

**Minutes of the 8<sup>th</sup> Meeting of  
Traffic and Transport Committee  
Yau Tsim Mong District Council (2012-2015)**

**Date** : 23 May 2013 (Thursday)  
**Time** : 2:30 p.m.  
**Venue** : Yau Tsim Mong District Council Conference Room  
4/F., Mong Kok Government Offices  
30 Luen Wan Street  
Mong Kok, Kowloon

**Present:**

Chairman

Mr IP Ngo-tung, Chris

Vice-chairman

Mr WONG Chung, John

District Council Members

Mr CHUNG Kong-mo, JP	Mr HAU Wing-cheong, BBS, MH	Mr WONG Kin-san
Ms KO Po-ling, BBS, MH, JP	Mr HUI Tak-leung	Mr WONG Man-sing, Barry, MH
Mr CHAN Siu-tong, MH	Mr HUNG Chiu-wah, Derek	Ms WONG Shu-ming
Mr CHAN Wai-keung	Ms KWAN Sau-ling	Mr YEUNG Tsz-hei, Benny
Mr CHOI Siu-fung, Benjamin	Mr LAU Pak-kei	

Co-opted Members

Mr CHAN Sik-ming	Mr LEUNG Ping-foon
Mr CHUI Kin-man	Mr LEUNG Shiu-cheong
Mr HUI Hon-man	Mr MAN Cheong-ming, Chris
Mr LAW Siu-hung, Paul	Mr YIM Kin-ping

Representatives of the Government

Mr FUNG Kwok-leung, Andrew	Senior Liaison Officer (1)	Home Affairs Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/ Yau Tsim Mong	Transport Department
Ms KUNG Wai-han, Sally	Engineer/Mongkok & Yaumatei	Transport Department
Mr PANG Tat-wing	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	Highways Department
Mr MOK Man-wai	Officer-in-Charge, District Traffic Team (Mong Kok District)	Hong Kong Police Force
Mr SHING Kin-wah	Officer-in-Charge, District Traffic Team (Yau Tsim District)	Hong Kong Police Force

**In Attendance:**

Ms Peggy WONG	Assistant Manager/Planning and Development	The Kowloon Motor Bus Co. (1933) Ltd.
Mr LEUNG Wang-cheong	Senior Operations Officer	The Kowloon Motor Bus Co. (1933) Ltd.
Ms Stella LAM	Senior Manager/Community Affairs	The Kowloon Motor Bus Co. (1933) Ltd.
Mr Dennis LEE	Manager/Planning and Development	The Kowloon Motor Bus Co. (1933) Ltd.
Mr LEUNG Wai-chiu	Senior Engineer/XRL	Highways Department
Mr YIP Koon-keung, Ken	Senior Engineer/Priority Railway	Transport Department
Mr FUNG Wai-chung	Senior Liaison Engineer	MTR Corporation Limited
Ms WOO Ting-ka, Gloria	Public Relations Manager-Projects & Property	MTR Corporation Limited
Mr WONG Siu-fai, Calvin	Marine Officer/Harbour Patrol Section	Marine Department
Mr LEE Chi-wai	Senior Assistant Shipping Master/Harbour Patrol Section	Marine Department
Mr CHU Kwok-fai	Senior Assistant Shipping Master/West, Licensing and Port Formalities Section	Marine Department
Mr Joseph LI	Superintendent of Police, Marine Regional Headquarters (Operations)	Hong Kong Police Force
Mr O Kin	Manager	The Star Ferry Company Limited
Mr YIP Kwok-lee	Marine Superintendent	Shun Tak-China Travel Ship Management Limited
Mr LEE Cho-yin	Engineer of Major Works Project Management Office (Special Duties)	Highways Department
Ms Lilian YEUNG	Public Relations Manager-External Affairs	MTR Corporation Limited

**Secretary**

Ms MAN Shuk-yan, Karen	Executive Officer (District Council) 1, Yau Tsim Mong District Office	Home Affairs Department
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**Absent:**

Mr CHOW Chun-fai, BBS, JP	District Council Member
Mr LEUNG Wai-kuen, Edward, JP	District Council Member

**Opening Remarks**

The Chairman welcomed Members, representatives from government departments and all attendees to the meeting. He proposed that Members who had submitted papers be given no more than two minutes to make supplementary remarks, and that each Member be allowed to speak twice on each item: two minutes for the first time and one minute for the second time. There was no objection to the proposal.

2. The Chairman reported that Mr CHOW Chun-fai and Mr Edward LEUNG were absent due to other commitments. He continued that the audio record of the meeting would be uploaded to the webpage of the Yau Tsim Mong District Council (“YTMDC”). In addition, according to the Standing Order, the Chairman could issue warnings to Members or members of the public attending or observing the meeting who acted in a disorderly manner and interrupted the proceedings of the meeting. If the warnings were not heeded, the Chairman could order such persons to leave the venue.

**Item 1: Confirmation of Minutes of Last Meeting**

3. The Chairman said that the Secretariat had received proposed amendments to the minutes of the last meeting from the Transport and Housing Bureau (“THB”). The document concerned (see Annex 1) was distributed to Members for perusal at the meeting.

4. The amended minutes of the last meeting were confirmed.

(Mr HUI Hon-man joined the meeting at 2:35 p.m.)

**Item 2: Matter Arising:  
Bus Route Development Programme 2013-2014 for Yau Tsim Mong District  
(YTMTTC Paper No. 15/2013)**

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**Item 6: To Enhance Ancillary Transport Facilities in Tai Kok Tsui and Increase Bus Routes Running through Tai Kok Tsui District  
(YTMTTC Paper No. 30/2013)**

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**Item 7: Opposition against Reshuffling of KMB Bus Routes to Use West Kowloon Corridor  
(YTMTTC Paper No. 31/2013)**

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5. The Chairman said that contents of the papers regarding Items 2, 6 and 7 were all related to the bus services in the Yau Tsim Mong (“YTM”) District, so he proposed the items be discussed together. There was no objection to his proposal.

6. The Chairman welcomed the following representatives to the meeting:

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the Transport Department (“TD”);
- (b) Mr PANG Tat-wing, District Engineer/Mong Kok of the Highways Department (“HyD”); and
- (c) Ms Peggy WONG, Assistant Manager/Planning and Development, Mr LEUNG Wang-cheong, Senior Operations Officer, Ms Stella LAM, Senior Manager/Community Affairs and Mr Dennis LEE, Manager/Planning and Development of The Kowloon Motor Bus Co. (1933) Ltd.

7. The Chairman said that the written response to Item 6 of The Kowloon Motor Bus Co. (1933) Ltd. (“KMB”), Citybus Limited (“CTB”) and New World First Bus Services Limited (“NWFB”) (Annexes 2 and 3) together with the written response to Item 7 of the TD and Environmental Protection Department (“EPD”) (Annexes 4 and 5) had been faxed to Members for perusal before the meeting.

(The Vice-chairman, Mr WONG Kin-san and Mr Benny YEUNG joined the meeting at 2:39 p.m.)

8. Mr LAU Pak-kei did not oppose the general direction of the Bus Route Development Programme for YTM District but he was dissatisfied that, under this plan, the number of bus trips re-routed to use the West Kowloon Corridor (“WKC”) had been increased to nearly 400. He recalled that at the last meeting of the Traffic and Transport Committee (“TTC”), he had requested the TD and EPD to state their stances on the Bus Route Development Programme for the District, but there was no reply since then. He requested representatives of the departments to respond and hoped that the Chairman could allow more time for Members to discuss on this issue.

9. The Chairman responded that since the three items had been combined for discussion, he proposed each Member be allowed to speak one more time for no more than two minutes. Participants had no objection to his proposal.

10. Ms Christine YUEN responded that the TD was consulting District Councils (“DCs”) on the bus route reorganisation proposal. The TD had discussed with bus companies about the suggestion made by Councillors to re-route some return bus services heading for Island Harbourview Public Transport Interchange to travel via Sham Mong Road for the sake of enhancing bus services in the Tai Kok Tsui (“TKT”) District. However, the journey time would become longer under such arrangement, which would affect bus frequency and fares. The TD currently planned to add en route stops for bus route Nos. 701 and 701S on Sham Mong Road so as to step up bus services for residents in the TKT District.

(Ms KO Po-ling joined the meeting at 2:50 p.m.)

11. Mr Benjamin CHOI believed that at the last meeting Members had expressed clearly their objection to the increase of bus routes using the WKC. He said that as the problem of traffic noise was severe on the WKC, it would really be unbearable for residents in the vicinity to bear an additional of almost 400 trips of buses passing through there every day. He opined that the TD should no longer increase the number of bus routes via the WKC but it should seriously discuss with bus companies on reducing bus trips via the WKC.

12. Mr LAU Pak-kei was dissatisfied that the EPD had not sent any representative to attend the meeting. He pointed out that the population of the TKT District kept rising in recent years, but the MTR Tung Chung Line only served the newly-developed area in TKT while residents in the old area still needed to rely on bus and minibuses for getting in and out of the District. Yet, some bus routes such as Nos. E21, 13D, 904 and 905 passing through the TKT old area only either on their forward trips or return trips, resulting in inadequate services. He was discontented that bus companies raised their fares every year without enhancing or

improving services.

13. The Vice-chairman said that he had conducted a questionnaire survey on the Bus Route Development Programme for YTM District in April this year and received more than 70 submissions expressing objection to have more bus routes using the WKC. He supplemented that he and Mr YIM Kin-ping had conducted on-site measurement of traffic noise level on the WKC in September 2011 and the noise level recorded had exceeded the limit set by the EPD. He reiterated his objection to re-routing more buses to travel on the WKC and enquired if there were any surfacing materials effective in abating traffic noise.

14. Mr Chris MAN wanted to know whether the original number of bus stops would be reduced if bus routes Nos. 30X, 33A and 41 were diverted to the WKC. In addition, he doubted if the TD had sufficient grounds for proposing diversion of those routes.

15. Mr LEUNG Ping-foon said that as the traffic noise problem of the WKC remained unsolved, the TD should consider arranging diversion of bus routes to Sham Mong Road so as to avoid aggravating noise nuisance to residents in the vicinity.

16. Ms KO Po-ling opined that bus companies and the TD should reorganise bus routes according to the actual circumstances of the District. She pointed out that the traffic noise level of the WKC had already exceeded EPD's standard. Before any improvement in traffic noise problem of the WKC, it would be in fact a default of the TD to allow more bus routes travelling via the WKC.

