

立法會

Legislative Council

LC Paper No. CB(1)808/00-01
(These minutes have been seen
by the Administration)

Ref : CB1/PL/TP/1

Legislative Council Panel on Transport

Minutes of Meeting held on Friday, 19 January 2001, at 10:45 am in Conference Room A of the Legislative Council Building

- Members present** : Hon Mrs Miriam LAU Kin-yee, JP (Chairman)
Ir Dr Hon Raymond HO Chung-tai, JP
Hon Mrs Selina CHOW LIANG Shuk-yee, JP
Hon CHAN Kwok-keung
Hon LAU Kong-wah
Hon Andrew CHENG Kar-foo
Hon TAM Yiu-chung, GBS, JP
Hon Albert CHAN Wai-yip
Hon WONG Sing-chi
Hon LAU Ping-cheung
- Non-Panel member attending** : Hon LEUNG Yiu-chung
- Members absent** : Hon Abraham SHEK Lai-him, JP (Deputy Chairman)
Hon David CHU Yu-lin
Hon Albert HO Chun-yan
Hon Andrew WONG Wang-fat, JP
Hon LAU Chin-shek, JP
Dr Hon TANG Siu-tong, JP
Hon Tommy CHEUNG Yu-yan, JP

**Public officers
attending**

: Agenda Item IV

Transport Bureau

Mr Kevin HO, JP
Deputy Secretary for Transport (1)

Ms Shirley LAM
Principal Assistant Secretary for Transport (5)

Transport Department

Mr Robert FOOTMAN
Commissioner for Transport

Mr Y M LEE
Chief Traffic Engineer/NTW

Highways Department

Mr CHAN Wai-cheung
Deputy Project Manager/Major Works (2)

Environmental Protection Department

Mr Simon HUI
Principal Environmental Protection Officer
(Assessment & Audit)

Agriculture, Fisheries and Conservation Department

Dr F Y WONG
Assistant Director (Country & Marine Park)

Agenda Item V

Transport Bureau

Miss Margaret FONG
Deputy Secretary for Transport (3)

Mr Brian LO
Principal Assistant Secretary for Transport (2)

Transport Department

Mr Robert FOOTMAN
Commissioner for Transport

Mr Daniel AU
Assistant Commissioner for Transport/NT

Mr Brian GROGAN
Assistant Commissioner for Transport/Planning

Clerk in attendance : Mr Andy LAU
Chief Assistant Secretary (1)2

Staff in attendance : Ms Alice AU
Senior Assistant Secretary (1)5

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- I Confirmation of minutes and matters arising**
(LC Paper No. CB(1)458/00-01 - Minutes of meeting held on 15
December 2000)

The minutes of meeting held on 15 December 2000 were confirmed.

- II Information papers issued since last meeting**
(LC Paper No. CB(1)370/00-01 - Progress report of the construction of
the multi-storey carpark in Stanley; and
LC Paper No. CB(1)371/00-01 - Monitoring and control of road
opening works)

2. Members noted the above information papers provided by the Administration in response to members' requests made at the Panel meeting on 24 November 2000.

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III Items for discussion at the next meeting scheduled for 23 February 2001

- (LC Paper No. CB(1)464/00-01(01) - List of outstanding items for discussion; and
LC Paper No. CB(1)464/00-01(02) - List of follow-up actions)

3. Members agreed to discuss the following items as proposed by the Administration at the next meeting scheduled for 23 February 2001:

- (a) New World First Bus Services Limited - Introduction on its application for fare increase; and
(b) Driver Improvement Scheme.

(Post-meeting note: An additional item "Route 5 - Section between Shek Wai Kok and Chai Wan Kok" had subsequently been included in the agenda of the meeting.)

IV Lantau North-South Road Link

- (LC Paper No. CB(1)464/00-01(03) - Information paper provided by the Administration)

4. With the aid of PowerPoint, the Deputy Project Manager/Major Works (2) of the Highways Department (DPM(MW)2/HyD) briefly introduced the Tung Chung Road improvement scheme proposed by the Administration for improving the north-south access of Lantau. Details of the proposal as well as other alternative solutions considered by the Administration were set out in LC Paper No. CB(1)464/00-01(03). In this connection, a submission from the Green Lantau Association on the widening of Tung Chung Road was tabled at the meeting and subsequently issued to members vide LC Paper No. CB(1)496/00-01.

