Minutes of the 2nd Meeting of the
Traffic and Transport Committee (2020) of
Kwai Tsing District Council

Date: 28 April 2020
Time: 2:30 p.m. – 7:00 p.m.
Venue: K&T DO Conference Room

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<tr>
<th>Attendee</th>
<th>Time of Arrival (p.m.)</th>
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<tr>
<td>Mr LAM Siu-fai (Chairman)</td>
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<td>Mr CHOI Nga-man (Vice-chairman)</td>
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<td>Mr CHAN Chi-wing</td>
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<td>Mr CHEUNG Kwan-kiu, Steve</td>
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<td>Mr CHEUNG Man-lung</td>
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<td>Mr CHOW Wai-hung, Rayman</td>
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<td>Mr HON Chun-yin</td>
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<td>Mr HUI Kei-cheung</td>
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<td>Miss KWOK Fu-yung</td>
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<td>Mr KWOK Tsz-kin</td>
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<td>Mr LAU Chi-kit</td>
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<td>Ms LAU Kwai-mui</td>
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<td>Miss LEUNG Ching-shan</td>
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<td>Mr LEUNG Kam-wai</td>
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<td>Ms LEUNG Kar-ming</td>
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<td>Mr LEUNG Kwok-wah</td>
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<td>Miss LO Yuen-ting</td>
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<td>Mr NG Kim-sing</td>
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<td>Mr SIN Chung-kai, SBS, JP</td>
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<td>Mr SIN Ho-fai</td>
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<td>Mr TAM Ka-chun, Warren</td>
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<td>Mr TONG Ho-man</td>
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<td>Mr TSUI Hiu-kit</td>
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<td>Mr WONG Bing-kuen</td>
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<td>Mr WONG Chun-tat</td>
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<td>Miss WONG Pit-man</td>
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<td>Mr WONG Tin-yan</td>
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In Attendance

Mr TSANG Hin-man, Senior Engineer/Covered Walkways 2, Highways Department
Mr LAU Kai-cheung, Project Coordinator/ New Territories 2-3, Highways Department
Ms LEE Eunice, Principal Engineer, Black & Veatch
Mr LI Hok-lai, Matthew, Engineer/ District Facilities, Transport Department
Mr WONG Ka-chun, Danny, Senior Transport Officer /Kwai Tsing 1, Transport Department
Mr HO Ka-fai, Senior Transport Officer /Kwai Tsing 2, Transport Department
Mr NG Ho-leung, Jacky, Engineer/ Tsing Yi, Transport Department
Miss LEE Che-yung, Emily, Engineer/ Kwai Chung, Transport Department
Mr KONG Tze-man, Stephen, Engineer/ New Territories West, Civil Engineering and Development Department
Ms CHOW Hoi-yi, District Engineer/ Kwai Tsing (E), Highways Department
Ms NG Wai-ki, District Engineer/ Works (SW), Highways Department
Mr TSANG Yiu-tim, Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force
Ms WONG Man-yan, District Operations Officer (Kwai Tsing), Hong Kong Police Force
Mr LEUNG Wang-cheong, Assistant Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
Ms WONG Peggy, Assistant Manager (Planning & Development), The Kowloon Motor Bus Co. (1933) Ltd
Mr WONG Ching-yuen, Assistant Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
Miss LEUNG Betsy, Manager (Public Affairs), The Kowloon Motor Bus Co. (1933) Ltd
Mr LI Kevin, Public Affairs Manager, New World First Bus Services Limited and Citybus Limited
Miss YIM Yik-huen, Bonnie, Assistant District Officer (Kwai Tsing), Kwai Tsing District Office
Miss CHEUNGF Hoi-ni, Cheryl (Secretary), Executive Officer (District Council) 1, Kwai Tsing District Office
Opening Remarks

The Chairman welcomed Members and representatives of government departments and organisations to the 2nd meeting of the Traffic and Transport Committee (TTC) (2020) of Kwai Tsing District Council (K&T DC).

Confirmation of Minutes of the 1st Special Meeting (2020) held on 16 January 2020

2. Mr HUI Kei-cheung moved a motion to confirm the minutes. The motion was seconded by Mr HON Chun-yin. Members endorsed the minutes unanimously.

Introduction of/Consultation Paper

New Road connecting Tsing Yi Road and Tsing Yi Hong Wan Road
(Proposed by the Highways Department and Transport Department)
(TTC Paper No. 13/D/2020)

3. Mr TSANG Hin-man, Senior Engineer/Covered Walkways 2 and Mr LAU Kai-cheung, Project Coordinator/New Territories 2-3 of the Highways Department (HyD) and Mr NG Ho-leung, Jacky, Engineer/Tsing Yi of the Transport Department (TD) briefly introduced the Paper.

4. Mr HON Chun-yin put forth enquiries and opinions as follows:

   (i) This project involved short-term tenancy container yards and he enquired whether the resumption of the whole venue would bring about a shortage in parking spaces.

   (ii) Quite a number of cargo trucks accessed Rambler Crest via Tsing Yi Hong Wan Road which caused serious traffic congestion there. Therefore, he supported this project with a view to mitigating the current traffic situation.

5. Mr LAU Chi-kit put forth enquiries and opinions as follows:

   (i) This project aimed at encouraging drivers of cargo trucks to leave via Tsing Yi Road instead of Tsing Yi Hong Wan Road. He enquired the Department what incentives were provided to encourage the drivers to
leave via Tsing Yi Road.

(ii) He opined that the project could not mitigate the traffic congestion at No. 2 Roundabout and enquired the Department whether other measures would be implemented at No. 2 Roundabout, including adding a lane linking Tsing Yi Hong Wan Road and the Roundabout to facilitate vehicular circulation and bring about a less busier exit to avoid congestion.

6. **Mr TAM Ka-chun, Warren** put forth opinions and enquiries as follows:

   (i) The Paper did not provide sufficient information on the project and he hoped that the Department could supplement the project costs.

   (ii) He enquired how many short-term tenancy sites needed to be resumed and their current use. If the land concerned was currently used for parking or accommodating containers, he enquired how to deal with and compensate the land users and he was worried that the problem of illegal parking of large vehicles would become more serious.

   (iii) He enquired whether an application for change in land use needed to be made and whether approval of the Town Planning Board (TPB) was required.

   (iv) He enquired whether an Environmental Impact Assessment (EIA) was required and whether the project would cause nuisance to nearby residents.

7. **Mr SIN Ho-fai** opined that a new public rental housing (PRH) estate would be completed near Tsing Hung Road. TPB had once looked into the traffic flow and the volume to capacity ratio, and pointed out that traffic flow at the junction of Tsing Yi Road would increase. He enquired the Department how the traffic situation could be improved at this preliminary estimation stage.

8. **Mr KWOK Tsz-kin** put forth opinions and enquiries as follows:

   (i) Quite a lot of vehicles parked illegally in Tsing Yi Road and Tsing Hung Road. He enquired whether the Department considered the case and hoped that the Department could provide more information on the traffic flow.
(ii) He enquired whether the Department had solicited the views of the tenants of the short-term tenancy sites.

9. Mr CHOW Wai-hung, Rayman put forth opinions as follows:

(i) He considered that the location of the project was not near the residential area and enquired whether the Department needed to conduct an EIA.

(ii) He hoped that the Department could provide the traffic data after the road diversion for Members' reference. He considered that prolonged congestion was not common at that road section but worried that illegal parking would become serious after resumption of temporary parking spaces which caused congestion in other roads.

(iii) He enquired whether the Department would provide parking spaces in other local places as a substitute plan.

10. Mr TSANG Hin-man gave a consolidated response as follows:

(i) The Department had communicated with the tenants of the temporary sites. The land was used for accommodating containers currently. Short-term tenancy agreements stipulated that tenants had the responsibility to surrender their land for work implementation, so he believed that the problem was not significant.

(ii) He could supplement whether the land was to be used for road works after the meeting.

(iii) Regarding the costs, as the project was still at the preliminary stage, cost estimation would be conducted after obtaining Members' support. However, it was considered at this preliminary stage that the project did not require an application for fund from the Legislative Council.

11. Mr NG Ho-leung, Jacky replied that if a vehicle headed northwards to Kowloon or Tsing Yi South Bridge, the driver might probably opt for Tsing Yi Hong Wan Road and No. 2 Roundabout to save the travelling time as the route passing through the project was
longer with traffic lights.