17. Mr HAU Wing-cheong said that the TKT section of the WKC was the section closest to residential areas. Heavy vehicles passing through the connections of the flyover there would generate excessive noise. As paving the road surface with sound-proof materials might not significantly reduce traffic noise, it was undesirable for the TD to arrange more buses travelling via the WKC.

18. Mr HUI Tak-leung said that Members had clearly indicated their stance against more bus routes using the WKC at the last meeting. If the TD and bus companies could not provide alternatives at this meeting to address Members' concerns on the noise problem of the WKC, the TTC should not waste any more time to continue the discussion on this issue. He also enquired the Chairman whether the TD could still implement the bus routes reorganisation plan it proposed if Members unanimously opposed the Bus Route Development Programme for YTM District.

19. The Chairman explained that as the three items had been combined for discussion this time, even if the TD did not proactively respond in the discussion of the Bus Route Development Programme for YTM District, the TTC still needed to exchange views on how to enhance bus services in the TKT District and discuss the opposing views on more bus routes via the WKC. He also said that it would in fact be a disregard for public opinion if the TD did not respect and consider the views of the TTC.

20. Ms Peggy WONG responded that the bus routes that the KMB proposed to be diverted to the WKC were mainly routes operated from Tsuen Wan or Tsing Yi to

Kowloon South. As those routes overlapped with some bus routes in the District, the KMB proposed to divert some bus routes to the WKC to reduce overlapping of routes and bus journey time. She continued that under the current bus reorganisation proposal, five bus routes would be diverted to the WKC. With average frequency of each route remained at every 15 minutes during peak hours, there would have 20 bus trips via the WKC each hour, resulting in a total of about 400 bus trips each day.

21. The Chairman thought that it was unacceptable to have an average of one bus trip via the WKC every three minutes. In addition, he was dissatisfied that the KMB had not given due consideration to Members' views expressed at the last meeting.

22. Ms Peggy WONG supplemented that the TD regulated the traffic noise level of bus models newly-introduced by bus companies, but not the noise level of buses when travelling on a specific road section.

23. The Chairman said that Members were worried that the increase in bus routes diverted to the WKC would intensify the noise problem there, but the KMB had not responded directly in this regard. He agreed to Mr HAU Wing-cheong's remarks that large vehicles passing via the connections of the TKT section of the WKC would generate great noise due to uneven road surface. The arrangement of more bus routes traveling via the WKC would only aggravate the problem of traffic noise.

24. Mr MOK Man-wai reported that the number of traffic complaints received for the TKT District this year had increased slightly as compared with that of last year. During the first four months of this year, the Police issued a total of 5 422 Fixed Penalty Tickets. He said that the Mong Kok Police District would continue to strengthen communication with the TD and step up law enforcement at black spots, in order to improve traffic conditions in the TKT District.

25. Ms Christine Yuen thanked Members for their valuable comments. She stressed that the TD was currently consulting DCs on the Bus Route Development Programme and would later consider all the views gathered for a review of the programme. It was estimated that the final proposal would be reported to the DCs between June and July.

26. The Vice-chairman said that though he supported the general direction of the Bus Route Development Programme for YTM District, he was dissatisfied that the TD had not adopted effective noise mitigation measures before arranging more bus routes to use the WKC. He pointed out that as early as in 2010, the noise level recorded at the TKT section of the WKC had already exceeded 70 decibels. If the TD and KMB insisted on arranging more bus routes via that section, he doubted whether the traffic noise there would exceed the standard set by the EPD.

27. Mr YIM Kin-ping pointed out that the addition of about 400 daily bus trips via the WKC might result in traffic congestion at various road junctions, so he wanted to know whether the TD had conducted any traffic impact assessment for the situation. He added that the current traffic noise level of the WKC had already exceeded the standard of the EPD, so the relevant government departments should carry out noise abatement works there to alleviate noise nuisance caused to residents.

28. Mr Benjamin CHOI pointed out that the diversion of more bus routes to the WKC arranged by the KMB and TD had great impact on the elderly living in the vicinity.

29. Mr Barry WONG opined that the KMB was not intended to listen to the views of the TTC, thus no more time should be wasted on further discussion. He believed that TD's report on the final proposal of bus route reorganisation in July would be for information only and it would not sincerely consult Members' views again.

30. Mr LAU Pak-kei suggested writing to heads of the government departments concerned and bus companies to clearly express TTC's views on the Bus Route Development Programme for YTM District. He pointed out that the current bus routes Nos. 13D, 904, 905 and E21 had stops in TKT old area either on their forward trips or return trips. He requested bus companies to assign stops on both forward trips and return trips of those buses for the convenience of residents in the District. Ms KWAN Sau-ling agreed to Mr Lau's suggestion.

(Mr HAU Wong-cheong left the meeting at 3:18 p.m.)

31. Ms Peggy WONG clarified that the KMB had not ignored the comments made by the TTC, and it noted Members' concerns over the diversion of more bus routes to the WKC. She said that the KMB would conduct a comprehensive review on the Bus Route Development Programme for YTM District together with the TD after the meeting. The TD would report to the TTC again once the final proposal was ready.

32. Ms Christine YUEN said that she noted that Members supported the Bus Route Development Programme for YTM District in principle. However, Members had reservations about the arrangement of having more bus routes diverted to the WKC. She would relay and report Members' opinions and concerns to the TD.

33. The Chairman declared that the TTC did not merely express reservations about having more bus routes diverted to the WKC, but also resolutely opposed such arrangements.

34. Ms Christine YUEN supplemented that after the meeting, the TD would collate and summarise the views received, and would write to inform the DCs in July of the outcome of the TD's consideration.

35. The Chairman suggested writing to the Commissioner for Transport and KMB in the name of the TTC stating its support for the general direction of the Bus Route Development Programme for YTM District, as well as its resolute objection to the diversion of more bus routes to the WKC.

36. Mr Barry WONG said that the TD representative had just mentioned that the TTC would be informed in writing of the final proposal regarding the Bus Route Development Programme for YTM District in July. He asked whether this implied that the TD had no need to seek consensus and support from the TTC before making any decision concerning the programme.

37. Ms Christine YUEN responded that the TD was happy to listen to the views of members of the local community before it proceeded to review the detailed arrangements of the Bus Route Development Programme.

38. The Chairman stressed that Members had repeatedly complained about the severe traffic noise problem on the WKC and the insufficient bus services in the TKT District. He urged the TD to seriously respond to Members' demands.

39. Mr CHUI Kin-man suggested that the TD should consult Councillors of the concerned constituency before it finalised the bus route reorganisation proposal.

40. Members unanimously agreed to write to the Commissioner for Transport and KMB in the name of the TTC to express the relevant demands.

41. The Chairman reiterated that letters would be sent to the Commissioner for Transport and KMB in the name of the TTC to express its views on the Bus Route Development Programme. The TTC supported that the KMB should give a holistic consideration of its bus route programme, but should not affect the quality of sleep and living of residents in the YTM District (especially in the TKT District).

(Mr LEUNG Shiu-cheong left the meeting at 3:35 p.m.)

42. Mr CHAN Siu-tong pointed out that the airbus route Nos. E21 and A12 only passed via the TKT District on their forward trips. He requested the TD to review on the service of the two bus routes.

43. Ms Christine YUEN responded that the TD had discussed with bus companies on whether route Nos. 13D, 904, 905 and E21 could run through Sham Mong Road on their round trips. However, bus companies did not consider such arrangement for the time being as it was assessed that the journey time would be longer and bus fares had to be raised to meet operating costs. She supplemented that the TD had planned to add en-route stops for bus route Nos. 701 and 701S at the junction of Sham Mong road and Hoi Fai Road to facilitate residents in the TKT District travelling to and from other areas.

44. The Chairman said that he did not accept TD's decline to improve bus route arrangement on the ground of longer journey time.

45. Ms Christine YUEN responded that bus companies would actively consider any proposal of bus route diversion if there were supporting passenger throughput and other data. She reiterated that the TD and bus companies would continue to discuss on the enhancement of bus services in the District.

46. There being no further comments, the Chairman closed the discussion on this item.

(Post-meeting note: On 13 June 2013, the Chairman wrote to the Commissioner for Transport and KMB in the name of the TTC (see Annexes 6 and 7) to express Members' demands mentioned above.)



**Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by Transport Department/Highways Department (as at April 2013)**  
**(YTMTTC Paper No. 27/2013)**

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47. The Chairman welcomed Mr PANG Tat-wing, District Engineer/Mong Kok and Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD to the meeting.

48. Mr NG Tin-chi and Mr PANG Tat-wing briefly introduced the paper.

49. The Chairman recalled that it had been discussed at the last meeting proposals concerning pedestrian crossing facilities at Salisbury Road. He asked the Secretariat to invite representatives of the TD and New World Development Company Limited to attend the next meeting to report on the progress of the proposals.

50. Mr Barry WONG wanted to know under what circumstances and according to what standards would the HyD pave pedestrian crossings with tactile warning strips.

51. Mr PANG Tat-wing responded that the HyD would pave tactile warning strips on pedestrian crossings in the territory to facilitate road crossing by the visually impaired. He added that, to his knowledge, the TD paved tactile guide paths in accordance with the relevant design codes and consulted organisations for the blind people during the design stage.

52. Mr Barry WONG said that the TD often paved tactile guide paths over the entire footpath. The uneven surface of tactile guide paths made wheelchair users felt terribly inconvenient. He advised the relevant government departments to make reference to overseas experience when paving tactile warning strips or tactile guide paths. Also, the relevant government departments should value comments made by other road users (such as wheelchair users) so that the design of barrier-free accesses would be able to cater for the needs of different users.

53. Ms Sally KUNG responded that the TD would consider paving tactile guide paths according to community needs and conditions of individual locations. For community facilities in certain areas which were more frequently used by the visually impaired (such as hospitals, clinics for the visually impaired), the TD would arrange priority assessment on whether tactile guide paths were needed for facilitating access of those facilities by the visually impaired. She also welcomed Mr Barry WONG's suggestion on the locations of tactile guide paths.

54. There being no further comments, the Chairman closed the discussion on this item.

**Item 4: Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Temporary Traffic Management Scheme for West Kowloon Terminus**  
**(YTMTTC Paper No. 28/2013)**

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55. The Chairman welcomed the following representatives to the meeting:

- (a) Mr LEUNG Wai-chiu, Senior Engineer/XRL of the HyD;
- (b) Mr Ken YIP, Senior Engineer/ Priority Railway of the TD; and
- (c) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms Gloria WOO, Public Relations Manager-Projects & Property of the MTR Corporation Limited (“MTRCL”).