5. Mr Albert CHAN stated that in principle, he considered the present proposal more favourable than other alternatives. However, he pointed out that the widening of Tung Chung Road was in fact proposed by local residents several years ago. If this option had been considered seriously by the Administration back then, a lot of precious time and money might have been saved. In his opinion, the Administration had erred professionally on the planning of the project and ignored the views put forward by the local community. In response, the Deputy Secretary for Transport (1) (DS for T(1)) said that public views had been taken seriously by the Administration. Noting the local community's aspiration, the Administration had carried out a feasibility study on the widening option in November 1996. However, when the proposal was presented to the Country Parks Committee under the Country and Marine Parks Board (CMPB) for consideration, the Committee had expressed concerns about the impacts created by the original on-line widening scheme on the surrounding Country Park.

6. Mindful of the serious safety risks caused by the substandard conditions of Tung Chung Road, members in general considered that the proposed option of improving

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Tung Chung Road should be implemented expeditiously to address the dire transport needs of the Lantau residents. However, members had raised concerns in a number of areas and the Administration was urged to take them into account when the project was taken forward. The discussion between members and the Administration was summarized in the following paragraphs.

Design of recommended alignment

7. Referring to the site plan of project, Mr Albert CHAN pointed out that much of the preliminary recommended alignment was in fact a new road built off-line the existing Tung Chung Road. He suggested that the new alignment should be designed to make the best possible use of the existing Tung Chung Road, i.e. on-line widening should be carried out as far as practicable. In places where the existing road could not be widened due to environmental considerations, those sections should be used for one-way traffic while new single lane road sections be built to accommodate the traffic of the opposite direction. In this way, the new road sections would not have to be so wide, thereby reducing the project cost and the area of land to be affected.

8. In reply, DS for T(1) informed members that the single one-lane option had already been examined by the Administration but was considered undesirable. Firstly, the main problem with the existing Tung Chung Road was its steep gradient which at some places was as much as 20%. The safety standard of the existing Tung Chung Road would not be improved under the single one-lane option. Secondly, even if the problem could be partly overcome by imposing a safe traffic speed, it would still be necessary to provide enough space for overtaking in case of breakdown of vehicles. Taking into account these important safety and traffic management considerations, the Administration had come to the view that the recommended alignment could resolve most of the problems involved and reduce the area of land to be affected. The improvement option as proposed would be a long-term solution to bring about significant improvements to the dangerous situation of the existing Tung Chung Road.

9. Mr Albert CHAN was however not convinced by the justification of safety given by the Administration. He opined that as compared with other existing roads such as Old Peak Road and Magazine Gap Road which were just as steep, Tung Chung Road might even be safer. Hence, he did not see any problem with using the existing Tung Chung Road for one-way traffic. While acknowledging the importance to maintain safety standard, he said that certain relaxation within acceptable limits could be made in view of the benefits to be achieved in terms of cost-effectiveness and the potential impact on the environment.

10. Regarding the safety of the roads cited by the member as compared with Tung Chung Road, the Chief Traffic Engineer/NTW of the Transport Department (CTE(NTW)/TD) reported that over 500 m of the steepest section of the existing Tung Chung Road near Cheung Sha was at about 20% gradient and about 2.5 km of the road had gradients above 15%. For Old Peak Road, the gradient of its steepest section, 330 m in length, was between 20% to 23%, while 1 km of Magazine Gap Road had a gradient between 10% to 15%. To supplement, DS for T(1) advised that as the two other roads

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were 2-lane 2-way roads, the problem of allowing space for overtaking in case of an emergency did not exist. Moreover, unlike Old Peak Road which was restricted to buses, the improved Tung Chung Road would be open to buses.

11. DS for T(1) also pointed out that in view of the difficult terrain, widening of Tung Chung Road would be no easy task. Even with the recommended alignment, the upgraded Tung Chung Road would still fall short of the gradient requirement for standard roads. Concurring with the view that environmental impact of the works should be kept to a minimum, DS for T(1) assured members that when the detailed design of the project was taken forward, further consideration would be given to ways in which the cutting of slopes and encroachment into the Country Park could be minimized.