12. Ms LEE Eunice, Chief Engineer of Black & Veatch replied that traffic assessment was conducted on the suggestion road section. It was estimated that when proposed road was built at No. 2 Roundabout in 2031, the traffic flow would drop from 1.04 (nearly saturated) to 0.85 (acceptable).

13. Mr CHOW Wai-hung, Rayman enquired whether the Department would increase parking spaces for heavy vehicles to solve the problem of illegal parking caused by insufficient parking spaces.

14. Mr CHEUNG Man-lung put forth opinions and enquiries as follows:

(i) He basically supported the proposal. The Paper showed that there was a lay-by in the road section concerned. He enquired whether that location was only used to serve that purpose and whether it could be converted into a bus stop. He pointed out that the demand for public transport in the industrial area in Tsing Yi South started to rise. Some bus routes may pass through that location. The Department might consider reserving that location as a bus stop.

(ii) There was an emergency exit from Tsing Sha Highway to the old Tsing Yi Road which was not open to drivers in general. However, as there was a great distance from Tsing Yi Town to Stonecutters Bridge and Route 9, a vehicle had to travel via a Roundabout at the Container Port before reaching Tsing Yi Town. He asked whether the Department would re-open the emergency exit to allow vehicles to directly reach the Town without travelling via the Roundabout to avoid further congestion.

15. Mr KWOK Tsz-kin enquired about the Department's estimated figures on the traffic flow in 2031 and after the completion of Ching Fu Court.

16. Mr SIN Ho-fai opined that he supported this project but enquired the Department how the traffic congestion would be solved in the long run, apart from this project. He would also like to have a detailed consultancy report for reference.

17. Mr LAU Chi-kit opined that although lanes were added to divert vehicles to Tsing
Yi Road in view of the congestion in Tsing Yi Hong Wan Road, the travelling time of the Tsing Yi Road route was longer. He enquired what incentives were given to encourage diversion and whether extra measures would be implemented to divert the traffic flow.

18. **Mr TSANG Hin-man** gave a consolidated response as follows:

(i) He thanked Members for their support for the project.

(ii) The project did not reserve any space for parking at the time with a view to resuming the least amount of land. The overall review on the issue of parking spaces would be conducted by TD.

(iii) Regarding the resumption of container yards, the Department had liaised with tenants without receiving any objection. As this project needed to be gazetted, a tenant might raise objection by then and the Department would handle it based on the gazetting procedures. He believed that the problem was not significant.

(iv) This project did not require an EIA.

19. **Mr NG Ho-leung, Jacky** gave a consolidated response as follows:

(i) The location mentioned by the Member would temporarily be used as a lay-by but it would also be reserved for future development. The space of the lay-by could fit in two buses. The feasibility of using the location as a bus stop would be assessed subject to the future transportation demand.

(ii) Upon the completion of the new road of the project, it was expected that vehicles could directly reach Tsing Yi Southwest from Tsing Yi Southeast via the new road without travelling via No. 2 Roundabout. Nevertheless, only extending No. 2 Roundabout without the construction of the new road could not reduce the total traffic flow travelling via the Roundabout. Moreover, the logistics development nearby and the residential development in Tsing Hung Road would increase the burden on that Roundabout. Therefore, drawing up new roads would directly reduce the traffic flow of that Roundabout and the access of heavy vehicles in the area near Rambler Crest, Tsing Yi Road. Therefore, the new road would
mitigate the traffic congestion more efficiently than merely an extension of the Roundabout.

(iii) Figures and documents of the project could be supplemented after the meeting.

20. The Chairman opined that the project was still at the preliminary stage and would proceed to detailed design after obtaining Members' support. The Committee would be further consulted on the detailed design.

21. Mr TSANG Hin-man replied that he would like to obtain Members' support on the project and it was scheduled to be gazetted in August. Latest developments would be reported to the Committee.

22. Members unanimously endorsed the captioned plan.

Discussion Items

Establishment of the Working Groups under the Traffic and Transport Committee in 2020 and 2021 and Election of Respective Chairmen
(Proposed by Mr LAM Siu-fai and Mr CHOI Nga-man)
(TTC Paper No. 14/D/2020)

23. The Chairman and Mr CHOI Nga-man briefly introduced the paper.

24. The Committee unanimously endorsed the establishment of the following working groups under TTC in 2020 and 2021:

(i) Traffic Development Affairs Working Group (TDAWG)

(ii) Road Safety Working Group (RSWG)

(iii) Public Transport Working Group (PTWG)

25. The Chairman drew Members’ attention to the Standing Orders of K&TDC for the provisions on election of Chairman of working group, including paragraph 2 under Guidelines on the Mechanism of Working Group, i.e. “each District Council Member
should not concurrently hold the post of Chairman for more than three working groups funded by the District Council”, and paragraph 4(b), i.e. “District Council Members or Co-opted Members should nominate candidate at the meeting, and if the candidate is absent, he/she must give authorisation in writing for acceptance of the nomination.”

26. The Chairman invited nominations for Chairman of the TDAWG.

27. Mr TONG Ho-man nominated Mr HUI Kei-cheung, which was seconded by Mr LEUNG Wing-kuen and Mr LEUNG Kwok-wah. Mr HUI Kei-cheung accepted the nomination.

28. As there was only one candidate, the Chairman announced that Mr HUI Kei-cheung was elected the TDAWG Chairman.

29. The Chairman invited nominations for Chairman of the RSWG.

30. Mr CHEUNG Kwan-kiu, Steve nominated Mr CHOI Nga-man, which was seconded by Mr TAM Ka-chun, Warren and Mr CHOW Wai-hung, Rayman. Mr CHOI Nga-man accepted the nomination.

31. As there was only one candidate, the Chairman announced that Mr CHOI Nga-man was elected the RSWG Chairman.

32. The Chairman invited nominations for Chairman of the PTWG.

33. Mr SIN Ho-fai nominated Mr KWOK Tsz-kin, which was seconded by Miss LEUNG Ching-shan and Mr TAM Ka-chun, Warren. Mr KWOK Tsz-kin accepted the nomination.

34. As there was only one candidate, the Chairman announced that Mr KWOK Tsz-kin was elected the PTWG Chairman.

Traffic Issue of On Yam Estate
(Proposed by Mr LEUNG Wing-kuen)
(TTC Paper No. 6, 6a, 6b/D/2020)

35. Mr LEUNG Wing-kuen briefly introduced the Paper.
36. **Mr WONG Ka-chun, Danny**, Senior Transport Officer/Kwai Tsing 1 of TD replied as follows:

(i) TD had once conducted a site inspection on minibus route no. 410 during the morning peak hours in 2019 and found that the minibus frequency was 9 minutes per trip in average which complied with the standard. However, individual trips might be unstable and departed every 17-19 minutes. TD had requested the operator to allocate trips based on passenger needs. In case of special traffic situation or if fewer passengers went to the hospital, the operator needed to properly allocate resources. When the number of passengers returned to normal, it would request the operator to provide appropriate services and closely monitor the services.

(ii) He noted the proposal on redirecting route no. 235 from Kwok Shui Road to Castle Peak Road but the Department needed to carefully consider the impact of such changes on existing passengers.

(iii) Regarding the section fares of route no. 35A, the Government had been encouraging downward adjustment of fares and discounts provision including section fares in view of social and operational conditions, assuming that efficient services were maintained. However, in view of the principle of free trade, provision of fare discounts was a commercial decision of an individual operator. The Department had relayed the suggestion for The Kowloon Motor Bus Co. (1933) Ltd (KMB)'s consideration.

37. **Ms WONG Peggy**, Assistant Manager (Planning & Development) of KMB replied as follows:

(i) She agreed that it became less stable to travel via Kwok Shui Road. As the trips of route no. 235 were disrupted from time to time, she would further liaise with TD on Members’ suggestion. Members would be consulted when there was any actual proposal on route change.

(ii) The section fares of route no. 35A in Shek Yam Road Market were different from those of routes no. 235 and 235M. The bus company
hoped to encourage passengers of short-haul routes to use shuttle bus services more frequently. The travelling time of long-haul bus routes such as route no. 35A was already more than one hour. Unnecessarily picking up and setting down passengers would affect travelling time but Members' views were noted. Drivers would be reminded to pay attention to whether there were any elder people or people in need who would like to take route no. 35A to On Yam. Passenger needs would be coped with as far as practicable.