56. Mr FUNG Wai-chung gave a PowerPoint presentation to briefly introduce the contents of the paper.

57. The Chairman said that there were earlier reports saying that the completion date of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) had to be extended. He would like to know whether this would affect the completion date of the footbridges linking the XRL terminus.

58. Mr FUNG Wai-chung responded that the expected completion date of the footbridges linking the XRL terminus would be the same as that of the XRL works, with the target completion date in 2015.

59. Mr Derek HUNG said that the XRL terminus would occupy permanently the public open space with an area of 300 to 400 square metres next to Lin Cheung Road. He would like to know if the MTRCL would provide another open space with similar area near to the XRL terminus as compensation. Besides, he recalled that the MTRCL representative reported at the 8<sup>th</sup> meeting of the Community Building Committee (“CBC”) on 9 May 2013 that the three footbridges linking the XRL terminus would adopt an open design, and promised to submit supplementary information after the meeting. He urged the MTRCL to provide layout plans of those three footbridges as soon as possible so that Members could follow up on the relevant matters.

60. Mr CHAN Wai-keung said that it was heard earlier that the XRL tunnel boring works at the junction of Hoi Ting Road and Hoi Wang Road had to be postponed to avoid the underground piles and he would like to know the current condition. He opined that both the HyD and MTRCL should be liable for failing to discover those piles before the commencement of works. He also asked whether the HyD would make a claim to the consultant which was responsible for exploration or blacklist the consultant.

(Mr CHUNG Kong-mo joined the meeting at 3:44 p.m.)

61. Mr Benny YEUNG would like to know whether the proposed podium garden above the Public Transport Interchange of West Kowloon Terminus North could have direct access to the landscape deck of the Central Kowloon Route and whether the said podium garden had cycling tracks connecting to the West Kowloon Cultural District.

62. Mr CHUNG Kong-mo recalled that, at the 6<sup>th</sup> meeting of the TTC on 17 January 2013, the MTRCL said that the XRL tunnel boring works in Hoi Wang Road areas would be carried out between January and February. However, the works had

been delayed. He would like to know the progress of the works and the expected time that the tunnel would go through Hoi Wang Road. He also said that he had repeatedly requested the HyD to improve the road surface of the Charming Garden section of Hoi Wang Road concurrently with the XRL works. However, the HyD had not put forth any concrete suggestions till now. Besides, he suggested that building of columns along the central passage of the footbridges linking the XRL terminus should be avoided as far as possible, so as to prevent dog fouling on the bridge columns to affect environmental hygiene.

63. The Vice-chairman said that the MTRCL held the Community Liaison Group (“CLG”) meetings every three months in earlier years to report the latest progress of the XRL works to members of the local community. The last CLG meeting was held more than half a year ago. He would like to know if the MTRCL would continue holding such meetings.

64. Mr Barry WONG also hoped that the MTRCL could avoid constructing columns along the central passage of the footbridges linking the XRL terminus as far as possible when designing the footbridges.

65. Mr FUNG Wai-chung responded as follows:

- (i) To cope with the traffic flow after the opening of the XRL terminus, road widening works at Lin Cheung Road was needed which would permanently occupy the current open space with an area of 300 to 400 square metres next to Lin Cheung Road. The MTRCL planned to increase the area of the podium garden above the Public Transport Interchange by 2 710 square metres to compensate for the public open space being occupied.
- (ii) The MTRCL would submit the information and layout plans of the footbridges linking the XRL terminus to the CBC and CLG for reference.
- (iii) The grouting works of the first XRL tunnel had been substantially completed. However, the contractor discovered some temporary piles which were discarded during reclamation in early years at the underground junction of Hoi Ting Road and Hoi Wang Road when the XRL tunnel boring works were being carried out. As those piles had to be removed first, tunnel boring works had been delayed. The works were expected to be completed in the third and fourth quarters this year.
- (iv) Together with the relevant government departments, the MTRCL had to review the preparation work of the entire tunnel boring works and discuss whether action should be taken against the consultant responsible for exploration in the past.
- (v) The proposed podium garden above the Public Transport Interchange could have direct access to the XRL terminus and there was no need to walk up and down stairs.

- (vi) The MTRCL noted the suggestions made by Members regarding the design of the footbridges linking the XRL terminus and would conduct studies with the relevant government departments.

66. Ms Gloria WOO said that the MTRCL had set up a total of 10 CLGs for the XRL works. Each group convened timely meetings according to the work progress and the impact of works on the residents and shops nearby to maintain dialogue with members of the local community. Apart from the CLG meetings, the MTRCL would also contact directly those residents and shops being affected by the works, distribute the XRL Newsletters and display the relevant notices, etc., so that Councillors of the constituency concerned and members of the local community could understand the latest progress of the XRL works. She continued that the XRL tunnel boring works were now being carried out at Hoi Wang Road and the MTRCL would convene another CLG meeting to report work details before the second tunnel was bored to Tai Kok Tsui.

67. Mr FUNG Wai-chung supplemented that the MTRCL was discussing with the HyD when to conduct pavement re-alignment works at the Charming Garden section of Hoi Wang Road.

68. Mr CHAN Wai-keung pointed out that traffic diversion arrangements were made at the junction of Hoi Ting Road and Hoi Wang Road due to the XRL works. The original three-lane carriageway was re-routed one-way, which led to serious traffic congestion. He would like to know when the implementation of those traffic diversion measures would end and if there were other arrangements to relieve the traffic congestion in that area.

69. Mr FUNG Wai-chung responded that Hoi Wang Road southbound and northbound were reduced from three-lane carriageway to single-lane and two-lane respectively due to the XRL tunnel boring works. The MTRCL expected that one of the lanes of Hoi Wang Road southbound could be re-opened in mid-June and more work site areas would be re-opened as the works progressed, with a view to mitigating the impact of works on the traffic nearby.

70. There being no further comments, the Chairman closed the discussion on this item.

**Item 5: Concern over Waterway Safety Management in Victoria Harbour (YTM TTC Paper No. 29/2013)**

71. The Chairman welcomed the following representatives to the meeting:

- (a) Mr Calvin WONG, Marine Officer/Harbour Patrol Section, Mr LEE Chi-wai, Senior Assistant Shipping Master/Harbour Patrol Section and Mr CHU Kwok-fai, Senior Assistant Shipping Master/West, Licensing and Port Formalities Section of the Marine Department (“MD”);
- (b) Mr Joseph LI, Superintendent of Police, Marine Regional Headquarters (Operations) of the Hong Kong Police Force

(“HKPF”);

- (c) Mr O Kin, Manager of The Star Ferry Company Limited; and
- (d) Mr YIP Kwok-lee, Marine Superintendent of Shun Tak-China Travel Ship Management Limited.

72. The Chairman said that the written responses of the MD, Marine Police, Hong Kong Pilots Association Limited and The Star Ferry Company Limited (Annexes 8 to 11) had been faxed to Members for perusal before the meeting.

73. Mr Derek HUNG supplemented the paper with some additional information. He opined that the written responses of the government departments had clearly responded to the questions in the paper, so Members could focus on discussing the waterway safety management in the Victoria Harbour (“VH”) and it was inappropriate to have detailed discussion on individual cases which were still under investigation.

74. Mr Joseph LI gave a PowerPoint presentation to introduce the routine work of the marine police in maintaining waterway safety in the VH (Annex 12).

(Mr HUI Tak-leung left the meeting at 4:06 p.m.)

75. Mr Calvin WONG said that the Kai Tak Cruise Terminal would be opened soon. The MD, Hong Kong Pilots Association Limited and other port users were preparing the Complete Berthing Guidelines for Port of Hong Kong of the new cruise terminal. He continued that the MD would work closely with other government departments concerned to ensure safety at sea.

76. Mr CHU Kwok-fai said that under the existing legislation, ferries, launches or vessels that operated a franchised service or a licensed service as defined in the Ferry Services Ordinance (Cap. 104) plying outside the boundaries of the VH Port were required to be fitted with radars. The Star Ferries were not required to be fitted with radars because they were plying within the waters of VH. He supplemented that the MD was reviewing the safety requirements of local vessels, including the possible requirement for vessels to retrofit radars, radio communication equipment and automatic identification system.

77. Mr Derek HUNG said that there were more than a thousand of prosecution cases in 2011 and 2012 respectively at the said location according to the written response of the MD. He urged the MD to be more alert to any breach of licence conditions by vessels, and to step up enforcement actions against violations by vessels and impose heavier penalties. He continued that sampans and fishing vessels in the VH were found engaging in fishing or trawling activities at weekends or during public holidays, which had affected the fairway operation within the VH. He requested the MD to address the situation. Besides, he was worried that cruises currently proceeding from Lei Yue Mun to the Ocean Terminal Wharf might collide with the Star Ferries. He hoped that the MD could discuss with the Star Ferry Company Limited about feasible improvement measures. He also said that cruises berthing at the Kai Tak Cruise Terminal from Lei Yue Mun might first sail across the VH in the future. In this connection, it might be necessary for the MD to review the fairway arrangements within the VH.

78. Mr HUI Hon-man recalled that the master of “Lamma IV” said after the collision that he did not know how to read the radar. He asked the MD whether it was required in the ship master licence that a ship master should be competent to operate radars. Also, he would like to know whether a master should determine, based on visual inspection, which waterway to proceed or prohibit the vessel from proceeding in case the vessel radar broke down at night.

(Ms KWAN Sau-ling left the meeting at 4:20 p.m.)

79. Mr YIP Kwok-lee said that the Shun Tak-China Travel Ship Management Limited provided high-speed craft, catamarans and hydrofoils services between Hong Kong and Macau, mainly travelling in waters at western VH. If a ship master discovered sampans or fishing vessels engaging in hauling activities along the waterway, he/she would immediately inform the MD for enforcement action. He supplemented that the above situation seldom occurred in the recent decade and he opined that the existing measures on waterway safety management in the VH were sufficient.

