be overloaded.

- (b) Regarding the introduction of new ferry routes, he said that the TD should first improve the pier's connection with other public transport systems and introduce new ferry routes such as ferry services plying between Tung Chung and Tsim Sha Tsui, Central and Tsing Yi, so as to attract the ferry operators. He said that the existing transport infrastructure would not be able to keep up with the needs arising from the development of population in future because there would be an increase in population of almost 150 000 from 2029 to 2035 due to the Tung Chung New Town Extension project, as well as visitors from the Airport and Greater Bay Area. In this connection, it was necessary to introduce new ferry routes to meet the needs.

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

- (a) He said that in addition to the regular frequencies as stated in the existing schedules of service, ferry operators might also enhance their services to address the passenger demand having regard to their respective operating conditions. In fact, apart from operating the services with regular vessels, the operators would, where resources permitted, deploy other standby vessels available to flexibly arrange additional departures.
- (b) He said that the existing Special Helping Measures (SHM) had covered the outlying island ferry routes. To properly utilise the public funds of the Government, it was not possible to subsidise all ferry routes. The Government had implemented the SHM for some outlying island ferry routes because there were basically no other alternatives of public transport for use by the residents in these areas except for the ferry service, or there was only limited or circuitous inter-district public transport provided in these areas. As mentioned just now, Tung Chung had a well-developed public transport network at present, comprising railway service and various bus routes through which residents might travel between Tung Chung and various districts on the Hong Kong Island, Kowloon and the New Territories. The TD would continue to monitor the operation of the transport trades, maintain liaison with them and provide assistance to them as far as practicable.
- (c) Regarding the introduction of new ferry routes, he said that the TD had noted the views and suggestions.

202. The Chairman suggested following up the item at the meetings of the Traffic and Transport Committee Working Group (T&TC Working Group) and inviting

representatives from the CEDD and the THB to such meetings. He asked the Secretariat to notify the T&TC Working Group of the meeting arrangement.

(Mr CHAN Lin-wai left the meeting at 5:10 p.m.)

XV. Question on motorcycle parking spaces at Citygate  
(Paper T&TC 52/2020)

203. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD to the meeting to respond to the question. The written replies of the TD and the property management company of Citygate (PMC of Citygate) had been distributed to Members for perusal before the meeting.

204. Mr FONG Lung-fei briefly presented the question.

205. Ms HUI Shuk-yee briefly presented the written reply from the TD.

206. Mr FONG Lung-fei said that ethnic minorities were always the disadvantaged groups in the community. They kept on working hard to make a living during the epidemic. Instead of requesting for government subsidy or provision of long-term motorcycle parking spaces, the takeaway food couriers only wanted to have some space for them to park their motorcycles for a while. He said that takeaway food couriers often had no choice but to park their motorcycles illegally, and as a result, they would receive fixed penalty tickets (FPT) issued by the Police. It was indeed difficult for them to afford the penalty of \$320. He indicated that the Mei Tung Street roundabout seemed to have become a private road for Tung Chung Crescent residents. While there were private cars illegally parked at the location, takeaway food couriers were not allowed to park their motorcycles there for a while. He enquired whether the TD could designate some locations at the Mei Tung Street roundabout as temporary motorcycle parking spaces. Besides, he found that some locations near the bus terminus at Citygate were often left vacant. As the PMC of Citygate had indicated that the locations were not under its management, he hoped that the TD could designate part of the area as temporary motorcycle parking spaces. He said that although there were motorcycle parking spaces in the vicinity of Fu Tung Estate, only a few parking spaces were provided. There were often more than 10 motorcycles parking there, and parking outside the designated spaces was illegal. Hence, it was difficult for the takeaway food couriers to find a legal parking space. He therefore suggested that the TD should provide some motorcycle parking spaces near Citygate to cope with the urgent needs.

207. Ms Amy YUNG said that the TD's reply was not realistic. She opined that special measures should be taken to address the problem during this critical period of the epidemic. As she indicated, the TD only responded that it would identify suitable locations but never gave any specific proposals. Contrarily, Members had suggested that there were vacant spaces near the bus terminus, at the Mei Tung Street roundabout and within the housing estate that could be designated as motorcycle parking spaces.

To promote economic development and employment, the TD should promptly identify appropriate locations, including areas within the car parks or housing estates, to provide additional motorcycle parking spaces for use by the takeaway food couriers. The motorcycle parking spaces would not occupy too much space and the motorcycles would only be parked for a while. She hoped that the TD would set a deadline for identifying appropriate locations for the motorcycle parking spaces.