38. **Mr LEUNG Wing-kuen** opined that he understood the intention to have route no. 235 travelling via Kwok Shui Road but opined that other methods could be adopted such as hillside works to provide easy access for residents living in Kwok Shui Road.

39. **Mr LEUNG Kwok-wah** opined that it was already hard to board minibus route no. 410 in Lei Pui Street at 8:30 a.m. Some residents might even need to take a taxi to the Princess Margaret Hospital (PMH) as early as 7:55 a.m. Moreover, the trips did not arrive on time during peak hours and trips on Sundays were even fewer. He said that a number of elder people in Shek Lei Estate needed to go to PMH for follow-up consultation. He suggested opening a new bus route between Kwai Chung Northeast and PMH.

40. **Mr WONG Ka-chun, Danny** replied as follows:

(i) TD had conducted a survey on the departure time of minibus route no. 410 at the terminus in Lei Muk Road and noted Members' saying of minibus not following the designated route or the full-loaded minibus in Lei Pui Street or other minibus stops. TD would liaise with the minibus operator and conduct site inspection on weekdays and holidays. TD would also proactively consider other plans such as adjusting minibus services and providing special trips for passengers boarding at the midway stops.

(ii) TD would carefully consider the impact of the adjustment suggestion of bus route no. 235 on existing passengers and would look into other support measures with other departments concerned.

41. **Ms WONG Peggy** replied that Members' views would be considered and KMB would see whether there were other substitute routes to replace bus route no. 235.
42. The Chairman hoped that TD and KMB could actively look into the possibility of diverting bus route no. 235 to Castle Peak Road and the improvement proposal of minibus route no. 410. Further progress would be reported to Members.

**Illegal Parking Issue of On Yam Estate**
(Proposed by Mr LEUNG Wing-kuen)
(TTC Paper No. 7, 7a, 7b/D/2020)

43. Mr LEUNG Wing-kuen briefly introduced the Paper.

44. Mr TSANG Yiu-tim, Officer-in-Charge, District Traffic Team, Kwai Tsing Police District, Hong Kong Police Force replied that the Police had been following up on illegal parking and three cases of complaints were received from October 2019 to January 2020. About 200 Fixed Penalty Tickets were issued at the said location in these three months. Vehicles which caused serious road blockage were removed. The Police would continue to keep track on the situation and enhance enforcement.

45. Miss LEE Che-ying, Emily, Engineer/Kwai Chung of TD replied that a 24-hour ‘no-stopping’ restriction zone had been implemented at the single-lane one-way carriageway at the entrance of the bus terminus outside On Chak House of On Yam Estate. The restriction zone mainly worked against picking up/setting down passengers and loading/unloading goods on the carriageway which led to traffic congestion and affected the operations of the bus terminus. Meanwhile, the Department proposed earlier to make good use of the space inside the bus terminus and cancelled the hatched area beside the bus terminus to empty more space for a wider and improved waiting area for passengers. The works helped deter illegal parking in the said location after the completion. Consultation work was in progress. TD would discuss with HyD on the implementation details.

46. Mr LAU Chi-kit opined that the Police was not strong enough in enforcement actions and the problem of illegal parking was not improved. He enquired whether the Police would take action only after receiving a complaint and how to arrange manpower. He hoped that the Police could set aside more resources to resolve the problem of illegal parking.

47. Mr TSANG Yiu-tim replied that about 16,000 Fixed Penalty Tickets were issued from January to March 2020, which showed an increase of 55% when compared to last
year's figure. Vehicle removal was carried out in March with a view to increasing the deterrent effect. A total of 35 vehicles were removed and 32 vehicles were removed in April. The Police would continue to enhance enforcement actions against illegal parking.

48. **Mr CHEUNG Kwan-kiu, Steve** opined that the Police lacked strength in its previous enforcement actions. Illegal parking in the whole Kwai Tsing District was serious at the time. A lot of residents still complained against the ineffectiveness of the Police's enforcement actions. He hoped that the Police could have actual actions to deter persons who parked illegally.

49. **Mr LEUNG Wing-kuen** opined that the Police carried out follow-up actions but the situation at the time was more serious than before. In the past, the Police carried out enforcement actions during day and night in On Chit Street to deter illegal parking. He opined that the manpower should be sufficient to improve the situation. Illegal parking caused traffic danger and he hoped that the Police could ensure a smooth traffic in On Chit Street.

50. **Mr TSANG Yiu-tim** replied that he noted the problem of illegal parking in On Chit Street. Fixed Penalty Tickets were issued every two hours for three consecutive days within a week in early April. A lot of people stopped illegal parking next day. The Police would continue to deal with the problem of illegal parking.

51. **The Chairman** opined that the Police could first inform District Council Members before carrying out local enforcement actions, so that they could explain and urge the public to stop illegal parking.

**The Issue of Lost Bus Trips Amid the COVID-19 Infection**
(Proposed by Mr TAM Ka-chun, Warren and Mr LAU Chi-kit)
(TTC Paper No. 15, 15a, 15b/D/2020)

**The Situation of Reduction of Number and Frequency of Bus Trips and Lost Bus Trips of Each Bus Company Amid the COVID-19 Infection**
(Proposed by Mr HON Chun-yin, Ms LAU Kwai-mui, Mr SIN Ho-fai, Mr CHOI Nga-man, Mr KWOK Tsz-kin and Mr CHEUNG Man-lung)
(TTC Paper No. 16/D/2020)

52. **The Chairman** pointed out that as the two agenda items were related, he suggested
a combined discussion.

53. Miss YIM Yik-huen, Bonnie, Assistant District Officer (Kwai Tsing), Kwai Tsing District Office pointed out that the two issues adopted the name of "Wuhan Virus" which might cause public antipathy. Kwai Tsing District Office had to point out that according to the World Health Organisation, the disease should be called COVID-19. The Office had suggested a change in the name before the meeting.

54. Mr LAU Chi-kit and Mr TAM Ka-chun, Warren briefly introduced the Traffic & Transportation Paper No. 15/D/2020.

55. Mr HON Chun-yin, Ms LAU Kwai-mui, Mr SIN Ho-fai, Mr KWOK Tsz-kin and Mr CHEUNG Man-lung briefly introduced the Traffic & Transportation Paper No. 16/D/2020.

56. Mr HO Ka-fai, Senior Transport Officer/Kwai Tsing 2 of TD replied as follows:

(i) Each adjusted and approved route lasted for seven days. 183 route adjustment applications submitted by KMB were approved. The approval criteria were the patronage not over 70% to avoid overcrowding of compartments; trips before 9 p.m. not delaying for more than five minutes; and trips after 9 p.m. not delaying for more than ten minutes.

(ii) He had requested the bus company to avoid the problem of prolong waiting at the bus terminus and the midway bus stops.

(iii) Only trips during non-peak hours and after 9 p.m. were indeed adjusted. The Department did not approve the adjustment of KMB trips during peak hours. KMB website had listed out the information on approved service adjustments.

(iv) TD had been monitoring the lost trip situation. Operational record showed this problem from February to April. He had issued a letter to KMB to request it to provide services following the approved service details. KMB had once admitted that it did not provide services based on the approved details. The Department had stressed that despite a drop in the passenger flow, KMB required the Department's approval before adjusting trips. The
Responsible Department

Department would continue to monitor the service standard.

57. Miss LEUNG Betsy, Manager (Public Affairs) of KMB replied as follows:

(i) Quite a lot of residents started to resume work. KMB noted that the passenger demand had been increasing recently. Apart from routes no. 241X and N41X with service suspension and reduction in bus trips approved respectively, other bus services in Kwai Tsing District had resumed to the pre-epidemic level. KMB would continue to discuss with TD on the arrangements of bus trips during non-peak hours and make adjustment based on approved bus schedules.

(ii) Main passenger direction meant that routes during the morning peak hours mainly ran from the New Territories to Kowloon and Hong Kong Island while routes at night mainly ran from Kowloon and Hong Kong Island to the New Territories. The routes concerned during peak hours had resumed the standard before the epidemic during peak hours. Moreover, in view of the commence of the Hong Kong Diploma of Secondary Education Examination, the suspended trips had resumed normal. KMB would continue to pay attention the change in patronage and communicate frequently with TD.