80. Mr Derek HUNG stressed that fishing or trawling conducted on sampans or fishing vessels along busy fairways did not only obstruct the fairways, but also pose danger to people on board. For instance, a fatal accident occurred in late 2012 in which a person fishing on a sampan was accidentally hit by the anchor of a barge in waters near Causeway Bay. He requested the MD to consider strictly requiring launches with capacity of over 12 people or vessels with capacity of over 100 people be fitted with radio communication equipment or collision avoidance radar devices to strengthen fairway safety in Hong Kong waters.

81. Mr Calvin WONG responded that the fatal accident mentioned by Mr Derek HUNG occurred within the scope of marine works. The Marine Accident Investigation Section of the MD and Crime Squad of the Police were conducting investigation. He continued that the MD was reviewing the safety requirements of vessels with various shipping companies in the territory to explore whether retrofitting safety equipment such as radars or radio communication equipment for vessels was necessary.

82. Mr Joseph LI responded that the Marine Traffic Safety Day was held by the Marine Police every month, which themed on different irregularities (including fishing along the channel of VH). He supplemented that the Marine Police would take immediate enforcement action against any irregularities found.

83. There being no further comments, the Chairman closed the discussion on this item.

(Mr Paul LAW left the meeting at 4:33 p.m.)

**Item 8: To Suggest Studying the Feasibility of Allowing Vehicles along Austin Road West (Eastbound) to Turn into Austin Road Directly (YTMTTC Paper No. 32/2013)**

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84. The Chairman welcomed the following representatives to the meeting:

- (a) Mr Ken YIP, Senior Engineer/Priority Railway of the TD;
- (b) Mr LEUNG Wai-chiu, Senior Engineer/XRL and Mr LEE Cho-yin, Engineer of Major Works Project Management Office (Special Duties) of the HyD; and
- (c) Mr FUNG Wai-chung, Senior Liaison Engineer of the MTRCL.

85. Mr Ken YIP reported that the TD was planning to widen Austin Road West to eight lanes, with five lanes eastbound and three lanes westbound. The vehicles travelling via Austin Road West (Eastbound) could turn left into Yau Ma Tei, go straight to Austin Road and turn right into Canton Road after the completion of the works.

86. The Chairman was glad to hear positive responses from the TD. However, he pointed out that the traffic of Canton Road was very busy and traffic congestion was observed from time to time. He would like to know whether the TD had conducted any traffic impact assessment since the traffic congestion there might be worsened when vehicles were allowed to turn directly into Canton Road from Austin Road West.

87. Mr Ken YIP responded that the TD had already assessed the traffic capacity after the widening works at the junction of Austin Road West and Canton Road. The analysis showed that the road junction could accommodate the traffic flow till 2031 after the widening works.

88. The Chairman would like to know when the works would commence.

89. Mr Ken YIP responded that the works would be carried out in two phases. The first phase of the works tied in with the progress of the XRL works and vehicles could turn directly into Austin Road from Austin Road West after its completion.

90. Mr LEUNG Wai-chiu supplemented that the first phase of the works was expected to be completed in the second half of 2014.

91. Mr Ken YIP said that the second phase of the works mainly involved large-scale works to widen Canton Road. To tie in with the works, the contractor had to implement temporary traffic measures such as changes of traffic movements, but it would minimise the impact on drivers.

92. Mr LEE Cho-yin reported that the Major Works Project Management Office of the HyD would commence the second phase of the road improvement works after the completion of the first phase of the road improvement works by the MTRCL. Since the second phase of the works involved alteration works at the junction of Canton Road and Austin Road West, by then temporary traffic measures would be implemented but inconvenience caused to drivers would be minimised.

93. Mr Derek HUNG asked if the details of the works had already been finalised and enquired on the works schedule.

94. Mr Ken YIP responded that the first phase of the works involved the widening of Austin Road West. It was expected to be completed in the second half of 2014 and by then vehicles could turn into Austin Road or turn right into other roads. The second phase of the works involved widening the junction of Canton Road, which was relatively larger in scale, and was expected to be completed between late 2016 and early 2017.

95. Mr Derek HUNG said that he had suggested the construction of a carriageway tunnel between Canton Road and MTR Kowloon Station, but the TD said that it was technically difficult to do so. He opined that the widening works at Austin Road West could relieve the traffic congestion from Canton Road to Kowloon Station. He hoped that the works could commence as soon as possible to tie in with the opening of the West Kowloon Cultural District.

96. There being no further comments, the Chairman closed the discussion on this item.

**Item 11: Any Other Business**

97. The Chairman said that MTRCL representatives would join the discussion of Items 9 and 10. He proposed that Item 11 be discussed first since representatives from the MTRCL had not yet arrived. There was no objection to the proposal.

**(i) Information Paper –**

**Mong Kok Road Footbridge System at Sai Yee Street –  
Extension across Nathan Road (Progress Report as at  
April 2013)  
(YTM TTC Paper No. 35/2013)**

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98. Ms WONG Shu-ming recalled that residents living near Mong Kok Road North complained that the earlier relocation of underground public utilities by the HyD at that site made their buildings sway. She would like to know if there were similar complaints regarding the works at Mong Kok Road South and whether the entire works was moving as scheduled.

99. Mr PANG Tat-wing responded that the HyD had not received any complaints regarding the relocation of underground public utilities at Mong Kok Road South. The entire works were proceeding as scheduled and there was no delay.



100. There being no further comments, the Chairman closed the discussion on this item.

101. Noting that MTRCL representatives had not yet arrived, the Chairman suspended the meeting for three minutes.

(three-minute suspension)

**Item 9: Urging for Additional Escalators and Early Installation of Exit Elevator in MTR Yau Ma Tei Station  
(YTM TTC Paper No. 33/2013)**

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102. The Chairman welcomed the following representatives to the meeting:

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD; and
- (b) Ms Lilian YEUNG, Public Relations Manager - External Affairs of the MTRCL.

103. Mr Benny YEUNG briefly introduced the paper. He would like to know the current progress of the installation of elevator in MTR Yau Ma Tei Station.

104. Ms Lilian YEUNG responded that the MTRCL was discussing with the relevant government departments about the temporary walkways and traffic management arrangements in connection with the relevant works. The works were expected to commence in August for completion by the end of 2015. She continued that most of the MTR stations were completed in the 1970s and 1980s, with exits mainly designed to be connected by staircases. She said that it was complicated to provide additional escalators at a station in operation as the MTRCL had to examine if it would require the removal and reprovisioning of the entire exit or closure of the exit before the commencement of works. Besides, the MTRCL had to see if there was enough underground space to accommodate the machine room, which involved substantial structural changes to a station.

105. The MTRCL noted the views regarding the addition of escalators at the Man Ming Lane exit of MTR Yau Ma Tei Station. It would review the situation after the commissioning of the elevator at the station.

106. Mr Benny YEUNG said that MTR Yau Mei Tei Station would become the interchange station of Kwun Tong Line Extension in the future and its usage would definitely increase. He opined that complete closure of Man Ming Lane exit of the station was not necessary and the works for the addition of escalators could be carried out inside the station. It was because the Man Ming Lane exit was very spacious and escalators had already been provided in some passages connecting to the concourse. He hoped that the MTRCL could seriously consider adding escalators at the exit of MTR Yau Ma Tei Station for the convenience of passengers.

107. Ms KO Po-ling said that MTR Yau Ma Tei Station was currently very busy. The utilisation rate of the station would be higher after the commissioning of the

Shatin to Central Link. She hoped that the MTRCL could seriously consider the proposed addition of escalators at the exit of the station. She continued that there would be a new exit at MTR Yau Ma Tei Station leading to the Kwong Wah Hospital upon its redevelopment. She hoped that the MTRCL could consider installing an elevator at the new exit.

108. Mr CHUNG Kong-mo opined that the MTRCL should take the initiative to study ways to improve the barrier-free facilities at MTR stations. He pointed out that Yau Ma Tei Station would become the interchange station of Kwun Tong Line Extension. Due to an increase in passenger throughout, it was expected that more passengers would use the elevators and escalators in the station. He hoped that the MTRCL would listen to the views of Councillors and commence a study on the installation of elevator and escalators in the said station as soon as possible to tie in with the commissioning of Kwun Tong Line Extension for the convenience of the public.

109. Mr HUI Hon-man said that the Tokyo Station in Japan constructed in earlier years originally had all its entrances served by staircases, and now it had switched to escalators. He suggested that the MTRCL should use Japan as a reference for resolving the technical difficulties involved in the provision of escalators in MTR stations.

110. Mr YIM Kin-ping pointed out that in view of the spaciousness of the Man Ming Lane exit of MTR Yau Ma Tei Station, it should be technically feasible to install escalators there. He continued that the Government had embarked on the installation of lifts at all public walkways throughout the territory under the “Universal Accessibility” Programme. He hoped that the TD and HyD could urge the MTRCL to expedite the provision of barrier-free facilities at MTR stations.

111. Mr Benny YEUNG opined that the MTRCL could not mix up the installation of elevator and escalators, which were two projects. He reiterated that the MTRCL should seriously consider providing additional escalators at the Man Ming Lane exit given the high passenger flows at MTR Yau Ma Tei Station. Besides, he hoped that the MTRCL could construct a passage connecting Kwong Wah Hospital with the concourse of MTR Yau Ma Tei Station for the convenience of passengers.

112. Ms Lilian YUENG responded that providing additional escalators at stations in operation was complicated. The MTRCL noted Members’ requests for providing additional escalators at MTR Yau Ma Tei Station and it would consider Members’ suggestion in future enhancement of facilities in MTR stations.

113. Ms Christine YUEN opined that the MTRCL had listened clearly to Members’ views and would conduct detailed study on the feasibility of those suggestions in future.

114. There being no further comments, the Chairman closed the discussion on this item.

#### **Item 10: Still Only Recording of Upward Adjustments in MTR’s Fare**

**Adjustment Mechanism?**  
**(YTMTTC Paper No. 34/2013)**

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115. The Chairman welcomed Ms Lilian YEUNG, Public Relations Manager-External Affairs of the MTRCL to the meeting. He said that the written response of the THB (Annex 13) had been faxed to Members for perusal before the meeting.

116. Ms WONG Shu-ming supplemented the paper with some additional information. She requested the MTRCL to explain the difference between the new and old fare adjustment mechanisms and under what circumstances the fare could be adjusted downwardly by the new mechanism.