208. Mr Ken WONG indicated that many ethnic minorities wanted to rely on their own efforts. However, the TD could not even provide such minor assistance to them. Mr FONG Lung-fei had repeatedly raised the issue at various meetings. The TD should actively follow it up. Moreover, the TD often cited planning criteria that deviated from the reality and failed to cope with actual needs. He suggested that the TD should conduct an on-site inspection together with Mr FONG Lung-fei to explore locations feasible for provision of motorcycle parking spaces, rather than merely citing planning criteria in its response. Taking the construction of a multi-storey car park in South Lantau as an example, he criticised the TD for not providing adequate parking spaces by using insufficient population as an excuse. As a result, problems such as shortage of parking space and illegal parking were caused. He urged the TD to draw up forward-looking measures to alleviate the dissatisfaction of the public.

209. Mr LEE Ka-ho said that there were not many locations available for legal loading/unloading of goods in the Tung Chung Town Centre. In addition, improvement works were currently underway at the Hing Tung Street roundabout, which had further narrowed the road space and aggravated traffic congestion. Although legal motorcycle parking spaces were provided in Hing Tung Street, they were often fully occupied and the takeaway food couriers could only park their motorcycles elsewhere illegally. Therefore, the TD should designate some locations for the takeaway food couriers to temporarily park their motorcycles. He opined that in addition to the Tung Chung Town Centre, the TD also needed to make a review to see if motorcycle parking spaces were adequate in Tung Chung as a whole. It would be difficult to solve the problem and would only waste time if all actions were to be taken in strict compliance with the planning criteria.

210. Mr Sammy TSUI expressed his views as follows:

- (a) He said that the TD should discuss the problem with the PMC of Citygate and the Police. He indicated that many people could not eat out due to the epidemic, causing the food delivery industry to flourish. As the Government encouraged people to dine out less, it should accommodate the development of the food delivery industry and people's daily needs. As many areas were currently designated as restricted zones, takeaway food couriers had no choice but to commit the offence of illegal parking and might thus receive FPTs issued by the Police, making it difficult for them to earn a living. He thought that the Police might take enforcement action with flexibility in this respect, and some locations should be

designated for takeaway food couriers to park motorcycles when delivering food.

- (b) He was worried that on the one hand, there might not be space on roads available to be designated as motorcycle parking spaces and on the other, newly designated motorcycle parking spaces might also be used for long-term parking of motorcycles by other drivers. So, it was difficult to ensure that there would be parking spaces for the takeaway food couriers to use. He suggested that as many parking spaces at Citygate were left unused, the TD might discuss with the PMC of Citygate for reserving some private car parking spaces for takeaway food couriers to use. He pointed out that it was reasonable to provide some spaces for couriers to park their motorcycles for picking up and delivering food because there were many restaurants operating in Citygate. Just like the taxi pick-up/drop off points outside shopping centres, such arrangement would be beneficial to both the restaurants in Citygate and the takeaway food couriers as long as no obstruction to traffic would be caused.

211. The Chairman stated that he had also received requests for assistance regarding motorcycle parking spaces from the same ethnic minority group previously. As such, he had written to the PMC of Citygate but the company did not adopt their proposal out of commercial considerations. He therefore raised the item at the meeting, asking the TD to help address the problem. He pointed out that the planning criteria were formulated when there was no epidemic. But now due to the epidemic, many people had joined the food delivery industry, and many newly completed buildings had designated motorcycle parking spaces to tie in with the development of this emerging door-to-door courier service. He would like to invite Members of Tung Chung to jointly conduct a site inspection to identify locations suitable for temporary motorcycle parking spaces, with a view to meeting the short-term needs. In the long run, designation of motorcycle parking spaces was required. Otherwise, the livelihood of ethnic minority couriers would be adversely affected. Lastly, he said that it was also necessary to address the shortage of motorcycle parking spaces in Tung Chung.

212. Ms HUI Shuk-yee said that parking spaces for all kinds of vehicles including motorcycles should be off-street vehicle parking spaces as far as possible to optimize the use of road space for traffic circulation and kerbside activities, and to enhance road environment.. The TD encouraged the public to use the existing motorcycle parking spaces in properties or public car parks in the vicinity. After exploring the solutions proposed by Members, the TD did not recommend the provision of motorcycle parking spaces at the proposed locations due to the possibility of causing obstruction to traffic. The TD had also observed the situation of illegal parking and utilisation of car parks in the evening and during dinner time, and it considered that there were still spaces in car parks in the area available for parking motorcycles. The TD noted Members' concern over the demand for motorcycle parking spaces, and would further review the demand of motorcycle parking spaces during daytime of holidays. If necessary, the TD would identify appropriate locations for provision of motorcycle parking spaces.