58. Mr LEUNG Kwok-wah opined that there was also a reduction in trips of franchised minibus and enquired whether minibus route no. 403 and other routes had adjusted their trips without obtaining TD's approval.

59. Mr SIN Chung-kai opined that the request of the Transport and Housing Bureau (THB) on the patronage during peak hours at not over 70% was unreasonable. The patronage of a lot of bus services exceeded 70% or was even full at the time. TD or the bus company should increase the number of trips during peak hours to reduce the patronage to 50% and avoid the crowds. He enquired how TD and the bus company fulfilled the requirement of maintaining the patronage at a maximum of 70%.

60. Mr LAU Chi-kit enquired how TD dealt with and punished KMB based on existing mechanism on reducing trips without approval, so as to compensate the public for their waiting time. He stressed that local residents had once spent 45 minutes on waiting a bus. He requested the Department to elaborate and explain on the punishment
mechanism.

61. Miss LEUNG Ching-shan opined that local residents usually needed to wait for more than 30 minutes to take a bus of routes no. 37, 37M or 34. She hoped that TD and KMB could provide figures on the daily waiting time and passenger flow, so as to let Members know whether the actual circumstances matched with the approved trip adjustment.

62. Mr TAM Ka-chun, Warren put forth enquiries and opinions as follows:

(i) He enquired how TD punished KMB for reducing trips without approval and considered that the Department had the responsibility to monitor bus companies.

(ii) He enquired about TD's criteria for the approval of trip adjustments and whether all applications for trip reduction were approved.

(iii) The Paper should not only include bus routes of Tsing Yi District. Information on bus routes in Kwai Chung District should also be included.

(iv) TD and the bus company should ensure a not over 70% patronage by increasing trip frequency, but not reducing trips.

63. Mr SIN Ho-fai put forth enquiries and opinions as follows:

(i) He enquired whether bus routes no. 248M and 249M would resume to pre-epidemic level, how to deal with routes which serve Tsing Yi Island only and whether the trip frequency would be increased during the non-peak hours.

(ii) Bus frequency during the non-peak hours was sparse but TD still approved the bus company's application on reducing bus trips. He considered that bus services should be more frequent as trains of the Tung Chung line became less frequent. The Department should consider clearly the support measures and he enquired when the Tung Chung line would resume normal service.
64. Miss WONG Pit-man put forth enquiries and opinions as follows:

(i) She enquired whether TD had ever disapproved applications for the reduction in bus trips.

(ii) She opined that it was not proper for TD to issue warning letters to the bus company and continue approving its application at the same time. TD did not try it's best to monitor the bus company.

(iii) As the epidemic continues, she enquired whether TD's anti-epidemic standards were in line with those of the Government and whether the principle of avoiding the crowds was complied with.

65. Mr LEUNG Kam-wai put forth opinions and enquiries as follows:

(i) He hoped that TD could provide figures on the cases which required an increase in bus frequency as the patronage was over 70%.

(ii) A number of bus services switched from double-deck to single-deck buses, such as bus route no. 930.

(iii) TD did not provide concrete figures on the lost trip situation in Kwai Tsing District at the time for the District Council to monitor. The lost trip problem was especially serious in routes no. 44M and 43A. He hoped that TD supplemented the figures of lost trips for the period of January-April 2020 based on the original statistical method after the meeting.

66. Mr CHOW Wai-hung, Rayman put forth opinions and enquiries as follows:

(i) The Government requested a reduction in gatherings and he opined that KMB reduced bus trips and cut salaries of drivers out of the profit-making concern.

(ii) He enquired whether TD had consulted the views of the Department of Health before approving KMB's applications for reducing bus trips. Its decision might bring about potential risks and crowded compartments. Some commuting passengers might not be able to board a bus.
He enquired about TD's criteria for reducing KMB bus trips and whether there were cases in which KMB's applications were not approved.

He enquired about the actual figures on the cases in which the number of bus trips increased in view of the patronage being over 70%. He pointed out that the patronage of routes no. 37 and 38 generally exceeded 70% and asked whether trip frequency would be higher.

Mr KWOK Tsz-kin enquired how the Department would monitor the situation of the gatherings of passengers at bus stops due to a decrease in bus trips.

Miss LO Yuen-ting put forth opinions and enquiries as follows:

She considered that TD failed to monitor the bus company. The lost trip problem was serious at the time. She enquired whether the Department had punished the bus company during the epidemic.

Residents needed to spend half an hour to wait for bus route no. 42A during peak hours at night before the epidemic. After the outbreak of epidemic, they could not board a bus even after an hour. She enquired whether TD had conducted a site inspection to look at the situation.

She suggested that the bus company arranged captains to coordinate buses at the midway stops. Many passengers waited at the bus stop beside Cheung Hang Shopping Centre and at Ching Tao House. Those waiting for route no. 42A could not even board a bus during peak hours. She considered that TD needed to face the problem.

Ms LEUNG Kar-ming put forth opinions as follows:

Quite a lot of residents reflected that the alarm function of the KMB mobile application was not accurate and the last trip situations were frequently found. Therefore, more waiting passengers gathered and the patronage of 70% could not be maintained. She opined that KMB should increase he bus frequency and TD should also try its best to monitor the bus company.
(ii) It was hard for passengers to board routes no. 948 or 42A buses after work. She hoped that TD could pay attention to those routes.

70. Mr TSUI Hiu-kit put forth opinions and enquiries as follows:

(i) A lot of complaints were received from residents from late February to early March. He had already reflected to KMB that the alarm function of its mobile application was not accurate. He said that it was caused by the change in contractor. He opined that the alarm function was very important to passengers and enquired whether the mobile application was repaired.

(ii) He enquired about the actual drop in KMB passengers.

71. Mr NG Kim-sing put forth enquiries and opinions as follows:

(i) He enquired about TD's measures to reduce crowd gatherings. Compartments had become even more crowded and buses switched from double-deck to single-deck ones at the time which further shortened distance between passengers. He hoped that TD could resolve the problem as soon as possible.

(ii) He enquired whether TD had made reference to figures on determining whether a reduction in bus trips could still cope with passenger needs when vetting KMB's applications.

72. Mr HO Ka-fai replied as follows:

(i) He did not receive any application for an adjustment of franchised minibus trips and would remind the operator to follow the service schedule.

(ii) TD had issued over 20 advisory letters and reminders on bus services in Kwai Tsing, requesting the bus company to operate based on the approved schedule. TD had also looked into the issue by different means and found the lost trip problem after receiving complaints and conducting random checks on operational records of the bus company.
(iii) KMB's patronage dropped by 30-40% from February to April. In view of the situation, the Department approved the trip adjustment by the bus company. Approved trip adjustments from 24 April to 3 May involved non-peak hours only. KMB website listed out the information of adjusted bus trips. He would discuss with KMB on how to provide information to Members after the meeting.

(iv) According the Public Bus Services Ordinance (Cap. 230), TD could impose a financial penalty on the bus company subject to circumstances. TD would first consider issuing a warning letter if the situation was serious.

73. **Ms LEUNG Betsy** replied that she noted the problem of the KMB mobile application. The contractor had changed recently and technical problems might occur during transition. The contractor was repairing the problems as soon as practicable with a view to reducing the impact on passengers.

74. **Mr WONG Ka-chun, Danny** replied as follows:

(i) TD did not receive any application for a reduction of the franchised minibus trips but had once received application for a temporary reduction of minibus trips to and from PMH. The Department approved the temporary service adjustment based on the patronage figures provided by the operator. The minibus service had resumed normal at the time.

(ii) He did not receive any application for trip reduction regarding minibus routes no. 403 and 86.

(iii) The Department would remind the operator to keep abreast of passenger needs and timely resume original services as the patronage increased in the future.

75. **The Chairman** opined that residents had resumed work gradually and the performance of KMB and TD was disappointing. TD and KMB did not inform the District Council Members in advance of the adjustment. District Council Members needed to find out related information themselves through different means. He hoped that the Department could learn from the experience and inform District Council Members
before any major adjustment, so that Members could explain to the residents.

76. **Mr TSUI Hiu-kit** put forth enquiries and opinions as follows:

   (i) He asked about the actual drop in KMB passengers due to the epidemic.

   (ii) He opined that there was not a big drop in the bus patronage during peak hours. He enquired whether KMB has the capability to increase trip frequency to meet THB's requirement of 70% patronage and whether TD would provide subsidies to the bus company.