12. For this purpose, Ir Dr Raymond HO suggested that other engineering alternatives such as short tunnels and viaducts might be considered. Moreover, he said that proper attention should be paid to the landscape and visual impact created by the upgraded Tung Chung Road. Trees should be planted along the road to enhance its scenic value. In response, DPM(MW)2/HyD explained that the recommended alignment had already incorporated the use of viaducts where appropriate. However, due to various constraints in respect of alignment and topography, short tunnels would not be appropriate.

13. Responding to the Chairman's enquiry about the disposal of those sections of the existing Tung Chung Road which were left out of the proposed alignment, DS for T(1) said that the Administration was consulting the views of CMPB on the possibility of converting them into country park facilities. The recommendations of CMPB and other suggestions would be considered during the detailed planning stage of the project.

Implementation of the project

14. The Chairman said that she found it very unsatisfactory that with so much time and money to be spent on the project, the Tung Chung Road would still be a substandard road after it had been improved. However, in the absence of other better alternatives, she would support the proposal. In this respect, she hoped that all relevant government bureaux and departments would co-operate to bring about the early completion of the project.

15. Expressing support for the proposed widening option, Mr TAM Yiu-chung was concerned that the project would not be completed until the end of 2006 and he requested the Administration to provide additional information after the meeting on the detailed timetable for the implementation of the project. Sharing similar views, Mrs Selina CHOW and Mr LAU Ping-cheung urged the Administration to do whatever possible to fast-track the implementation. Expressing disappointment about the wasted efforts in the past few years due to the lack of co-ordination among various government bureaux and departments, Ir Dr Raymond HO considered that the Administration should make its best efforts to make up for the time lost.

Admin.

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16. In reply, DS for T(1) said that the Administration was equally concerned about the early completion of the project. During implementation of the project, works would be undertaken concurrently where possible. However, in view of the project's potential environmental impact, construction works would have to be undertaken sensitively and various mitigation measures be adopted to ensure compliance with statutory requirements. Also, the need to maintain traffic during construction, especially in the on-line widening sections, would add to the difficulty of the project. DPM(MW)2/HyD further explained that before commencement of construction works, much work would have to be undertaken, including investigation and design, Environmental Impact Assessment (EIA) study, gazetting and authorization of the road scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and seeking approval of the EIA report under the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO). All these would take time and the Administration was already working to a very tight timetable. However, he stated that the improvement works would be carried out by sections, and where feasible, each section would be opened to traffic as soon as it was completed to bring about local improvements.

17. Responding to Mr TAM Yiu-chung, DPM(MW)2/HyD said that as a large section of the proposed alignment would involve off-line widening, the Administration was confident that the traffic would be maintained when the works were carried out.

Securing approval under the Environmental Impact Assessment Ordinance

18. Worrying that the present proposal would meet with the same fate as the previous futile exercise for the North-South Road Link between Tai Ho Wan and Mui Wo, Mrs Selina CHOW sought assurance from the Administration that the approval of the Director of Environmental Protection (DEP) would be secured for the project. Ir Dr Raymond HO and Mr LAU Ping-cheung also expressed similar concerns.

19. In response, DS for T(1) stressed that while it would not be appropriate to pre-empt the decision of DEP as the statutory authority for granting the environmental permit, the present proposal was formulated in close liaison with all responsible departments including the Environmental Protection Department (EPD) and the Agriculture, Fisheries and Conservation Department and had incorporated the views of various interested parties. The Administration was confident that it was the most promising option in terms of satisfying all statutory requirements including DEP's approval. Concurring with DS for T(1), the Principal Environmental Protection Officer (Assessment & Audit) of EPD (PEPO(A&A)/EPD) advised that as there was a legal process governing the approval of EIA reports including consultation with the Advisory Council on Environment and the public, it would not be appropriate to pre-empt the outcome of the legal process. However, the current proposal was worked out by relevant departments in great care and all departments agreed that it was the proposal they had most confidence in getting through EIAO. EPD would continue to liaise closely with other departments in bringing the proposal forward. The Chairman requested that the statements made by DS for T(1) and PEPO(A&A)/EPD at the meeting on the Administration's confidence in the present proposal be put on record.

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20. As the co-operation and consultation mechanism was no different from that adopted previously, Mrs Selina CHOW questioned the basis of the Administration's confidence. In reply, DS for T(1) explained that in the context of the revised EIA study undertaken for the Tai Ho Wan and Mui Wo alignment, a thorough consideration and comparison of alternative alignments and options had been made which yielded useful information on the environmental impact that might be created on certain environmentally sensitive areas such as Tai Ho River and Tung Chung Stream. Taking these new data into account, the present alignment was proposed with modifications on the original Tung Chung Road off-line option so that the environmental disturbances of the project would be minimized.