213. Mr FONG Lung-fei expressed his views as follows:

- (a) He said that apart from ethnic minorities, local takeaway food couriers had also reflected the same problem. So, he had liaised with the PMC of Citygate twice for discussing the problem but was refused on both occasions. He also said that takeaway food couriers could only earn tens of dollars for each delivery of food, hence it did not make sense for them to pay parking fee of more than ten dollars. Besides, he was discontented with the TD's response to the question by citing the planning criteria, and enquired whether the TD had started identifying appropriate locations for the provision of motorcycle parking spaces after it had received the question.
- (b) He indicated that takeaway food couriers used to park their motorcycles at the area under the lifts of the Tung Chung Cable Car Terminal. However, the location was previously enclosed by the Police with a warning sign put up indicating the impounding of offending vehicles, thus deterring couriers from parking at the location concerned and causing them to have their motorcycles illegally parked at other locations. He also indicated that government departments were duty-bound to help solve the problems of people's livelihood. He reiterated that motorcycles used for food delivery would only be parked at the parking spaces for a short time. Besides, the names of the courier companies would be shown on the motorcycles, making these vehicles easy to identify. He urged the TD to provide additional temporary motorcycle parking spaces in the short term to alleviate the difficulties encountered by the takeaway food couriers.

214. Ms Amy YUNG requested the TD, the Police, shop operators and the PMC of Citygate to jointly assist the takeaway food couriers. She held that the shop operators were profit-driven, the customers wanted to promptly get the food and the takeaway food couriers would earn more if they worked more, therefore takeaway food couriers would not stay for long, nor would the motorcycles permanently occupy the designated motorcycle parking spaces. She called on all parties concerned to take immediate measures to aid the takeaway food couriers, which could also contribute to economic growth.

215. The Chairman suggested the DC Members of Tung Chung constituencies, the TD and the PMC of Citygate to conduct a site inspection for identifying locations suitable for temporary motorcycle parking spaces, such as the abandoned bicycle parking spaces behind Citygate.

216. Ms Josephine TSANG said that in addition to the long-abandoned bicycle parking spaces off Citygate, a lot of public space under the flyovers nearby might be

used for provision of motorcycle parking spaces as well. She proposed to visit more locations during the site inspection to identify appropriate locations.

217. The Chairman undertook to arrange for site inspection by Members with a view to tackling the problem.

XVI. Question on provision of on-street motorcycle parking spaces in Tung Chung  
(Paper T&TC 61/2020)

218. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD and Mr TSANG Wai-man, Administrative Assistant/Lands (District Lands Office, Islands (DLO/Is)) to the meeting to respond to the question. The written replies of the HyD, the TD and the DLO/Is had been distributed to Members for perusal before the meeting.

219. Mr LEE Ka-ho briefly presented the question. As the TD had stated in its written reply that the pedestrians would be affected if motorcycle parking spaces were to be provided at the exact location proposed, he enquired of the TD what criteria they had used in selecting sites for provision of motorcycle parking spaces. He also requested joint site visits by Members and the departments concerned to be arranged to identify appropriate locations for providing motorcycle parking spaces. He said that Members had repeatedly raised the problems of motorcycle parking spaces at T&TC meetings for discussion, such as the illegal occupation of motorcycle parking spaces by abandoned motorcycles, shortage of parking spaces, and the lack of parking spaces for takeaway food couriers to park motorcycles while at work, etc. As he pointed out, the problems had been in existence since early this year. Hence, he held that it was necessary to discuss the solutions immediately.

220. Mr FONG Lung-fei expressed his views as follows:

- (a) As the photos attached showed the illegal parking of motorcycles, he asked whether the Police had sent police constables to take enforcement actions and impounded offending motorcycles at the location every day. He indicated that motorcycle drivers would avoid parking their motorcycles in impounding zones. The scattered locations of the existing motorcycle parking spaces had revealed the poor community management.
- (b) He indicated that the green area next to the proposed location was sheltered from sunlight by a flyover, and queried why government departments would carry out greening works at such a location. He said that the plants grown there often withered. Even though there were some plant species that did not depend on sunlight to grow, he was still not in favour of using the location for greening purpose. He proposed changing the use of the location to motorcycle parking spaces to meet the needs of the residents. He did not think it was necessary to insist on sticking to

the Hong Kong Planning Standards and Guidelines for the provision of motorcycle parking spaces needed. Citing Ngo Keng Kiu in Causeway Bay as an example, he said that a social welfare agency had already set up a branch office at the public area under the flyover.