   (iii) He hoped that KMB could immediately inform the District Council Members of the trip adjustment in the future.

77. **Mr KWOK Tsz-kin** enquired how TD and KMB dealt with the problem of prolonged waiting at bus stops, especially those at the midway bus stops like Ching Tao House and Mei Foo Station.

78. **Mr WONG Tin-yan** put forth enquiries as follows:

   (i) He enquired for the circumstances under which the punishment mechanism would be activated and how TD punished the bus company.

   (ii) He foresaw that the Government would continue the measures of avoiding crowd gatherings but the public transportation system acted against the policies. He asked what measures TD had in order to avoid the contradiction.

79. **Mr HO Ka-fai** replied as follows:

   (i) He would discuss with KMB how to inform Members of trip adjustment as soon as practicable after the meeting.

   (ii) Regarding the problem of prolonged waiting at bus stops, apart from receiving a complaint, the Department would also proactively investigate the case. Advisory letters and reminders had been issued to the bus company from February and April. The punishment mechanism was
established in accordance with Article 22 of the Public Bus Services Ordinance (Cap. 230).

80. **Ms LEUNG Betsy** replied as follows:

(i) Regarding the problem of prolonged waiting at bus stops, information on concrete timeslots would be reported to Members after the meeting.

(ii) KMB’s patronage dropped about 40% due to the epidemic.

(iii) TD once requested the bus company to maintain the average patronage at a level of not over 70%. The service standards at the time basically reached the requirement.

(iv) She would discuss with TD on how to disseminate the information on the latest trip to Members.

81. **Mr LEUNG Wang-cheong**, Assistant Manager (Operations) of KMB replied that buses resumed normal services during the morning and evening peak hours, running on the schedule before the epidemic.

82. **Mr LEUNG Kam-wai** put forth enquiries and opinions as follows:

(i) He requested the bus company to provide the actual figures on the increase in bus trips in view of the requirement of 70% patronage.

(ii) He requested the bus company to provide the statistics on switching from double-deck to single-deck buses.

(iii) He hoped that TD could provide the figures on the lost trip situation for the period from January to April 2020.

83. **Miss WONG Pit-man** put forth enquiries and opinions as follows:

(i) She enquired whether any application for a reduction in bus trips was not approved.
(ii) If the epidemic continued in May, she hoped that TD could arrange vehicles for non-commercial use to serve the passengers waiting for a long time at bus stops.

84. Mr SIN Ho-fai put forth opinions and enquiries as follows:

(i) He opined that the government policy was favorable to the railway in the time, causing operational difficulties to bus companies. However, this did not mean that bus companies could freely reduce trips.

(ii) He enquired how to deal with bus trips serving the New Territories during non-peak hours and whether they would resume to pre-epidemic level. He pointed out that routes no. 43A, 44M, 248M, 68M and 279X had not resumed normal yet.

(iii) He enquired whether the temporary trip reduction of minibus route no. 413 had been formally approved and what criteria TD had in vetting those applications. He pointed out that minibus route no. 413 had never run according to the schedule.

85. Mr HO Ka-fai replied as follows:

(i) Bus routes no. 904 and 914 were approved at the time to be run by single-deck buses instead of double-deck ones from 24 April to 3 May.

(ii) He would discuss with KMB on how to provide the information of the disapproved bus routes to Members after the meeting.

86. Mr WONG Ka-chun, Danny replied as follows:

(i) The Department vetted the applications for the reduction of franchised minibus trips based on the change in the patronage, which was similar to those for the reduction of bus trips. The figures submitted by the operator of route no. 90P showed that the patronage during the non-peak hours significantly dropped by 40-50%. The main reason for such drop in patronage was the hospital's arrangement of forbidding visitors.
(ii) Other franchised minibus services would be adjusted based on the social conditions and the work resumption arrangements. TD would request the operator to arrange appropriate services according to the change in the patronage.

(iii) He would follow up on the statistical method of the lost trips report with the bus company. The latest report could not be provided at the time. He would provide the relevant information to the Committee as soon as possible.

87. **Mr LEUNG Wang-cheong** replied that routes no. 44M and 248M had resumed normal services.

88. **Mr TAM Ka-chun, Warren** put forth opinions and enquiries as follows:

(i) He considered that the figures provided by TD were too few. TD should enhance supervision on minibus route no. 413 and arrange single-deck buses to run that route.

(ii) He enquired how TD examined the cases of the bus company reducing the bus trips but maintain the patronage of not over 70% at the same time. He enquired the vetting criteria of the applications of reducing bus trips.

(iii) He enquired whether TD had ever disapproved any applications for the reduction in bus trips.

(iv) He asked why TD did not enforce the financial penalty.

89. **Mr LAU Chi-kit** opined that TD ignored residents' views and merely issued letters to remind the bus company to run according to the schedule. Article 22 of the Public Bus Services Ordinance (Cap. 230) stipulated that a financial penalty shall not exceed $10,000 for the first occasion on which a penalty is imposed, and shall not exceed $20,000 for the second occasion on which a penalty is imposed, and shall not exceed $50,000 for the third occasion on which a penalty is imposed. He opined that the penalty was already lenient but TD still did not enforce the financial penalty to deter the bus company. He hoped that TD could seriously deal with the issue.
90. Mr CHOW Wai-hung, Rayman put forth enquiries and opinions as follows:

(i) He enquired about the criteria of disapproving applications for the adjustment of bus trips.

(ii) He asked what arrangements KMB had when the patronage was over 70%. The Patronage of routes no. 37 and 38 generally exceeded 70%.

(iii) He enquired how TD enforced the penalty and under what circumstances would the warning letters be issued and the financial penalty be enforced.

(iv) The Patronage not exceeding 70% meant that no passenger needed to stand in a bus. If such standard was to be adopted, conflict might occur between captains and passengers. He enquired how TD would assist in those cases.

91. Mr HO Ka-fai replied as follows:

(i) TD had disapproved applications for the reduction of bus trips submitted by the bus company.

(ii) Vetting criteria included the degree of the drop in patronage, the patronage during peak hours and residents' acceptability of trip adjustment, such as record of complaints.

(iii) He would reflect Members' view on enforcing the penalty to the Department.

92. Mr WONG Ka-chun, Danny replied that KMB submitted operational figures when applying for trip adjustment. Each round of adjustment was on a 7-day basis and figures were reviewed every week to understand the change in passenger needs. The Adjustment was then made accordingly.

93. Mr LEUNG Wang-cheong replied as follows:

(i) As residents resumed work gradually, KMB would continue to keep abreast of the patronage. Appropriate adjustment would be made in case of
a sudden surge in passenger needs.

(ii) Apart from routes no. 904 and 914, buses were run according to service details. For instance, trips using double-deck buses would not switch to single-deck ones.

94. The Chairman enquired whether the bus company could not fulfill the requirement of 70% patronage raised by THB and whether there were difficulties in implementation.

95. Ms LEUNG Betsy replied that drivers and on-site colleagues did not have the right to request a passenger to get off.

(Post-meeting note: KMB said that there was no law at the time to stop a passenger from boarding when the number of passengers did not exceed the legal restriction on the maximum capacity.)

96. The Chairman received the following extempore motion:

Extempore motion: "During The Epidemic, Reduction of Bus Trips by the Bus Company Made Residents Even More Difficult to Board a Bus. The Transportation Department Did Not Fulfill Its Supervision Duties. Kwai Tsing District Council Now Condemned The Transport Department For Failing To Fulfill Its Supervision Duties And Requested That The Department Immediately Urged The Bus Company To Resume Normal Services And Punished The Bus Company Based On The Existing Mechanism."

(Proposed by Mr HON Chun-yin and Mr LAU Chi-kit, seconded by Miss LEUNG Ching-shan, Mr TAM Ka-chun, Warren and Mr CHEUNG Kwan-ku, Steve)

97. The Chairman announced to decide whether to accept the extempore motion by voting. The Committee unanimously accepted the extempore motion.

98. The Chairman announced to decide whether to endorse the extempore motion by voting. The Committee unanimously endorsed the extempore motion.