117. Ms Lilian YEUNG responded as follows:

- (i) The MTRCL completed a review of the MTR's Fare Adjustment Mechanism ("FAM") with the Government in April this year. The new FAM adopted a direct-drive formula and the overall fare adjustment rate was calculated according to the year-on-year changes in the Composite Consumer Price Index, and the Nominal Wage Index (Transportation Section) as well as a pre-determined productivity factor.
- (ii) After the review of the FAM, there was an increase in the Profit Factor value for the next five years in the formula and thus the overall fare adjustment rate in 2013 would be reduced from +3.2% to +2.7%. The MTRCL would adjust the fares according to the mechanism.
- (iii) The MTRCL would, based on its business performance each year, set aside a sum of money for sharing profits with passengers through the "10% Same Day Second Trip Discount" scheme.
- (iv) According to the mechanism after review, comparison would be made each year between the MTR fare adjustment rate and the year-on-year change in the "Median Monthly Household Income" ("MMHI") announced by the Government, and the fare increase rate would not be higher than the change in the MMHI to cater for public affordability.
- (v) A "service performance arrangement" was also set up under the mechanism after review. In the event of any prolonged service disruptions (31 minutes or above), the MTRCL would set aside a pre-determined sum of money for offering fare concessions to passengers directly through the "10% Same Day Second Trip Discount" scheme.
- (vi) Meanwhile, the MTRCL would introduce a series of fare promotion schemes, e.g. the "Monthly Pass Extra" and the "MTR City Saver" which covered designated stations within the urban areas. The MTRCL was conducting a technical study on the "MTR City Saver"

scheme which was expected to be launched no later than the second quarter of 2014.

118. Mr WONG Kin-san opined that the new FAM did not help relieve the burden of travelling expenses on passengers as it allowed only upward but not downward adjustments. He pointed out that the “service performance arrangement” of the new FAM required that the MTRCL would only be penalised for service disruptions of over 30 minutes, which was considered too lax. He requested the MTRCL to lower the fares immediately to benefit the public.

119. Ms WONG Shu-ming pointed out that salary increase for the people of Hong Kong was normally linked with inflation. Although the fare increase rate under the new FAM would not be higher than the year-on-year change in the MMHI, any shortfall would be recouped when the calculated fare increase rate was lower than the MMHI. She queried that the new FAM was only a formula with upward but not downward adjustments to safeguard the revenue of the MTRCL.

120. Ms Lilian YEUNG responded as follows:

- (i) The MTRCL provided world-class train services with safety as its first concern. The train services had remained steady with punctuality of 99.9%. Moreover, the MTRCL spent more than \$5 billion per year on maintenance and renewal of railway assets. She hoped that Members could understand that the MTRCL had to adjust its fares so as to attain business growth.
- (ii) The FAM formula was open and highly transparent. The public could have access to the relevant statistical data from the Census and Statistics Department. The mechanism after review ensured that the fare increase rate would not be higher than the year-on-year change in the MMHI under any circumstances.

121. Ms WONG Shu-ming said that the MTR formed the main transport system in Hong Kong. Members of the public would still have to take MTR even after the MTRCL increased its fares. She was dissatisfied that the MTRCL did not share its profits from the property market with the public and had not put forth the new FAM for discussion by the Executive Council. She urged the MTRCL to lower its fares as soon as possible.

122. Ms Lilian YEUNG responded that the FAM after review had introduced profit-linked fare promotion schemes. The MTRCL would, based on its underlying business profits each year inclusive of those from property management and property developments, set aside a sum of money for the operation of the “10% Same Day Second Trip Discount” scheme when the relevant profits had exceeded a certain level. She supplemented that from 1 July this year, the MTRCL would extend the “10% Same Day Second Trip Discount” Scheme for nine months.

123. There being no further comments, the Chairman closed the discussion on this item.

**Item 11: Any Other Business**

**(ii) Traffic Congestion at Larch Street, Tai Kok Tsui**

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124. Mr CHUI Kin-man pointed out that traffic congestion was often observed at Larch Street and the Police should pay more attention to the situation.

125. Mr Benjamin CHOI supplemented that Larch Street was always parked with vans and large vehicles on both sides, which would easily lead to traffic accidents due to obstruction to traffic and the line of sight of pedestrians.

126. Mr Mok Man-wai reported that the Mong Kok Police District issued 313 tickets for parking offences at Larch Street last year. The Police would pay more attention to the traffic congestion caused by illegal parking at the said street and step up enforcement actions.

127. There being no other business, the Chairman closed the meeting at 5:30 p.m. The next meeting would be held at 2:30 p.m. on 18 July 2013.

Yau Tsim Mong District Council Secretariat  
July 2013

**Proposed Amendments for the Draft Minutes of  
the 7<sup>th</sup> Meeting of Traffic and Transport Committee held on 21 March 2013  
Yau Tsim Mong District Council (2012-2015)**

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The amendments proposed by the Transport and Housing Bureau were as follows:

**Paragraph 15 (ii):**

Original Text: “According to the data provided by the consultant, Hong Kong had about 250 000 vehicles while the total capacity of the three RHCs was 270 000 vehicles. Hence, the uneven traffic distribution was the major cause of congestion at the RHCs;”

Proposed amendment: “According to the data provided by the consultant, Hong Kong had a daily cross-harbour traffic throughput of about 250 000 vehicles while the total daily capacity of the three RHCs was 270 000 vehicles. Hence, the uneven traffic distribution was the major cause of congestion at the RHCs;”

**Paragraph 15 (vii):**

Original Text: “As the consultant had formulated a territory-wide traffic model for the toll adjustment options for the RHCs, the data derived could serve as reference; and”

Proposed amendment: “As the toll adjustment options for the RHCs were formulated by the consultant on the basis of a territory-wide traffic model, the data derived could serve as reference; and”

**Paragraph 24:**

Original Text: “Mr YAU Shing-mu responded that Option A would increase CHT tolls by ratio according to the road space occupied as well as the wear and tear caused on the road by vehicles. Having deducted the reimbursement for users of the EHC, it was expected that the option would bring a net revenue of about \$164 million to the Government. He emphasised that all three options could bring overall economic benefits of over \$500 million per year to Hong Kong. Besides, the Government was open-minded on the options and would like to listen to the views of all parties, thereby selecting the most preferred option for a 12-month trial to assess the effectiveness.”

Proposed amendment: “Mr YAU Shing-mu responded that Option A would increase CHT tolls by ratio according to the road space occupied as well as the wear and tear caused on the road by vehicles. If the reimbursement for users of the EHC was deducted, it was expected that the option would bring a net revenue of about \$164 million to the Government. He emphasised that all three options could bring overall economic benefits of over

\$500 million per year to Hong Kong. Besides, the Government was open-minded on the options and would like to listen to the views of all parties, thereby selecting the most preferred option for a 12-month trial to assess the effectiveness.”

2012 至 2015 年度油尖旺區議會  
交通運輸委員會  
於 2013 年 3 月 21 日舉行的第七次會議  
會議記錄草擬本的修訂建議

Annex 1

運輸及房屋局的修訂建議如下：

第 15(ii)段：

原文為：

“根據顧問公司提供的數據，香港約有 25 萬輛汽車，而三條海隧的總容車量為 27 萬輛次，故交通分布流量不均為海隧擠塞的主因；”

建議修訂為：

“根據顧問公司提供的數據，香港每日約有 25 萬輛的過海車輛，而三條海隧每日的總容車量為 27 萬輛次，故交通分布流量不均為海隧擠塞的主因；”

第 15(vii)段：

原文為：

“顧問公司為海隧收費調整方案製作了一個全港性的交通模型，得出的數據具參考作用；以及”

建議修訂為：

“顧問公司為海隧收費調整方案乃依據一個全港性的交通模型，得出的數據具參考作用；以及”

第 24 段：

原文為：

“邱誠武先生回應說，方案 A 以車輛佔用路面空間和損耗路面情況，按比例調升紅隧收費，減除對東隧使用者的補貼，預計該方案會為政府的財政帶來約 1.64 億元的淨收入。他強調三個方案均能為香港帶來每年超過 5 億元的整體經濟效益，政府對各方案持開放態度，希望聽取各方意見，從而選出最可取的方案試行 12 個月，以作評估。”

建議修訂為：

“邱誠武先生回應說，方案 A 以車輛佔用路面空間和損耗路面情況，按比例調升紅隧收費，若然減除對東隧使用者的補貼，預計該方案會為政府的財政帶來約 1.64 億元的淨收入。他強調三個方案均能為香港帶來每年超過 5 億元的整體經濟效益，政府對各方案持開放態度，希望聽取各方意見，從而選出最可取的方案試行 12 個月，以作評估。”



油尖旺區議會  
交通運輸委員會第八次會議

九龍巴士(一九三三)有限公司之回應

有關劉柏祺議員、蔡少峰議員「加強大角咀區交通配套 增加途經區內巴士路線」的議題

13D 線行走大角咀(維港灣)至寶達，由維港灣開出，中途經大角咀中匯街、奧運鐵路站、寶貴街、楓樹街及福全街；由寶達開出則途經銘基書院、浪澄灣一帶。如按建議往維港灣方向繞經大角咀區一帶，行車里數將增加約 1 公里。除行車時間需要相應增加約 5 分鐘外，車費亦須向上調整，這將對現時的乘客帶來不便。同時，更改行車路線亦須經運輸署批准，方可落實執行。我們已備悉有關意見，作為日後優化服務時的參考資料。

904 隧道線行走荔枝角至堅尼地城(卑路乍灣)；905 線則行走荔枝角至灣仔碼頭。兩線均由九巴與新巴聯營。現時早晚繁忙時間往港島方向的 904 線及 905 線的巴士，於駛經櫻桃街帝柏海灣巴士站時已經常客滿，若按照建議把兩線的巴士繞經大角咀區，除了行車時間將增加外，路線亦會變得迂迴，對現有 904 及 905 線的乘客將會造成不便。因此，我們與運輸署及新巴開會商討後，決定維持 904 線及 905 線的現有行車路線不變。