Benefits of the project on the overall development of Lantau

21. Highlighting the inconvenience caused by the substandard Tung Chung Road on the livelihood of local residents, Mr LEUNG Yiu-chung said that it would be most important for the proposed project to bring about improved access to local areas and facilitate the overall development of Lantau. However, before the project was completed, the Administration should continue to implement improvement measures to alleviate the situation. In particular, he relayed the residents' requests for the prohibition hours be relaxed and additional closed road permits be issued.

22. Acknowledging the concerns of local residents about better external connections, DS for T(1) replied that upon completion of the project, it was intended that the holders of South Lantau Closed Road permits would be accorded 24-hour access to Tung Chung Road. This would in effect mean that the residents in South Lantau would not be restricted in their use of Tung Chung Road. In the interim, the Administration would continue to undertake local improvement works where possible. In fact, with the recent completion of two major local improvement works, the prohibition hours had been relaxed and additional Tung Chung Road Prohibited Zone permits would be issued. Responding to Mr LEUNG Yiu-chung, CTE(NTW)/TD confirmed that local improvement works would be carried out in nine places along Tung Chung Road within the next six months. At the request of Mr LEUNG and the Chairman, DS for T(1) agreed to review the situation when those works were completed and decide whether further relaxation was possible.

Admin.

23. In view of the focused development of tourism on Lantau Island, Mrs Selina CHOW expressed grave concerns about the Administration's decision to keep the upgraded Tung Chung Road closed to general traffic. She opined that with the improved safety standard of the widened road, a north-south access in Lantau should be provided for the general public to tie in with the development of tourism in the area.

24. In reply, DS for T(1) said that the decision was taken after careful consideration on a number of important factors. Taking into account the planning themes of conservation and sustainable recreation for South Lantau as well as the resulting transport needs, the Administration considered it necessary to restrict the access of the general public to the upgraded Tung Chung Road for both safety and traffic management concerns. Given the difficult topography, the speed limit of the upgraded

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Tung Chung Road would still be relatively low. Moreover, as South Lantau Road was not designed to cater for such traffic volume, opening up Tung Chung Road might hold up the traffic in the area.

25. Mrs CHOW however was unconvinced by the Administration's reply. She said that if the closed road permit system was maintained, the road link between the northern and southern parts of Lantau was still unavailable to the public. As such, she failed to see that the improvement of Tung Chung Road would be conducive to the development of tourism in Lantau. Sharing this view, the Chairman remarked that even if the development of South Lantau was to be recreation oriented, it would still require adequate access for the general public. In reply, DS for T(1) said one of such means would be the proposed cable car system linking Tung Chung and Ngong Ping which would be commissioned around the schedule completion of the present project.

26. Echoing Mrs Selina CHOW's views, Mr Albert CHAN raised serious concern about the cost-effectiveness of the project. He said that it would not be easy to convince the public that the project cost of \$1 billion was value for money if general traffic was banned and the upgraded Tung Chung Road would only be used by the 1 000 or so vehicles currently permitted to do so. Citing many existing roads in Hong Kong which had very steep gradient but still open to all traffic, he did not accept the Administration's justification that the upgraded road should be restricted out of safety considerations.

27. In response, DS for T(1) clarified that by restricting access to general traffic, it did not mean that the traffic throughput of Tung Chung Road would not increase. Upon the completion of the project, certain relaxation would apply such as those mentioned above for South Lantau Closed Road permit holders. Acknowledging members' concern, DS for T(1) said that the transport needs arising from the development of Lantau including tourism would be accommodated. In terms of granting access to the improved Tung Chung Road, buses and commercial vehicles would be accorded priority. Likewise, coaches would also be considered in the same light to facilitate tourist activities. Arrangements as those adopted presently would also be in place for special requests to be considered on a need basis.

Admin.

28. However, DS for T(1) said that any relaxation to the restriction should be implemented gradually taking into account the traffic flow and throughput in the upgraded Tung Chung Road. In this connection, Mr TAM Yiu-chung requested the Administration to provide additional information on the anticipated volume of traffic to be handled by the improved Tung Chung Road, as well as the expected time the road would be operating to capacity vis-à-vis the development needs of Lantau. DS for T(1) replied that given the sharp bends and steep gradient, it was anticipated that the traffic throughput of the upgraded Tung Chung Road would be around 1 000 vehicles per hour.