Extempore motion: “The Transport & Transportation Committee of Kwai Tsing District Council Requested That Whenever KMB Made an Application for Reduction of Bus Trips and Services, the Transport Department Shall Inform the
Kwai Tsing District Council before Approval, so that The Committee Could Make Coordination and Provide Suggestions in Advance"

(Proposed by Mr CHOW Wai-hung, Rayman; seconded by Mr CHEUNG Man-lung and Mr KWOK Tsz-kin)

99. The Chairman announced to decide whether to accept the extempore motion by voting. The Committee unanimously accepted the extempore motion.

100. The Chairman announced to decide whether to endorse the extempore motion by voting. The Committee unanimously endorsed the extempore motion.

Motion: The Traffic and Transport Committee of the Kwai Tsing District Council Requests the Transport Department to Examine Ways to Improve the Transport Services in the Small Hours in Tsing Yi Immediately, Including But Not Limited to Improving KMB Routes Nos. N41X and N241 and Re-examining Overnight Minibus Services, and Submit Improvement Measures to the Committee Within 2 Months

(Proposed by Mr SIN Ho-fai, Miss WONG Pit-man and Mr WONG Chun-tat; seconded by Mr TAM Ka-chun, Warren, Mr HON Chun-yin, Mr CHEUNG Man-lung, Mr KWOK Tsz-kin and Mr LAU Chi-kit)

(TTC Paper No. 17, 17a/D/2020)

101. Mr SIN Ho-fai, Miss WONG Pit-man, Mr WONG Chun-tat, Mr TAM Ka-chun, Mr HON Chun-yin, Mr CHEUNG Man-lung, Mr KWOK Tsz-kin and Mr LAU Chi-kit briefly introduced the Paper.

102. Mr HO Ka-fai replied as follows:

(i) He said that bus figures of January were more representative. The patronage of route no. N41X was 14-20% while the patronage of route no. N241 heading to Hung Hom and Tsing Yi was 20% and 20-33% respectively.

(ii) He once conducted a consultation on the suggestions of overnight minibus. Views collected showed that the minibus routes concerned could not take care of the residents living in Tsing Yi Southwest but it was found upon review that travelling time would increase if the route run via Tsing Yi Southwest. There would also be an overlapping of functions with routes no.
Responsible Department

N41X and N241. Therefore, it was decided to enhance and closely monitor routes no. N241 and N41X services. At the time, trips of route no. N41X increased from two to four.

103. Ms WONG Peggy replied by saying that the patronage of overnight bus service was lower than the day service. Therefore, based on the principle of providing basic service during midnight, KMB launched a special service of route no. N41X in view of the patronage and Members' suggestion. However, the patronage was not high since its launch. KMB would continue to take note of the situation and adjust its service to cope with the patronage changes. KMB would also continue to follow up with TD.

104. Mr TAM Ka-chun, Warren put forth enquiries as follows:

(i) He enquired whether the whole overnight traffic services of Tsing Yi would be looked into again, including adjusting trips and routes of bus routes no. N241 and N41X, as well as overnight minibus services.

(ii) He enquired whether the previous overnight minibus services would not be re-launched or new services would be launched.

(iii) He enquired whether TD conducted a site inspection on taxi pooling and the related patronage. He opined that TD could adopt the potential sources of passengers as the direction of re-investigation of the overnight traffic services.

105. Mr SIN Ho-fai put forth opinions and enquiries as follows:

(i) He opined that an increase in the trips of route no. N41X was not related to the review of the bus company. The whole overnight traffic services of Tsing Yi were reviewed, instead of a single bus route.

(ii) He enquired why TD adopted the figures on route no. 402S in 2018 and hoped that TD could provide more figures to Members.

(iii) Figures showed that there would not have a big impact on passengers if route no. N241 did not travel via Mei Foo. He enquired how the bus
company and TD improved route no. N241 services.

106. Miss WONG Pit-man put forth opinions as follows:

(i) The patronage of overnight buses did not fully represent residents' needs. Many residents took traffic means other than bus (e.g. taxi pooling). She opined that TD should not only calculate bus patronage and enquired whether it was feasible to fully adjust overnight traffic services.

(ii) Residents had considerable demand for minibus route no. 402. She enquired whether its service hours and route could be extended.

107. Mr HO Ka-fai replied as follows:

(i) The figures on route no. 402S in 2018 were the investigation results of TD. The way the operator collected figures was different from the requirement stated by Members in the Paper, but the Department was seeking the relevant figures from the operator.

(ii) The suggestion of launching overnight minibus services in late 2018 had been cancelled at the current stage upon consultation and review. There was no plan to add overnight minibus services at this moment.

(iii) Development of transport means other than bus, such as taxi services, needed to be discussed with the bus company regarding the allocation of sources of passengers.

Motion: The Traffic and Transport Committee of the Kwai Tsing District Council Requests the Transport Department to Examine Ways to Improve the Transport Services in the Small Hours in Tsing Yi Immediately, Including But Not Limited to Improving KMB Routes Nos. N41X and N241 and Re-examining Overnight Minibus Services, and Submit Improvement Measures to the Committee Within 2 Months
(Proposed by Mr SIN Ho-fai, Miss WONG Pit-man and Mr WONG Chun-tat; seconded by Mr TAM Ka-chun, Warren, Mr HON Chun-yin, Mr CHEUNG Man-lung, Mr KWOK Tsz-kin and Mr LAU Chi-kit)

108. The Chairman announced to decide whether to endorse the motion by voting. The
Committee unanimously endorsed the motion.

The Problem of Illegal Motor Racing on Kwai Chung Road and Ching Cheung Road (Motions: “1) Request the Police to Enhance Action Against Illegal Motor Racing in Kwai Tsing District on a Continuous Basis 2) Request the Transport Department to Adopt Interval-based Speed Enforcement at Illegal Motor Racing Black Spots in Kwai Tsing District 3) Request the Environmental Protection Department to Endorse the Retrofitting of Noise Barriers on Sections of Kwai Chung Road and Ching Cheung Road Close to Residential Areas as Soon as Possible 4) Request the Installation of Speed Enforcement Cameras.”) (Proposed by Mr CHEUNG Kwan-kiu, Steve and Mr WONG Tin-yan; seconded by Mr CHOI Nga-man and Mr SIN Chung-kai, SBS, JP) (TTC Paper No. 21, 21a, 21b and 21c/D/2020)

109. Mr CHEUNG Kwan-kiu, Steve, Mr WONG Tin-yan and Mr SIN Chung-kai briefly introduced the Paper.

110. Mr HON Chun-yin put forth opinions as follows:

(i) Apart from Kwai Chung Road, Ching Cheung Road and Castle Peak Road, illegal car racing was equally serious in Tsing Yi District.

(ii) There were quite a lot of modified vehicles taking a trial run along Tsing Yi Road which caused serious noise problem. The Police had conducted a random examination on modified vehicles for three times but complaints were still received from residents every week. He hoped that the Police could enhance monitoring.

111. Mr LAU Chi-kit opined that the Police had only issued less than 500 Fixed Penalty Tickets from January to March and the enforcement was not strong. He opined that resources should be put into prosecuting illegal car racers and illegal parking, and requested the Police to explain how it carried out the enforcement actions.

112. Mr SIN Ho-fai opined that according to a paper of the Legislative Council, the average speed camera system (ASCS) installed in the part of the road section of Tsuen Wan Road by TD included a number plate recognition system. He opined that this item was highly controversial and involved the privacy issue. He hoped that TD could provide
Mr TAM Ka-chun, Warren put forth enquiries as follows:

(i) TD said that the preliminary work was in progress and he enquired whether TD had already known about the installation location of ASCS.

(ii) He enquired about the details of the preliminary work and whether ASCS started to be installed in first half of 2021.

(iii) He enquired how TD dealt with the privacy issue arisen from the number plate recognition system.

Mr KWOK Tsz-kin put forth opinions and enquiries as follows:

(i) Noise created from modified vehicles seriously affected residents at the time. The Police's action of random examination of modified vehicles was less frequent than other types of actions. He asked how the Police could enhance the prosecution against illegally modified vehicles.

(ii) He enquired whether DO would coordinate with other departments for a joint action.

Mr TSUI Hiu-kit put forth opinions as follows:

(i) He considered that the noise problem was divided into two categories, with one as the noise caused by speeding and another as the noise caused by the modification of pipes. Similar problem was also found in Tsing Yi Road West and Ching Wah Court. The Police could not immediately prosecute against modified vehicles at the time. He opined that the Environmental Protection Department (EPD) or TD should have good knowledge on the range of decibel caused by original pipes, so that the Police could immediately identify a modified vehicle from the decibel and issue Fixed Penalty Tickets. He considered that the enforcement could be more effective.