周大福企業及新創產業集團成員  
Members of Chow Tai Fook Enterprises and NWS Holdings

檔案編號：CC/1.2/144/13/KL

Annex 3

油尖旺交通運輸委員會第 30 / 2013 號文件

敬啟者：

有關：加強大角咀區交通配套 增加途經區內巴士路線

多謝 貴會於 5 月 8 日就上述事宜來函轉達議員的意見(交通運輸委員會文件第 30/2013 號)。現謹覆如下：

我們已備悉有關意見。經有關部門仔細分析後，認為若按建議 E21 號線往維港灣方向的服務繞經大角咀，行車時間將會增加約 8 至 10 分鐘，有關建議並要相應調低班次以彌補額外所需的行車時間，或抽調服務其他路線的車輛應付營運，惟兩者均對現有乘客造成不便。而若按建議將 904 及 905 號線往港島方向繞經大角咀，該兩線每程行車時間將最少增加 4 分鐘。同時，公司有需要相應調低 904 及 905 號線的班次以彌補所需的額外行車時間，或抽調服務其他路線的車輛應付營運，兩者皆會對該兩線現有每日約 1 萬人次或其他路線的乘客構成影響，亦會降低巴士營運效率。基於上述考慮，我們需維持現有安排。

由於我們暫時沒有其他資料補充，故不擬派員出席 貴會於 5 月 23 日舉行之會議。如有查詢，歡迎致電 2136 2230 與助理企業傳訊經理李建樂先生聯絡。

再次多謝 貴會對兩巴服務的關注。謝謝！

此致

油尖旺區議會  
交通及運輸委員會秘書  
文淑欣女士

新世界第一巴士服務有限公司  
城巴有限公司  
公眾事務經理

廖家欣 謹啟  
2013 年 5 月 15 日

城巴有限公司  
Citybus Limited

香港柴灣新創業園 8 號 8 Chong Fu Road, Chai Wan, Hong Kong  
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2012-2015 年度油尖旺區議會  
交通運輸委員會  
2013 年 5 月 23 日(星期四)

回應：議員提問 (油尖旺交通運輸委員會第 31/2013 號)

- (1) 請問現時有沒有巴士行經大角咀通州街南行天橋以及西九龍走廊大角咀段？若有，請分別指出。
- (2) 請問現時大角咀通州街南行天橋以及西九龍走廊大角咀段有沒有車輛類別限制？
- (3) 請問香港現時有沒有管制道路噪音的法律條文或標準機制？
- (4) 請問香港現時有沒有預防或減低道路噪音的機制？
- (5) 要求有關當局重新考慮巴士路線發展計劃中有關方案，避免巴士改行西九龍走廊。

就上述提問(1)、(2)及(5)，運輸署回覆如下：

(就提問(3)及(4)有關道路噪音事宜，環保署會分別作出回應)

- (1) 現時，有17條巴士路線行經大角咀通州街南行天橋以及1條巴士路線行經西九龍走廊大角咀段。詳情如下：

	大角咀通州街南行天橋	西九龍走廊大角咀段
九巴	230X, 234P, 237A, 238P, 238S, 242X, 252B, 259B, 259C, 260B, 261B, 267S, 336, N368	259B
新巴	701, 701S	-
城巴	A21	-

- (2) 現時，除行人、單車及學習駕駛人士所駕駛的車輛外，當局並未有限制其他車輛類別使用大角咀通州街南行天橋以及西九龍走廊大角咀段。
- (5) 我們明白議員就有關巴士路線改行西九龍走廊的建議對該處環境影響的關注。現時，我們正就有關建議諮詢各區議會交通及運輸委員會。在聽取及歸納各方的意見時，我們會將議員的意見一併研究及考慮。

運輸署

二零一三年五月十五日

2012-2015 年度油尖旺區議會

交通運輸委員會

2013 年 5 月 23 日(星期四)

回應：議員提問 (油尖旺交通運輸委員會第 31/2013 號)

- (1). 請問現時有沒有巴士行經大角咀通州街南行天橋以及西九龍走廊大角咀段？若有，請分別指出。
- (2). 請問現時大角咀通州街南行天橋以及西九龍走廊大角咀段有沒有車輛類別限制？
- (3). 請問香港現時有沒有管制道路噪音的法律條文或標準機制？
- (4). 請問香港現時有沒有預防或減低道路噪音的機制？
- (5). 要求有關當局重新考慮巴士路線發展計劃中有關方案，避免巴士改行西九龍走廊。

就上述提問(3)及(4)，環保署回應如下(運輸署就(1)，(2)及(5)的回應請見另文)：

為紓緩汽車引起的噪音問題，我們已訂立了車輛的噪音標準。根據《噪音管制(汽車)規例》規定，在香港辦理首次登記的車輛，都必須符合相關的國際噪音標準。至於在用中的車輛，《道路交通條例》亦有相關條文，管制包括濫用車輛響號、安裝及維修保養減聲裝置、非法改裝減聲器和超速駕駛等行為。警方亦不時會採取適當的執法行動，以減低相關的噪音滋擾。

解決交通噪音問題，主要從規劃著手。自八十年代中，我們在《香港規劃標準與準則》加入交通噪音標準，在規劃新的道路或住宅項目時，有關政府部門或發展商必須確保噪音感應強的地方的噪音水平符合標準。另外自一九九八年四月起，交通噪音標準更亦納入《環境影響評估條例》下的技術備忘錄內，成為環評條例指定工程項目的法定道路交通噪音限制。

為紓減現有道路噪音對鄰近居民的影響，政府的政策是在資源許可及切實可行的情況下，研究在交通噪音水平超逾70分貝的現有道路實施直接紓減噪音工程，包括加建隔音屏障和隔音罩，或使用低噪音物料重鋪路面。



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號 : ( ) in HAD YTMDC 13-30/2/1 Pt.  
電話 : 2399 2567  
傳真 : 2722 7696

Annex 6

香港灣仔  
告士打道 7 號  
入境事務大樓 41 樓  
運輸署署長  
楊何蓓茵女士, JP

郵寄及傳真 (2824 0433)

何女士：

2013-2014 年度油尖旺區巴士路線發展計劃  
— 反對巴士路線改行西九龍走廊

在 2013 年 3 月 21 日油尖旺區議會交通運輸委員會(“交運會”)第七次會議上，運輸署代表簡介「2013-2014 年度油尖旺區巴士路線發展計劃」，委員對更多巴士路線改行西九龍走廊的建議安排表示強烈反對。

交運會在 2013 年 5 月 23 日第八次會議上續議有關事宜，委員從貴署提供的補充資料(見附件)中知悉，五條擬將改經西九龍走廊的巴士線每日班次將多至近 400 班，這將對附近居民造成交通噪音及空氣污染問題，委員反對此路線安排，一致通過致函貴署，申明交運會雖支持「油尖旺區巴士路線發展計劃」的大方向，但強烈反對更多巴士路線改行西九龍走廊，以免加劇附近一帶的空氣和噪音污染，影響居民生活。

特此致函貴署，盼能以利民為原則，詳加考慮委員的意見。

油尖旺區議會  
交通運輸委員會主席

葉傲冬

連附件

副本送：見分發名單

2013 年 6 月 13 日



運輸署

Transport Department

傳真(2722 7696)

本署編號 Our Ref.: TD BR 76/50-3

電話 Tel.: 2829 5305

傳真 Fax: 2802 2679

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旺角政府合署四樓  
油尖旺區議會秘書處  
油尖旺區議會交通及運輸委員會

敬啟者：

2013-2014 年度油尖旺區巴士路線發展計劃

我們在本年 3 月向油尖旺區議會交通及運輸委員會介紹了 2013 - 2014 年度油尖旺區巴士路線發展計劃。就有關巴士路線改行西九龍走廊的建議，本署現提供補充資料如下：

是次巴士路線發展計劃中共有 5 條路線建議行走西九龍走廊，包括九巴第 6X(早上繁忙時段特別班次)、30X、33A、41 及 41A 號線，涉及班次每日共約 400 班。

為提升服務質素及改善環境，九巴會繼續引入新型號的環保巴士替代高齡巴士。在購置新巴士時，九巴會採購符合最新歐盟排放標準的柴油巴士(即歐盟五期)。他們亦已為其巴士車隊加裝合適的減排裝置，並採用含硫量近乎零(即 0.001%)的柴油，以減輕對環境的影響。

我們明白委員對有關巴士路線改行西九龍走廊建議的關注。我們現正就有關建議諮詢各區議會交通及運輸委員會，並會在歸納各方的意見時，將委員的意見一併研究及考慮。

多謝貴會對專營巴士服務的關注。

運輸署署長

(甘慧明



代行)

2013 年 5 月 15 日

副本送：環保署(經辦人：黃蔚藍先生)

香港灣仔告士打道七號入境事務大樓四十一樓  
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(傳真：2802 2679)

環保署 (經辦人：黃蔚藍先生)  
(傳真：2136 3400)



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號 : ( ) in HAD YTMDC 13-30/2/1 Pt.  
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Annex 7

九龍荔枝角寶輪街 9 號  
九龍巴士(一九三三)有限公司  
企業事務總監  
陳碧君女士  
(經辦人：黃秀娟女士)

郵寄及傳真(2745 0600)

陳女士：

**2013-2014 年度油尖旺區巴士路線發展計劃**  
**— 反對巴士路線改行西九龍走廊**

在 2013 年 3 月 21 日油尖旺區議會交通運輸委員會(“交運會”)第七次會議上，運輸署代表簡介「2013-2014 年度油尖旺區巴士路線發展計劃」，委員對更多巴士路線改行西九龍走廊的建議安排表示強烈反對。

交運會在 2013 年 5 月 23 日第八次會議上續議有關事宜，委員從運輸署提供的補充資料(見附件)中知悉，在上述計劃下，將有五條九巴路線改經西九龍走廊，委員擔心這安排會對附近居民造成交通噪音及空氣污染問題，一致通過致函貴公司，申明交運會雖支持「油尖旺區巴士路線發展計劃」的大方向，但強烈反對更多巴士路線改行西九龍走廊，以免加劇附近一帶的空氣和噪音污染，影響居民生活。

特此致函貴公司，盼能以利民為原則，詳加考慮委員的意見。

油尖旺區議會  
交通運輸委員會主席

葉傲冬

連附件

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敬啟者：

2013-2014 年度油尖旺區巴士路線發展計劃

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為提升服務質素及改善環境，九巴會繼續引入新型號的環保巴士替代高齡巴士。在購置新巴士時，九巴會採購符合最新歐盟排放標準的柴油巴士(即歐盟五期)。他們亦已為其巴士車隊加裝合適的減排裝置，並採用含硫量近乎零(即 0.001%)的柴油，以減輕對環境的影響。

我們明白委員對有關巴士路線改行西九龍走廊建議的關注。我們現正就有關建議諮詢各區議會交通及運輸委員會，並會在歸納各方的意見時，將委員的意見一併研究及考慮。

多謝貴會對專營巴士服務的關注。

運輸署署長

(甘慧明



代行)