Admin.

29. To facilitate members' understanding on this matter, Mrs CHOW requested for additional information in relation to the Administration's decision to keep the upgraded Tung Chung Road closed to general traffic, including the considerations it had taken into account in terms of further development in Lantau, including tourism development, the relaxation to be applied for the purpose and the organizations it had consulted. DS

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for T(1) agreed to provide the information as requested.

Admin. 30. Concurring with the views of Mrs Selina CHOW and Mr Albert CHAN, Ir Dr Raymond HO said that the proposed project should be considered in the context of the overall development of Lantau. In this respect, he requested that the development strategy of Lantau, when finalized, be presented to the LegCo Panel on Planning, Lands & Works for discussion. While agreeing to relay the member's request to the Planning and Lands Bureau (PLB), DS for T(1) stated that according to the relevant consultation paper published by PLB, conservation and sustainable recreation would remain the main theme for development in South Lantau.

Admin. 31. In conclusion, the Chairman invited the Administration to carefully consider the views and suggestions made by members at the meeting. In particular, the Administration was requested to examine whether the design of the recommended alignment could be further improved to make the best possible use of the existing Tung Chung Road so as to minimize the environmental and land resumption implications of the project. Subject to the progress of the project, the Administration agreed to revert back to the Panel on this matter in six months' time.

V Measures to enhance passenger safety on public light bus

(LC Paper No. CB(1)464/00-01(04) - Information paper provided by the Administration)

32. At the invitation of the Chairman, the Commissioner for Transport (C for T) reported the progress of various measures taken by the Administration to tackle speeding activities by public light buses (PLBs) since April 2000 when the matter was previously discussed by the Panel. He said that the Administration had now completed a review to explore other proposals to further enhance passenger safety and the findings which recommended a number of new initiatives were presented in the Administration's paper (LC Paper No. CB(1)464/00-01(04)) for members' consideration and comments.

33. Mr CHENG Kar-foo welcomed the general direction of the Administration's proposals to further enhance passenger safety in PLBs, especially the requirement for the passenger seats on new PLBs to be fitted with seat belts. However, he opined that this requirement should be implemented as early as possible.

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Speed warning/display device

34. On the installation of speed warning/display device, Mr CHENG suggested that the device should have record-keeping function which would facilitate prosecution by the Police. In response, the Assistant Commissioner for Transport/NT (AC for T(NT)) explained that the primary function of the device was to facilitate better monitoring by passengers. When the operators received complaints from the passengers, they could take actions against the offending drivers accordingly. Moreover, as the travelling speed was displayed instantly, the device would also help the drivers as the subjective judgement of passengers could be avoided.

35. Mr CHENG however maintained the view that the effectiveness of the device would be seriously undermined if no record was kept. In reply, AC for T(NT) said that the record of travelling speed alone could not show whether the driver was driving in excess of the speed limit or not because the offence of speeding was relative to the speed limit of the road. Nevertheless, TD would continue to identify whether other types of speed warning/display devices with record-keeping function were available.

36. Mr WONG Sing-chi suggested that it would also be helpful if the device could give an audible alert when the travelling speed exceeded a certain limit, say 70 km/h. He also opined that with the aid of the speed warning/display device, more effective undercover enforcement actions could be taken by the Police to increase the deterrent effect. In response, AC for T(NT) confirmed that 180 PLBs were being tested for such a warning device. Subject to a satisfactory result of the trial, the Administration would give consideration to the installation of speed display device with warning function in PLBs. Enforcement actions by the Police would also be strengthened accordingly.

Enhanced enforcement actions

37. While agreeing that the speed warning/display device would have a deterrent effect on the drivers, the Chairman said that with the passage of relevant legislation to increase the penalties for speeding, the Police should take more enforcement actions, at night time in particular, to target the handful of irresponsible drivers. In order to enhance the deterrent effect, the relevant statistics on the number of prosecution cases arising from these operations as well as the penalty imposed should be made known to the public. As the installation of red light cameras was also an effective means to combat speeding activities of PLBs, she questioned why only six locations had been selected and why the red light cameras could not be installed immediately.