(ii) Speed enforcement system in Hong Kong was rather primitive. He opined
that Hong Kong could make reference to the enforcement system of the Mainland and different cities.

116. **Miss YIM Yik-huen, Bonnie** replied that DO could carry out coordination work when necessary. Members' views would be relayed to departments concerned after the meeting.

117. **Mr TSANG Yiu-tim** replied as follows:

   (i) The prosecution against the speeding and illegal car racing was the main focus item of the Police's traffic section. Traffic New Territories South of the Police carried out actions from time to time and the intelligence on large-scale illegal car racing activities would be collected before carrying out the enforcement.

   (ii) The three rounds of random examination of modified vehicles stated in the Paper did not include the interception of suspected modified vehicles on street during daily operations. The Police would issue vehicle examination certificates to request drivers to hand over their vehicles to a vehicle examiner. The three rounds of actions stated in the Paper meant that the Police intercepted vehicles with vehicle examiners and conducted immediate vehicle examination.

118. **Mr LI Hok-lai, Matthew**, Engineer/Special Duties 1 of TD replied as follows:

   (i) ASCS was still under the testing stage. The Department was seeking suitable locations to test its feasibility and technology. There was currently no confirmed location to launch this system at the time. Members' concern on privacy would be relayed to the Traffic Control Division.

   (ii) TD and the Police allocated fixed speed cameras on highways based on the existing criteria and resources. Prevalence of speeding and geographical and environmental factors of the road section would also be considered.

119. **The Chairman** pointed out that the illegal car racing started from the road section in Hung Hom to Wo Yi Hop Road. He enquired whether the Police would enhance the enforcement and whether TD had other means to mitigate the problems as soon as
120. **Mr TSANG Yiu-tim** replied that the Police would enhance enforcement and a lot of actions would be carried out to combat illegal car racing activities.

121. **Mr LI Hok-lai, Matthew** replied that the Traffic Control Division would think of appropriate locations for installing ASCS and there was no information on the locations at the time. The latest information would be relayed to Members.

122. **Mr CHOI Nga-man** put forth opinions as follows:

   (i) He enquired whether the Department could install radar to detect noises and said that Taiwan had already adopted the technology.

   (ii) Many drivers knew the locations of fixed speed cameras. He hoped that the fixed speed cameras could be installed along Kwai Chung Road and Castle Peak Road to reduce noises.

   (iii) He thanked DO for coordination and hoped that noise barriers could be installed for the residents.

123. **Mr SIN Chung-kai** opined that the Department could provide the exact dates of installing the fixed speed cameras in black spots of illegal car racing in Kwai Chung Road, Ching Cheung Road and Castle Peak Road and the exact amount of cameras in the next meeting. He opined that such arrangements would have a deterrent effect.

124. **Mr LAU Chi-kit** put forth opinions and enquiries as follows:

   (i) He hoped that TD and the Police could provide a concrete plan in the next meeting and did not hope that the Department only noted the views.

   (ii) The Police issued 240,000 Fixed Penalty Tickets on speeding in one year. He enquired why only less than 500 Fixed Penalty Tickets were issued from January to March 2020.

125. **Mr CHEUNG Kwan-kiu, Steve** put forth opinions and enquiries as follows:
(i) He did not see that the Police carried out actions against illegal car racing activities. In the past, there were a number of illegal car racing activities during long holidays or around weekends, but these activities were also seen on weekday nights at the time. He considered that the Police should improve its intelligence acquisition.

(ii) EPD replied that it could only pave noise-resistant materials on road surface and there were no other effective measures as the structure of Kwai Chung Road and Ching Cheung Road did not support setting up noise barriers. However, he enquired whether noise barriers could be built along the road section on ground, including the area around Lai King. He hoped that EPD could provide a written reply.

126. Mr TAM Ka-chun, Warren put forth enquiries as follows:

(i) He enquired why TD could install ASCS but there was no space to install fixed speed cameras. He hoped that TD could make a written reply to tell the exact road section or location with ASCS installed and how to deal with the issue of violation of personal privacy brought by the number plate identification system. He pointed out that use of the system was highly controversial.

(ii) He enquired whether TD would commence works in first half of 2021 or start to adopt the technology.

127. Mr SIN Ho-fai opined that he had reservations on ASCS. The Legislative Council had been consulted regarding this system but it did not obtain the majority support. Therefore, the Government did not launch the trial programme at that time but it was launched currently. He asked TD where the fund came from and why such programme could be executed without the approval of the Legislative Council and the District Council. He hoped that TD could send another representative to the meeting to explain the details of ASCS.

128. Mr WONG Tin-yan opined that EPD's reply did not pinpoint the current problems. Residents of a flat with certain facing in Lai King Estate had been suffering from noise problem. Mental problems and hearing loss were intensified. EPD once conducted a test in the flat and found that the noise level was above standard. However, the problem
persisted as noise barriers could not be set up. He hoped that EPD could have other suggestions, for example whether the Housing Department could assist in installing fixed glazing.

129. Mr TSUI Hiu-kit put forth opinions as follows:

   (i) He hoped that the Police could follow up on the problem of illegal car racing in Tsing Yi Road West.

   (ii) ASCS was controversial. He opined that if it was to be installed in main black spots, the Department would clearly explain the use of information obtained from the system.

   (iii) He hoped that the Innovation and Technology Bureau or EPD could give a response on the feasibility of providing decibel restriction of various vehicle models so that immediate prosecution by the Police was possible.

130. Mr LI Hok-lai, Matthew replied as follows:

   (i) Regarding installing speed camera in highways, TD would also consider all available locations across the whole territory. Exact locations would be reported to District Council Members and the public.

   (ii) There was no information on the privacy issue arisen from ASCS at the time. The installation of the system in Tsuen Wan Road was about testing the technological feasibility.

   (iii) The Paper state that the feasibility and technology of ASCS would be tested in the first half of 2021. The system would not be launched at that time.

131. The Chairman said that TD should provide supplementary documents to Members through the Secretariat.

132. Mr TSANG Yiu-tim replied that the figures on the usage of laser guns and issuance of tickets in the two road sections of Kwai Chung Road and Ching Cheung Road were provided by Traffic New Territories South of the Police. There was no further
information at the time.

133. The Chairman said that if Members had further enquiries, they could submit an agenda item in advance for discussion in the next meeting, so that the Department could provide more details.

**The Problem of Illegal Motor Racing on Kwai Chung Road and Ching Cheung Road**

(Motions: “1) Request the Police to Enhance Action Against Illegal Motor Racing in Kwai Tsing District on a Continuous Basis 2) Request the Transport Department to Adopt Interval-based Speed Enforcement at Illegal Motor Racing Black Spots in Kwai Tsing District 3) Request the Environmental Protection Department to Endorse the Retrofitting of Noise Barriers on Sections of Kwai Chung Road and Ching Cheung Road Close to Residential Areas as Soon as Possible 4) Request the Installation of Speed Enforcement Cameras.”)

(Proposed by Mr CHEUNG Kwan-kiu, Steve and Mr WONG Tin-yan; seconded by Mr CHOI Nga-man and Mr SIN Chung-kai, SBS, JP)

134. The Chairman announced to decide whether to endorse the motion by voting. The Committee unanimously endorsed the motion.

**Bus Route Programme 2020-2021 of Kwai Tsing District**

(Proposed by Mr NG Kim-sing and Mr TONG Ho-man)

(TTC Paper No. 22/D/2020)

135. Mr NG Kim-sing and Mr TONG Ho-man briefly introduced the Paper.

136. Miss LEUNG Ching-shan put forth opinions as follows:

(i) She objected against the routing alteration suggestion of bus route no. 37 proposed by TD. Route no. 37 had been launching in Kwai Shing Circuit for more than 30 years. All residents objected against the routing alteration. Residents had been relying on route no. 37 to go to Sham Shui Po and Prince Edward for work. In case of traffic congestion, other bus routes should be improved, instead of alternating the only route from Kwai Shing Circuit to Kowloon. Therefore, she hoped that TD and KMB could suspend the plan of routing alteration, regroup the trips of route no. 37 and consider providing interchange discounts.
(ii) There was no bus service accessing High Prosperity Terrace at the time. She hoped that bus services of routes no. 33A and 237A could be regularised and TD and KMB could look into the feasibility of travelling via High Prosperity Terrace.