2013 年 5 月 15 日

副本送：環保署(經辦人:黃蔚藍先生)

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油尖旺區議會  
交通運輸委員會

關注維港輪船航道的安全管理

海事處回應

1. 請問海事處及水警最近兩年在香港水域內發生海事意外的數字，當中涉及舢舨和帆船意外的共有多少宗？有多少檢控數字及何種違規個案？

2011年及2012年香港水域內發生的海事意外分別為351宗和331宗。根據本處檢控紀錄，並沒有涉及舢舨和帆船，在港內主要航道的違規個案。

在2011年及2012年檢控個案分別為1 028宗及1 379宗。個案涉及違反海上交通規則、船上沒有合格船長/輪機員、違反牌照/許可證條件、未經許進入機場入口區域、靠泊於已展示禁止船隻靠泊告示的岸壁/登岸梯級、船隻沒有領牌/無有效牌照、未獲允許運載乘客、未有陳示有效的驗船/保險證明書、超速行駛、海上拋置廢物、在公共渡輪上吸煙、排放黑煙及其他海事罪行等。

2. 據知海事處現時只在青馬橋附近的馬灣管制區安排巡邏小艇，其他的繁忙航區並無安排。請問如何避免因小型船舶的頻繁活動，而增加維港的航行危險？

海事處安排了一艘巡邏船配置於馬灣交通管制區內負責該區交通管制工作，在葵涌貨櫃碼頭範圍也安排了另一艘巡邏船作24小時交通管制。另外，本處根據需要安排多艘巡邏船隻，在主要航道及不同的水域，包括維多利亞港，執行巡邏及執法任務。本處亦會定期進行特別行動，針對船隻超速、超載、不遵守避碰規則的不法行為。

作為保障航行安全的附加措施之一，海事處對於船長超過120米的大型船隻，如其計劃穿越維多利亞港進出香港水域，必須提前向本處的船隻航行監察中心(航監中心)提出申請，而航監中心將視乎當時海面實際的交通情況，並綜合考慮天氣、能見度和潮汐等因素決定是否批准該船隻經維多利亞港出入。對於可能影響海上航行安全的其他活動，航監中心除了會在指定的無線電頻道播放航行安全警告外，本處亦會發出海事處佈告，並要求有關籌辦者將活動的詳情以適當的方式提前告知其他港口使用者。

除此之外，海事處透過與業界的定期會議及每年舉辦的海上航行安全研討會，加強與行內從業員的溝通及宣傳海上航行安全意識，從而達至提高各持份者在維港內的海上航行安全。

3. 請問信德中旅船務管理有限公司及珠江船務高速船有限公司對於舢舨小艇於航道及碼頭一帶拉網和垂釣對快船會否造成潛在危險？有何改善建議？

舢舨小艇可在航道以外或港澳碼頭區域外拉網和垂釣，但必須嚴格遵守國際海上避碰規則及其他相關的法律規定。只憑提供的照片，未能確定舢舨的位置是否在航道內或港澳碼頭範圍內。如舢舨小艇在航道內或在碼頭區域內拉網和垂釣，則屬違法。通常高速船船長如發現有船隻(包括上述舢舨小艇)妨礙其進出碼頭時，會按避碰規則採取適當行動，包括轉變航速及航向，發出燈光或鳴笛警告信號。高速船船長亦可向本處港澳碼頭泊位控制組或航監中心報告，本處會即時派員趕赴現場跟進；如發現有違規情況，定必採取執法行動。

過去多年來，本處定期邀請遊艇協會、漁民團體等各界人士參加本處舉辦的安全講座或定期會議，力圖提高船隻操作人員的安全意識。本處將繼續與各相關團體、協會保持緊密聯繫，正視交通委員會文件中所提及的舢舨小艇於航道及碼頭一帶拉網和垂釣造成潛在危險的問題。

4. 現時從海運碼頭開出或靠泊的巨型郵輪都與天星小輪形成相遇或緊迫的情況，雖該等輪船僱有領航員，但可能難與小輪或其他小型船舶使用無線電互作溝通。在該等狹窄水道航行，只使用「避碰條例」不一定能保證航行的安全，於2010年3月便發生了天星小輪與郵輪輕微碰撞的意外。雷達作為一種非常有效的航行瞭望設備，請問天星小輪現時有否全都安裝了有效的雷達和海事無線電通訊設備？船長是否都持有海事處認可的雷達觀察員及海事無線電通訊操作員證書？

根據《商船(本地船隻)(安全及檢驗)規例》第548章附屬法例G第80條，以下船隻須裝有該條所述的雷達：

- (1) 屬渡輪船隻或小輪；
- (2) 經營《渡輪服務條例》(第104章)所界定的專營服務或領牌服務的船隻；
- 及
- (3) 在維多利亞港口界線以外航行的船隻。

天星小輪是航行於遮蔽水域內的渡輪，根據本法例不須安裝雷達。航行於維多利亞港外水域的渡輪，須安裝甚高頻通訊設備，但無線電通訊設備要求不適用於天星小輪所行走的水域，故天星小輪不需安裝甚高頻通訊設備。儘管如此，本處現正檢討本地船隻的安全要求，日後會考慮載客船隻是否須要增加安全設施及設備。

5. 啟德郵輪碼頭在試用階段後即將啟用，屆時航道更為繁忙。建議海事處、水警及香港領港會，共同檢討及制定改善措施，以保障香港水域航道航行安全。

啟德郵輪碼頭發展計劃已在前期諮詢各方意見，作了充分研究，就海上交通的影響亦進行了相關評估；本處現正與香港領港會及有關港口使用者擬定靠泊指引，完善交通管理措施，確保海上交通安全。

海事處

2013年5月16日

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警方就“關注維港輪船航道的安全管理”回應 油尖旺交通運輸委員會查詢

(油尖旺交通運輸委員會第 29/2013 號文件)

多謝油尖旺交通運輸委員會來函對航道安全的關注。 警隊一直秉持「服務為本，精益求精」的態度服務市民。 而水警肩負的職責包括防止/偵查刑事罪案、防止非法入境、維持海上邊界完整、執行搜索及救援和維持海上安全等工作。

就維持海上安而言，雖然海事處為主要負責部門。但水警亦恆常與海事處協調在香港特區水域內推動海上安全。在執行海事條例的工作上，尤其是與海上安全有關的海事條例時，水警會全力協助及配合海事處之執法工作。

近年，水警針對海上安全的執法行動不斷加大力度，請參考「附件一」的數字。務求加強所有在海上作業及活動的持份者海上安全的意識。減少在海上發生意外及傷亡的機會，「附件二」總結了過去三年的海上意外數字。

歡迎委員在 2013-05-23 之會議上提供意見。

附件:

- (1) 海上安全行動及反超速行動統計數字 及
- (2) 海事意外統計數字 (節錄自海事處網頁)

水警總區行動科  
2013-05-13

## 2010 年至 2013 年第一季海上安全行動及反超速行動統計數字

	2010	2011	2012	2013 (第一季)	總數
海上安全行動	441	216	970	211	1838
聯合海上安全行動	0	0	18	3	21
反超速行動	222	85	265	31	603
聯合反超速行動	0	0	2	2	4
總數	663	301	1255	247	2466

※聯合行動指與海事處一同進行的行動

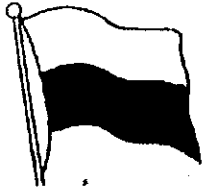
附件三

2010 年統計 - 按意外事故類別分析在香港水域範圍以內及以外的意外事故

意外事故類別	香港水域範圍以內				香港水域範圍以外			
	宗數	死亡人數	受傷人數	失蹤人數	宗數	死亡人數	受傷人數	失蹤人數
碰撞	182	8	23	0	28	0	9	8
接觸	35	0	5	0	22	0	1	0
觸礁 / 擱淺	33	0	4	0	18	0	0	0
入水 / 沉沒	25	0	4	0	2	0	0	0
火警 / 爆炸	11	0	19	0	9	0	1	0
翻沉 / 傾斜	18	0	3	0	0	0	0	0
其他	25	0	0	0	16	0	1	0
總計	329	8	58	0	95	0	12	8

2011 年統計 - 按意外事故類別分析在香港水域範圍以內及以外的意外事故

意外事故類別	香港水域範圍以內				香港水域範圍以外			
	宗數	死亡人數	受傷人數	失蹤人數	宗數	死亡人數	受傷人數	失蹤人數
碰撞	204	1	15	0	31	1	6	2
接觸	48	0	82	0	20	0	0	0
觸礁 / 擱淺	23	0	0	0	15	0	0	0
入水 / 沉沒	21	0	0	0	0	0	0	0
火警 / 爆炸	17	0	4	0	5	0	4	0
翻沉 / 傾斜	11	0	2	0	1	0	0	0
其他	27	0	2	0	8	0	1	0
總計	351	1	105	0	80	1	11	2



香港領港會有限公司  
HONG KONG PILOTS ASSOCIATION LTD.

Your Ref: .....

田 054/2013

Our Ref: .....

油尖旺區議會  
交通運輸委員會

敬啟者：


油尖旺區議交通運輸委員會第八次會議

就 貴會 2013 年 5 月 10 日來函邀請本會代表出席上述會議，本會作為港口使用者，一向極為關注航行安全，唯香港水域航道之管理，乃香港海事處之職責，故此，本會將不會出席有關會議。另外，海事處與本會亦設有定期會議商討有關領航事宜。

此致

油尖旺區議會交通運輸委員會

總經理

  
陳玉蓮

2013 年 5 月 16 日

副本抄送海事處



# 2012 年統計 - 按意外事故類別分析在香港水域範圍以內及以外的意外事故

意外事故類別	香港水域範圍以內					香港水域範圍以外				
	宗數	死亡人數	受傷人數	失蹤人數	宗數	死亡人數	受傷人數	失蹤人數	宗數	死亡人數
相撞	147	39	125	0	46	2	0	11	46	2
接觸	36	0	1	0	18	0	27	0	18	0
觸礁 / 擱淺	39	1	3	0	17	0	0	0	17	0
入水 / 沉沒	29	0	0	0	6	0	13	6	6	0
火警 / 爆炸	13	1	2	0	7	4	7	0	7	4
翻沉 / 傾斜	17	2	5	0	2	0	0	2	2	0
其他	30	0	0	0	15	0	0	0	15	0
總計	311	43	136	0	111	6	47	19	111	6

# The "Star" Ferry Company, Limited

Registered Office: 16/F, Ocean Centre,  
Harbour City,  
Canton Road,  
Kowloon, Hong Kong.