221. Ms HUI Shuk-yee said that the location suggested by Members was close to a pedestrian crossing. It was inappropriate to provide motorcycle parking spaces at the location because the parking spaces, if designated, would cause obstruction to sightline of pedestrians. As regards the proposed conversion of the green area into motorcycle parking spaces, it would upset the continuity of the footpaths and was thus not recommended. After receiving the question raised by Members, the TD inspected the utilisation rate of car parks in the vicinity of Man Tung Road and noted that there were still spaces available for parking motorcycles. The TD would continue to keep in view the demand for motorcycle parking spaces in the area and would identify appropriate locations for provision of additional on-street motorcycle parking spaces where necessary and practical.

222. Mr TSANG Wai-man said that DLO/Is had provided a written reply and he had nothing to add for the time being.

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

- (a) He was disappointed by the TD's statement that there were still parking spaces near Man Tung Road for parking motorcycles. As he had mentioned time and again, many abandoned motorcycles were parked at the motorcycle parking spaces designated on both sides of Man Tung Road. Besides, there were also motorcycles parked at the backend of Man Tung Road near the planters of Ying Tung Estate. He therefore questioned the validity of the TD's statement that there were still parking spaces for use.
- (b) He said that although drivers might use the fee-charging car parks (such as the car parks at private housing estates and Citygate) in the vicinity, the focus of the current discussion was the parking spaces provided by the Government. The relevant departments should not shirk the Government's responsibility to the private sector. He opined that the Government should take up the responsibility for tackling the problem even if parking spaces were provided by the private sector. He urged the Government to seriously explore ways to tackle the shortage of parking spaces at locations including Man Tung Road, Tung Chung Town Centre and Yat Tung Estate, etc.

224. The Chairman proposed a site inspection at the Mei Tung Street roundabout, Man Tung Road and the space underneath the Yi Tung Road footbridge for identifying appropriate locations for additional motorcycle parking spaces.

XVII. Question on Discovery Bay car rental service  
(Paper T&TC 62/2020)

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

226. Ms Amy YUNG briefly presented the question.

227. Mr Peter TSANG responded as follows:

- (a) After launching its mobile app in 2017, the DBTSL had upgraded it several times in the light of residents' feedback. Apart from booking car rental service, residents might also access the information on transportation services in Discovery Bay through the mobile app. As reflected by some residents recently, it took a long time to book the hire cars with the mobile app. After discussion with the application service provider (ASP), the DBTSL believed that the situation was caused by a considerable number of residents simultaneously using the mobile app to hire cars in peak hours and the limited quota in the booking system. Residents who wanted to use the service might consider making the booking a bit earlier or later to facilitate successful booking of a hire car. The DBTSL and the ASP would closely monitor the situation and study the possibility of reminding the users to change their booking time when the quota was used up.
- (b) Regarding the provision of information (such as information on the RS), the DBTSL was working with the ASP to explore ways to, during message dissemination, alert users to manually update the mobile app for obtaining the latest information.
- (c) Regarding the shortage of drivers, he said that on the one hand, the shortfall of front-line manpower had been a long-standing problem faced by the transportation industry, and on the other, the DBTSL had encountered difficulties in hiring drivers because of the unique operating environment in Discovery Bay. For example, as there were many alien residents in Discovery Bay, the hire car drivers should be able to communicate in English. In addition, more time was needed for training new drivers and they needed to adapt to the environment. Even experienced drivers needed to receive training for this job and get familiar with the roads in the community, the environment of the housing estates and the locations of the building. The DBTSL would also provide guidelines on how to arrange the routing for picking up residents when two to three residents at different locations wanted to use the car rental service at the same time. He indicated that some new drivers would resign before long if they could not adapt to the environment. The

DBTSL was reviewing its employment package for drivers, aiming to enhance its competitiveness in the human resources market and hire more drivers to enhance the car rental service.