137. **Mr CHEUNG Kwan-kiu, Steve** opined that he understood the operational efficiency of route no. 32H was not high from the point of view of the bus company and TD. However, the route was very convenient to residents of Lai King. Only one trip was available every hour at the time. He suggested that the Department should consider increasing the bus frequency.

138. **Mr WONG Ka-chun, Danny** replied as follows:

(i) A detailed written reply would be provided after the meeting.

(ii) The content of the Bus Development Programme had been discussed in the special meeting and Members' views were noted from this meeting. TD would look into and consider the views with the bus company, especially those regarding the alternation of route no. 37.

139. **Ms WONG Peggy** replied that KMB had resumed pre-epidemic services of routes no. 34 and 37. KMB would keep abreast of the actual road traffic and passenger needs before making appropriate service adjustments. Regarding other long-term bus development suggestions, she noted Members' views raised in the special meeting. KMB would study the feasibility and follow up on the views with TD.

140. **The Chairman** hoped that TD could provide a written reply as soon as practicable and discuss with Members concerned on the development of certain routes.

**Information Papers**

**Kwai Tsing District Traffic Accident Report**
(TTC Paper No. 18/I/2020)

141. Members noted the above paper.
Projects and Timetables of Major Traffic Improvement Works Completed in the Past Two Months, In Progress or to be Commenced in Six Months by the Highways Department
(TTC Paper No. 19/I/2020)

142. Mr HUI Kei-cheung enquired about the exact timetable of the improvement works of crossing facilities after the completion of trench works of item no. TW/18/02176. He hoped that the Department could further explain the details and provide the completion date.

143. Mr WONG Bing-kuen opined that item no. TW/18/02176 affected residents as more than 10,000 users walked past the road concerned but the crossing facilities were not complete. This caused inconvenience to residents. The problems concerned had been reflected since 2016 but only the feasibility research was still in progress. He hoped that the Department could speed up the work progress and enquired whether the works of unblocking pipes could be carried out in early May as scheduled.

144. Mr LEUNG Kam-wai enquired about item no. NW/14/00070. It was already the second quarter of 2020 and he asked for the exact work schedule.

145. Mr KWOK Tsz-kin put forth enquiries as follows:

(i) The Paper did not list out the works of installing iron pillars in Liu To Road near SKH Chu Yan Primary School in Cheung Wang Estate. He enquired about the work progress.

(ii) TD once proposed adding parking spaces for containers in Cheung Fai Road in July 2019 and enquired about the project progress.

146. Ms NG Wai-ki, District Engineer/Works (SW) of HyD replied as follows:

(i) Regarding item no. TW/18/02176, the Department's contractor would try to unblock the underground pipes for traffic signals with a water wagon in May. If the pipes could not be unblocked, new cross road ducts might be required to be set up in a busy junction which would enhance the difficulty of the works. However, if the underground pipes could be unblocked, the area of temporary traffic diversion could be reduced. After the completion
of the pipe unblocking works, there would be a concrete works schedule which would be reported to Members later.

(ii) Regarding the progress of trench works of item no. NW/14/00070, temporary traffic arrangements had been approved. The Works Request Form would be issued to the contractor to commence works. The works would be carried out in the second quarter of 2020 with a completion date in the third quarter.

147. **Mr NG Ho-leung, Jacky** replied as follows:

(i) The Department had just issued a consultation paper regarding addition of parking spaces for goods vehicles in Cheung Fai Road. It was waiting for the views from different parties.

(ii) He would follow up with Members on the works of installing iron pillars in Liu To Road near SKH Chu Yan Primary School in Cheung Wang Estate.

148. **The Chairman** pointed out that the location of item no. NW/17/00231 was wrongly shown in the Paper.

149. **Mr HUI Kei-cheung** opined that he was dissatisfied about the slow progress of item no. TW/18/02176. This project was approved in 2016 but the works of unblocking pipes commenced only in May 2020. He hoped that the actual works could be started as soon as possible and enquired about the completion date.

150. **Mr NG Kim-sing** put forth opinions and enquiries as follows:

(i) Fences in various districts were not yet installed and repaired. He asked HyD whether the future papers would list out the repair items. The fences were only tied up with plastic chains at the time. He hoped that HyD could deal with this issue.

(ii) He enquired whether HyD would list out the works of installing and removing barbed wires of footbridges in the future papers.

151. **Ms NG Wai-ki** replied as follows:
(i) The timetable of the improvement works of item no. TW/18/02176 would be reported to the District Council Members of the district concerned.

(ii) The installation and repair of fences were taken care by the Maintenance Section of HyD. The views would be relayed to colleagues concerned.

152. Mr CHOW Wai-hung, Rayman opined that the issue of installation and repair of fences could be discussed in the next meeting and invited HyD staff to explain the details.

153. Miss WONG Pit-man opined that Members held diverse views on whether the fences needed to be repaired and further discussion was necessary.

154. Mr CHOI Nga-man pointed out that the installation of the roadside fences of item no. NW/19/00044 had been completed but fences of hillside pedestrian path were not yet installed which caused potential danger. He asked the Department when the works would be completed.

155. The Chairman opined that Members could enquire the Maintenance Section of HyD on maintenance issues.

Lost Trip Reports of Buses in the 4th Quarter of 2019 and January to February 2020
(TTC Paper No. 20/I/2020)

156. Mr LEUNG Kam-wai put forth opinions as follows:

(i) TD could not submit the lost trip report so that Members could not monitor the situation. The lost trip situation was very serious from January to April due to the epidemic. He requested TD to follow the original statistical method to submit information on lost trips from January to April to Members.

(ii) He welcomed that TD and the bus company looked into new ways to calculate the lost trips. He considered that TD could be invited to join the Public Transport Working Group so that Members and the Department could jointly formulate an appropriate statistical plan. It was criticised in the past that the statistics were only made according to the figures of the
terminus which could not reflect the delayed trips at midway stops. He suggested that TD should include figures on delayed trips in its future lost trip reports.

(iii) He did not agree that TD attributed the lost trip problem to public activities. The most serious case of lost trips was found from January to April which was caused by unapproved reduction in trips by the bus company.

157. Mr CHEUNG Kwan-kiu, Steve opined that he hoped TD could explain the details of the new statistical method and provide a comparison on the new and old methods, so that Members could understand the differences.

158. Mr Warren TAM Ka-chun put forth opinions as follows:

(i) He enquired about the relationship between the new statistical method and public activities which started in June. He hoped that TD could explain the new statistical method.

(ii) He suggested including information on missing minibus trips in the lost trips report.

159. The Chairman suggested that TD should present the new statistical method of calculating lost trips to Members in the next meeting.

Any Other Business

160. Mr CHOW Wai-hung, Rayman pointed out that the escalator works linking Kwai Shing Circuit and Hing Shing Road was in progress but due to commercial disputes between the contractor employed by HyD and its subcontractor, there were incidents of contractor defaulting on wage payment and the subcontractor's expenses. The works were suspended and resumed only till February. Workers concerned jointly lodged a complaint at the Labour Department to recover wages. He hoped that HyD could present in detail how to monitor contractors to complete works timely and avoid work delay in the next meeting.

(Post-meeting note: HyD said that the defaulted wages had been settled. The contractor had changed the subcontractor and guaranteed that it would try its best to ensure the
works could be completed as soon as possible.)

161. Mr TAM Ka-chun, Warren pointed out that there was a mistake in the name of the meeting paper shown in the website.

(Post-meeting note: The Secretariat had reflected the problem to the Information Technology Management Unit of the Home Affairs Department after the meeting.)

162. The Chairman received the following extempore motion:

**Extempore motion: "Objection Against the 2020-2021 Bus Route Programme of Route no. 37"**

(Proposed by Miss LEUNG Ching-shan; seconded by Mr CHOW Wai-hung, Rayman, Mr NG Kim-sing and Mr TONG Ho-man)

163. The Chairman announced to decide whether to accept the extempore motion by voting. The Committee unanimously accepted the extempore motion.

164. The Chairman announced to decide whether to endorse the extempore motion by voting. The Committee unanimously endorsed the extempore motion.

**Date of Next Meeting**

165. The next meeting was scheduled to be held on 11 June 2020.

Kwai Tsing District Council Secretariat
May 2020