Correspondence Address: Kowloon Pier, Tsim Sha Tsui,  
Kowloon.  
Telephone: 2118 6228  
Fax: 2118 6028  
E-mail: sf@starferry.com.hk

Your Reference:

Our Reference:

Annex 11

油尖旺交通運輸委員會第 29/2013 號文件

油尖旺區議會秘書處

九龍聯運街三十號旺角政府合署四樓

文小姐:

## 對孔昭華區議員就關注維港輪船航道的安全管理回應

貴秘書處於5月10日傳真經已收悉。本公司對孔昭華區議員在第八次交通運輸委員會呈交29/2013號文件就本公司渡輪及海運碼頭進出郵輪之航行安全問題有以下答覆及回應:

- 1) 根據海事處在2001年第2號通告(靠近渡輪碼頭越過的危險),作為一種禮貌及普通常識,應當給予啟航船隻足夠之活動餘地。一般來說,越過碼頭時,應當與其至少相距100米。現時進出海運碼頭之郵輪均會與尖沙咀天星碼頭保持適當距離,避免因與本公司渡輪相遇而造成碰撞風險。
- 2) 海運碼頭營辦商是有給予本公司有關郵輪進出海運碼頭之日程表,本公司碼頭控制室亦會適時以專用之無線電對講機通知船長留意有郵輪進出海運碼頭及避讓郵輪進出之航路。
- 3) 2010年3月12日涉及剛由尖沙咀天星碼頭啟航往灣仔之渡輪及一艘剛由海運碼頭離開之郵輪無傷亡接觸事件屬罕有獨立意外,據悉其主因是當時涉案郵輪不當地偏離了應行航向,逆航道方向及以不安全航速近距離越過尖沙咀天星碼頭所致。
- 4) 除負責維港遊兩艘客輪外,本公司渡輪一律不用裝設雷達及甚高頻無線電通訊電話。
- 5) 本公司渡輪除了並非高速船外亦只受限於港內航行,其指定行走航線亦較其它港外渡輪航線短、簡單及直接。此外,

每艘本公司載客渡輪除有持牌船長外，亦有一名持牌合格副船長專責瞭望工作，所以船長在合乎應有船藝下是不必  
6) 借助雷達或不需依賴甚高頻無線電通訊等輔助航行儀器避碰。

本公司事務經理柯健將出席 5 月 23 日會議協助討論 29/2013 號文件。

此覆、垂注



天星小輪有限公司總經理 梁德興

2013 年 5 月 15 日

油尖旺區議會  
交通運輸委員會  
第29/2013號文件

李善昌  
水警總區警司(行動)  
2013-05-23

委員會的關注

- 海事意外
- 執法
- 維港內小艇垂釣
- 雷達及無線電通訊設備
- 啓德遊輪碼頭

警隊的責任

- 第232章《警隊條例》第10(i) 條  
維持香港水域治安，並於香港水域內協助  
(海事處) 執行海港及海事條例
- 水警總區 2013 年行動計劃  
「提升海上安全」- 其中一項首要項目

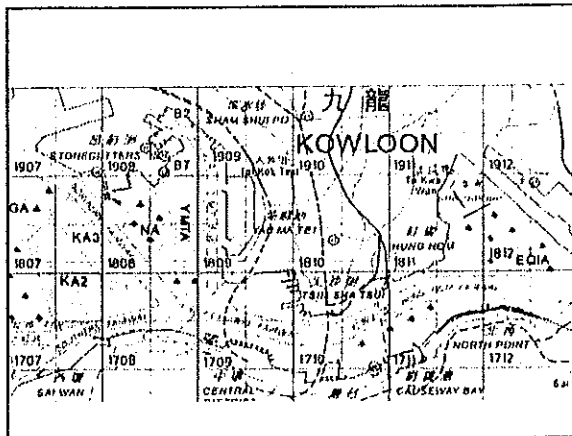
海事意外

- 報告碰撞等的責任  
第548章《商船(本地船隻)條例》第57 條  
- 向海事處處長報告
- 海事意外數字  
- 海事處網頁

2010	2011	2012
329 宗	351宗	311宗

執法

- 第548章《商船(本地船隻)條例》  
「獲授權人員」- 任何副警長或以上職級的警務人員
- 水警港口分區  
人手 - 160 船艇 - 7



## 行動方案

- 行動計劃 – 「提升海上安全」項目
- 常務訓令 – 海上安全策略 (教育/執法)
- 日常巡邏 – 每更 4 艘警輪
- 海上交通日 – 超速 / 阻礙航道 / 非法渡輪
- 特別海上交通管制 (煙花匯演 / 船隻遊行)
- 社群參與 – 「海上安全守護天使」計劃  
「無毒約章」計劃

數字

	2010	2011	2012	2013 (第一季)
海上安全行動	441	216	970	211
聯合海上安全行動	0	0	18	3
反超速行動	222	85	265	31
聯合反超速行動	0	0	2	2
總數	663	301	1 255	247

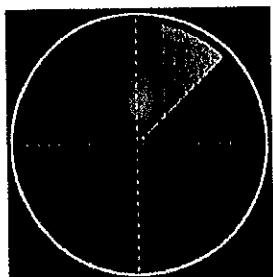
## 維港內垂釣/捕漁

- 第548F章《商船(本地船隻)(一般)規例》第90條
    - 任何於本地船隻上的人不得在《管制規例》附表11第1部指明的任何禁止捕魚區內，以壓網、圍網、漂流刺網、拖網、浸籠、手釣或延繩釣網捕魚。
- 香港水域內下列範圍乃禁止捕魚區：
1. 往鯉魚門的直接進口航道的。
  2. 往鵝鑾海峽的直接進口航道的。
  3. 任何主要航道的。
  4. 任何範圍而在該範圍附近已根據處長命令明顯地張貼禁止捕魚告示的。
- 第548B章《商船(本地船隻)(渡輪修點碼頭)條例》第27(1)條
    - 任何人當身處修點碼頭內或在修點碼頭內的本地船隻上時，不得釣魚。

## 危及他人安全

- 第548章《商船(本地船隻)條例》第32條
  - 任何人(不論他身在何處)藉任何非法作為，或在無合理辯解的情況下以任何方式危及任何本地船隻所載或在任何本地船隻之內或之上或在海中的任何人的安全，或致使該等人的安全遭危及，即屬犯罪。

## 雷達及無線電通訊設備



## 啓德遊輪碼頭



### **簡佈要點**

- 十分關注海上安全  
Attach great importance to sea safety
- 尊重各方權利、依例執法  
Respect the right of different sectors and  
act according to laws
- 繼續與海事處及社群合作  
Continue to work in partnership with  
Marine Dep't and the Community

油尖旺區議會交通運輸委員會  
2013 年 5 月 23 日會議

議員就港鐵票價調整機制的提問

自 2007 年 12 月兩鐵合併以來，香港鐵路有限公司(港鐵)的票價根據一套客觀而透明度高的機制調整，以取代合併前港鐵的票價自主權。

2. 今年 4 月，政府和港鐵就票價調整機制共同進行的檢討工作已順利完成，新機制將於今年 6 月起生效。

3. 新的票價調整機制和相關安排會發揮四大作用，包括：(1)擴大現有票價調整機制的考慮範圍，以包括港鐵公司的盈利狀況及服務表現，以及市民的負擔能力；(2)新機制在保留直接驅動的方程式之同時，加入上述三項因素，填補了單靠方程式調整票價的不足；(3)港鐵公司會按業績表現與市民「分享盈利」。另外，當經濟狀況較差時，港鐵公司亦會照顧市民的負擔能力，與市民「共渡時艱」；以及(4)對於在偏遠及較低收入地區居住而需要經常乘搭中長途港鐵車程的乘客而言，港鐵會推出多種新的票種以提供特別優厚的票務優惠，減輕他們的交通費負擔。

新票價調整機制的要點

4. 現時票價調整機制採用一條直接驅動的方程式，包含的元素有綜合消費物價指數及運輸業名義工資指數(工資指數)的按年變動，以及一個預先設定數值的生產力因素：

整體票價調整幅度 = (0.5 x 綜合消費物價指數的按年變動) + (0.5 x 工資指數的按年變動) - 生產力因素



5. 在新安排下，未來五年的生產力因素將由現時 0.1 個百份點，大幅提高至 0.6 個百份點。以此改良後的直接驅動方程式計算，今年 6 月港鐵整體票價的加幅，將比以舊機制計算的加幅減少 16%，由 3.2% 下調至 2.7%，所有乘客均可受惠。

6. 為照顧經常乘搭港鐵的中長途乘客的需要及負擔能力，港鐵同時全面提升月票及相關優惠，推出一系列新票種安排，包括增設「港鐵都會優惠票」、「東涌—南昌全月通加強版」及所有「全月通加強版」，使惠及不同鐵路綫包括市區綫的乘客，同時提供轉綫車程優惠。各項車票優惠由約 95 折至 7 折不等。

7. 無論日後直接驅動方程式的運算結果如何，該年的票價加幅均不會高於「家庭每月收入中位數」的按年變動，以照顧市民的負擔能力。少收的加幅待日後「家庭每月收入中位數」高於當年運算結果時才分兩年追收，但無論如何，不會超過「家庭每月收入中位數」變動。

8. 為回應市民就港鐵公司盈利的關注，港鐵會根據公司每年基本業務利潤表現，包括客運業務收入、車站商務收入及物業發展等各方面的利潤，撥出一筆款項，設立「票價優惠帳戶」用作提供第二程票價優惠，與市民分享港鐵公司的經營成果，同時減輕票價加幅對市民構成的負擔。

9. 新機制將設立「服務表現安排」，就港鐵的嚴重服務延誤（以 31 分鐘或以上計算）施加罰款，罰款會放進「票價優惠帳戶」，以第二程票價優惠回饋乘客。但罰則的細節是在不影響港鐵公司前線員工士氣及鐵路安全為前提下制訂。

10. 新安排回應了社會的訴求，以及讓廣大市民分享港鐵公司的經營成果。這些平衡為港鐵長遠發展奠下更穩固的基礎，令港鐵能配合政府的公共交通政策目標，維持優質鐵路服務，繼續發揮其作為公共交通主要骨幹的重要角色。