228. Ms Amy YUNG expressed her views as follows:

- (a) She said that the problem had been in existence since the launch of the mobile app, and it was not only because of peak hours that residents failed to book a hire car. She indicated that some residents with luggage would travel to Discovery Bay North by taxi at night and interchange for hire cars to Discovery Bay South. They might need to wait for several hours if they could not book a hire car. She criticised that there was only one hire car providing service at night, making it difficult for residents to book the service, and they therefore had to walk for more than one hour to Discovery Bay South. Noting that some hire car drivers would shy away from work at some locations, she suggested the DBTSL to patrol the area for monitoring the service performance of front-line drivers. She indicated that she had raised the issue for discussion at the passenger liaison group meetings several times in the past three years, but no improvement had been made. She hoped the DBTSL would deal with it actively.
- (b) Regarding the shortage of hire car drivers, she indicated that with the elevated unemployment rate in Hong Kong, many people were unemployed and needed to find jobs. Many alien residents in Discovery Bay were also looking for jobs. Although they might not speak Cantonese, they spoke English and were familiar with the environment in Discovery Bay. Therefore, the DBTSL might consider hiring Discovery Bay residents as drivers. She enquired whether job advertisements could be put up in Discovery Bay so that the unemployed residents of Discovery Bay could learn how to apply for the posts. She thought that car rental service was a profitable business and it was worthwhile for the DBTSL to invest more resources into the service.

229. Mr Peter TSANG remarked that the DBTSL had been reviewing the operation of the mobile app with the ASP. He said that booking hire cars were different from booking taxis. If the passengers was a wheelchair user, the hire car driver would need to use a wheelchair-accessible vehicle. Moreover, night time was the peak hours for car rental service as some residents would travel to Discovery Bay by taxi and interchange for hire cars in late night. The DBTSL was exploring ways to improve the situation. Regarding the recruitment of drivers, the DBTSL had tried to hire more drivers as far as possible and would take into consideration Ms Amy YUNG's suggestion.

230. The Chairman expressed his views as follows:

- (a) He queried whether it was because the car rental service in Discovery Bay was a monopolised business without competitors that the relevant problems had remained unsolved for three years. He opined that it was unacceptable to treat customers in such a way and it would exert a negative impact on the image of Discovery Bay.
- (b) Regarding the recruitment of drivers, he asked if an English version of the job advertisement would be provided. He indicated that as this recruitment coincided with the recent redundancy of pilots and the pilots would need to find new jobs, he thought that recruiting former pilots to be drivers of hire cars might help enhance the image of the DBTSL. He hoped that the DBTSL would attach importance to the image of the company and would not neglect service quality even if the business was without competitors.

231. Mr Peter TSANG said that he noted and would consider the Chairman's views.

XIX. Reports by Working Groups  
T&TC Working Group

232. The Chairman stated that the report of the above working group was tabled at the meeting for Members' perusal.

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

234. The Chairman stated that the details of the "2020-2021 Islands District Road Safety Publicity Programme" were set out in the report for Members' perusal.

235. Members noted and endorsed the above programme of activities and funding proposals.

XX. Any Other Business  
Highways Department's Minor Traffic Improvement Projects and Works Schedules

236. The Chairman welcomed Ms TANG Ka-yuet, District Engineer/General (2)B of the HyD to the meeting to respond to the question. The HyD's Minor Traffic Improvement Projects and Works Schedules for Islands District as at early November 2020 had been submitted before the meeting. The paper was tabled at the meeting and Members were invited to raise questions and express their views.

237. Mr LEE Ka-ho said that at the location of project item 1 (project no.: IS/18/01877), there were vehicles parked on one side and a works site enclosed with water-filled barriers on the other side. The carriageway was thus narrowed, making it difficult for large vehicles (such as residents' coaches and hotel shuttles) travelling via

Hing Tung Street to make a turn. He had requested the Police to enhance law enforcement at the location. However, as it was impossible for the Police to have officers stationed there 24 hours a day, he enquired of the HyD whether there were other methods to help alleviate the problem.

238. Ms TANG Ka-yuet said that the relevant works site was situated between two planters where there were two lanes. Although one of the lanes had been occupied for construction works for a long time, there was at least one lane available for vehicular traffic. Having noted Members' views, the HyD would move the water-filled barriers inward as far as possible to allow more space for vehicles.

239. Mr LEE Ka-ho said that as shown in the photos, there was double parking, and sometimes even triple parking, at the location. Since water-filled barriers were placed on the other side of the road, it was difficult for long vehicles to make a turn. He therefore urged the HyD to assist in following up on it.

240. Ms TANG Ka-yuet said that the HyD would take follow-up actions immediately.

241. The Chairman proposed to ask the Police to deal with the vehicles parked at the location during peak hours with a view to easing the vehicular flow and reducing conflicts among drivers.

242. Ms TANG Ka-yuet said that the HyD would ask the Police to assist in easing the vehicular flow.

(Post-meeting note: the HyD had arranged to move the water-filled barriers inward after the meeting and asked the Police to assist in easing the vehicular flow during peak hours.)

## XXI. Date of next meeting

243. There being no other business, the meeting was adjourned at 5:58 p.m. The next meeting was scheduled for 18 January 2021 (Monday) at 10:30 a.m.

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