

**Summary of Discussion of the 1<sup>st</sup> Special Meeting of the  
Transport and Traffic Committee (2013) of  
Kwai Tsing District Council**

The 1<sup>st</sup> special meeting (2013) of the Transport and Traffic Committee (TTC) was held on 28 February 2013. The major issues discussed are summarized as follows:

**Discussion Item**

**Motion: “Kwai Tsing District Council Traffic and Transport Committee requests the Transport Department to ensure as soon as possible alteration of the road between Golden Industrial Building and Kwai Shun Industrial Centre in Kwai Chung into an official single one way road, in order to improve the traffic congestion in vicinity of Kwai Tak Street, Kwai Chung and resolve the problem of illegal parking at the same location.”**

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Moved by Mr. LEUNG Tsz-wing, Dennis and Ms. LAU Mei-lo

Seconded by Ms. TSANG Tze-kwan, Marina

(TTC Papers No. 6, 6a, 6b and 6c/2013)

2. Representative of the Transport Department (“TD”) briefed Members of the improvement plan. She said that the owner of Golden Industrial Building supported the improvement plan, while Kwai Shun Industrial Centre raised no objection and put forward some more suggestions. Members endorsed the above motion and TD’s proposed improvement plan unanimously.

**Introduction/Consultation**

**Kwai Tsing District Bus Route Development Programme in 2013-2014**

(Proposed by the Transport Department)

(TTC Papers No. 3, 3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, 3p/2013)

(TTC Papers No. 3q and 3r/2013, tabled)

3. Representative of TD briefed Members of the bus route development plan in 2013-2014. Representative of the Environmental Protection Department (“EPD”) explained that rationalization of bus routes aimed at reducing bus emissions of respirable suspended particles and nitrogen oxide. Members expressed their views and requests in the following areas:

- (i) Serious problem of frequent lost trips, especially during rush hours.
- (ii) Complaints of worsening services of KMB were frequently received.
- (iii) Failure to increase number of buses after shortening of bus routes.

- (iv) Inconvenience caused by relocation of bus terminus of several routes.
- (v) Interchange concession and cheaper fares should be provided to shortened routes.
- (vi) Construction of a large scale bus-bus interchange in Kwai Tsing District.
- (vii) Provision of daily services for some routes in order to meet actual demands.
- (viii) Provision of special trips in morning rush hours to pick up commuters to work and school.
- (ix) Due consideration was urged to Members' suggestions to work out feasible options and implementation timetables.
- (x) Positive response was urged to repeated requests of standardization of return trip fares and interchange concession.
- (xi) Provision of subsidy services by bus companies.
- (xii) Examination of and stricter requirements for bus types to improve air quality.
- (xiii) Control of private car growth to improve air quality.
- (xiv) Enhancement of bus service for residents of newly built public housing estates.
- (xv) Justifications for fare rise were requested.
- (xvi) Rationalization of routes was criticized for making profits for bus companies instead of benefiting residents.
- (xvii) Continue to provide midnight bus service of route no. N237.
- (xviii) Formulation of a long term strategic development plan for public transport services.
- (xix) Installation of Global Positioning System on buses.
- (xx) The Government as a leading shareholder of MTRC should work out bus-MTR interchange concession.
- (xxi) Extension of terminus of route no. 930 from Wan Chai to Tin Hau.

#### 4. Replies of KMB's representative:

- (i) KMB welcomed view interchanges with Members to improve services together.
- (ii) Rationalization of routes aimed at complementing the services of other routes.
- (iii) Interchange concession would be considered.
- (iv) A balanced option for relocation of bus terminus would be worked out with TD.
- (v) Lost trip rate had decreased. 100 drivers had been employed each month to resolve the problem of lost trips. However recruitment of drivers was difficult due to keen competition.
- (vi) Extension of routes and relocation of bus terminus were subject to various factors.

- (vii) Announcement of bus departing time from terminus for routes with frequency over 15 minutes would be considered.
- (viii) Consideration was given to construction of a large scale interchange near Princess Margaret Hospital.

5. Replies of TD's representative:

- (i) Interactive discussion with Members was welcome.
- (ii) Relocation of bus terminus should not affect current frequencies of relevant bus routes.
- (iii) Return trips on expressways without picking up passengers could provide stable frequencies and keep fares unchanged. It was also the fastest way to pick up commuters from work to home and could increase frequencies.

6. Replies of EPD's representative:

- (i) Measures to reduce bus emissions were enhanced.
- (ii) Bus companies were requested to use most environmental-friendly buses to run the trial low emission areas, and were subsidized installation of catalytic converters and particle reduction devices to reduce emissions and purchase of electric buses for trial.
- (iii) Bus companies were required to purchase environmental-friendly buses upon approval of bus franchise.

7. Reply of First Bus / City Bus

- (i) Extension of bus terminus of route no. 930 from Wan Chai Ferry Pier to Causeway Bay or Tin Hau was not feasible at this stage due to insufficient space and resources.

**Any Other Business**

8. There being no other business. The meeting ended at 5:30 p.m.

Kwai Tsing District Council Secretariat  
April 2013