38. Noting the Chairman's concerns, the Assistant Commissioner for Transport/Planning (AC for T(Planning)) replied that the Administration would fast-track the installation programme as much as possible. However, the jobs would have to be tendered out and the tendering process would take some time to complete. As for the deployment of the red light cameras, he said that in order to increase the effectiveness of the scheme, one camera would be used to service around five speed check locations. At the request of Mr CHAN Kwok-keung and Mr WONG Sing-chi, AC for T(Planning) agreed to provide the accident rate of PLBs at night time from 11:00 pm to 3:00 am after

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the meeting.

39. Responding to Mr TAM Yiu-chung, AC for T(Planning) advised that the six locations mentioned in the paper were chosen because they were particularly related to the speeding problem of PLBs and were out of a total of 60 locations in the Territory.

Maximum speed limit on light buses

40. Citing the significantly higher accident involvement rate of PLBs among all classes of vehicles, Mr CHENG Kar-foo opined that a maximum speed limit should be imposed to tackle the speeding problem of PLBs at source. Referring to the Administration's analysis in paragraphs 17 and 18 of the paper, he pointed out that as PLB routes would normally pass through different speed limit zones, it would not be indicative to look at the accident rate of PLBs on roads with speed limit above 70 km/h in isolation. As shown in Annex C, the accident rate of PLBs on roads with speed limit of 50 km/h or below was 20 times higher which illustrated the problem of habitual speeding driving behaviour of some PLB drivers. Thus, he could not agree with the Administration's conclusion that there was no clear evidence that imposing a maximum speed limit could help reduce the accident rates of PLBs. Given the utmost importance to enhance passenger safety, he was in favour of adopting a tighter control in the speed limit of PLBs right away.

41. In response, the Deputy Secretary for Transport (3) (DS for T(3)) said that the Administration was aware of the high accident involvement rate and speeding activities of PLBs, and thus, further measures were proposed to tackle the problem. However, the Administration took the view that the problem of speeding should be tackled primarily by more stringent law enforcement actions. If a maximum speed limit, say 70 km/h, was imposed arbitrarily at this stage, it would not be fair to those law-abiding PLBs drivers. Moreover, further consideration would be required to determine the effectiveness of such a requirement in alleviating the problem of speeding activities of PLBs. She stressed that while the Administration did not see an immediate need to impose a maximum speed limit on PLBs, further consultation would be carried out with the PLB trade on the option of imposing a maximum speed limit on all light buses; and if considered desirable, the suitable speed limit to be imposed.

42. In this respect, the Chairman remarked that the PLB trade was always in support of enhancing road safety. However, the Administration should carefully consider whether the accident rate of PLBs on roads with speed limit of 50 km/h or below could be reduced by the imposition of a maximum speed limit. For example, if the majority of those accidents involving PLBs happened when they were travelling at a speed between 50 km/h and 70 km/h, the imposition of a maximum speed limit at 70 km/h might not bring about much improvement.

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43. In view of grave public concern about the serious traffic accidents caused by the speeding of PLBs, Mr CHENG Kar-foo urged the Administration to formulate the policy decision as soon as possible and also consult the views of members of the public in the matter.

Other measures to combat speeding activities of PLBs

44. Mr TAM Yiu-chung was concerned that if PLB drivers were employed on per diem rates, they would more likely engage in speeding activities. In reply, AC for T(NT) stated that the TD had already discussed the matter with the PLB trade. In order to allow green minibus (GMB) operators to better manage and control their drivers, a new licensing condition was imposed on the licence holders to formally employ drivers in lieu of hiring GMBs to drivers on per diem rates. For overnight GMB service which was more prone to speeding problems, 29 out of 30 such routes were subject to this requirement.

45. Responding to Mr LAU Ping-cheung's enquiry about possible measures to improve the operational safety of red minibuses (RMBs), AC for T(NT) said that in the long term, RMBs would be encouraged to convert to GMBs under the Government's established policy. As GMBs were operating on a fixed route with scheduled stops, the drivers would be under less stress as compared with RMB drivers. Moreover, the Government was exploring other ways to help minimize the distraction to drivers. For example, the position of the door of PLBs could be moved forward so that the driver could have a better view of passengers getting on and off the vehicle. Likewise, the installation of bells for requesting stops and the use of Octopus card could also help.

VI Any other business

46. There being no other business, the meeting ended at 12:30 pm.

Legislative Council Secretariat

12 March 2001