

**Information Paper for
Legislative Council Panel on Transport and
Legislative Council Panel on Security**

**Trial Schemes for Taxi and Green Minibus Operation
at Lok Ma Chau Control Point during the Extended Period**

PURPOSE

This paper informs Members of the detailed arrangements of the trial schemes for operation of taxis and green minibuses (“GMBs”) in Lok Ma Chau Control Point (“LMCCP”) during the extended period (i.e. from midnight to 6:30 am).

BACKGROUND

2. At the joint Panel meeting held on 14 January 2003, we briefed Members on the guiding principles for considering whether, when, how and what public transport modes should be allowed to have access to control points and our preliminary plan for the proposed trial schemes. We undertook to inform Members of the details of the trial schemes before implementation.

DETAILS OF THE TRIAL SCHEMES

3. On the basis of the guiding principles and having regard to views of the joint Panels and the trades concerned, we have worked out the details of the trial schemes which are explained in the following paragraphs.

Traffic Arrangements and Pedestrian Passage

4. The operational carpark in LMCCP will be made available for taxis and GMBs to pick up and drop off passengers during the extended period. There will be two taxi pick-up points for urban taxis and New Territories taxis respectively, each provided with 7 spaces for empty taxis to pick up passengers. Three laybys will be provided in the operational carpark, one for taxi drop-off and the other two for GMB loading/unloading activities. The layby nearest to the ingress and egress of the operational carpark is designated for taxi drop-off to facilitate smooth traffic flow inside the operational carpark and to separate taxi drop-off activities from taxi pick-up activities to avoid queue-jumping. Footpaths are provided at the perimeters of the operational carpark for waiting passengers, and road markings for pedestrian crossing are provided to facilitate pedestrian movement between the laybys and the immigration hall. Both inbound and outbound taxi/GMB passengers will use the same covered path for

Annexes A & B access to/from the immigration hall. The layout plans at Annexes A and B illustrate the flow of traffic and passengers in LMCCP under the trial schemes.

5. To better regulate the taxi traffic into LMCCP in order to avoid congestion in the control point or at San Sham Road, only taxis carrying passengers can go direct to the drop-off area. A ticket system will be implemented for unoccupied taxis that would like to pick up passengers at the LMCCP. We will designate a taxi holding area in San Tin Public Transport Interchange (“PTI”) for unoccupied taxis waiting to enter the control point. The taxi holding area can accommodate 22 waiting taxis (11 urban taxis and 11 New Territories taxis). A ticket system will be implemented at the taxi holding area where taxi drivers will be given a ticket to indicate their order of entrance to the LMCCP. The layout plan of the taxi holding area at San Tin PTI is at Annex C. As a contingency measure, and depending on traffic situation, part of the outbound coach holding area in the LMCCP may be used as temporary taxi holding area if necessary during the extended period.

6. We will engage a management company to operate the ticketing system. The issuing of tickets at the taxi holding area at San Tin PTI will start at around 11:45 pm each day during the trial period, and there will be staff in LMCCP to check the tickets before empty taxis are allowed to enter the operational carpark. Waiting taxis will be required to leave the LMCCP at the end of the extended period and the taxi holding area in San Tin PTI will be returned to its normal use as loading and unloading activities of coaches at the same time. We will review the effectiveness of the ticket system after implementation.

Connecting shuttle bus services at LMCCP

7. Based on observations by the Transport Department (“TD”) after the implementation of 24-hour passenger clearance at LMCCP on 27 January 2003 and the results of passenger surveys conducted by TD, it is estimated that the number of passengers taking taxis and GMBs to LMCCP will be relatively higher during the first two to three hours of the extended period and also towards the end of the extended period. To ensure that there will be adequate and timely provision of connecting shuttle bus services to cater for the additional traffic demand arising from such passengers during the extended period, TD has agreed with the shuttle bus operator that where passenger demand so warranted, the shuttle bus operator will send empty buses to the boarding point at LMCCP to carry passengers from there to Huanggang.

8. A special fare collection arrangement during the trial period has also been devised. It is explained in Annex D.

GMB routes to be introduced

9. Having reviewed the night-time public transport network at San Tin PTI and the experience of the 24-hour operation of LMCCP since 27 January 2003, and taking into account the views expressed by Members at the last meeting, we decide to introduce 4 GMB routes to operate to LMCCP in the GMB trial schemes. The two existing night-time GMB services from New Territories West (Tuen Mun and Tin Shui Wai via Yuen Long) which terminate at San Tin PTI will be extended to terminate in LMCCP. Two new GMB routes from New Territories East (Shatin via Tai Po) and from Kowloon (Mongkok) respectively will be introduced. We have commenced an operator selection exercise for these two new routes.

Commencement Dates of the Trial Schemes

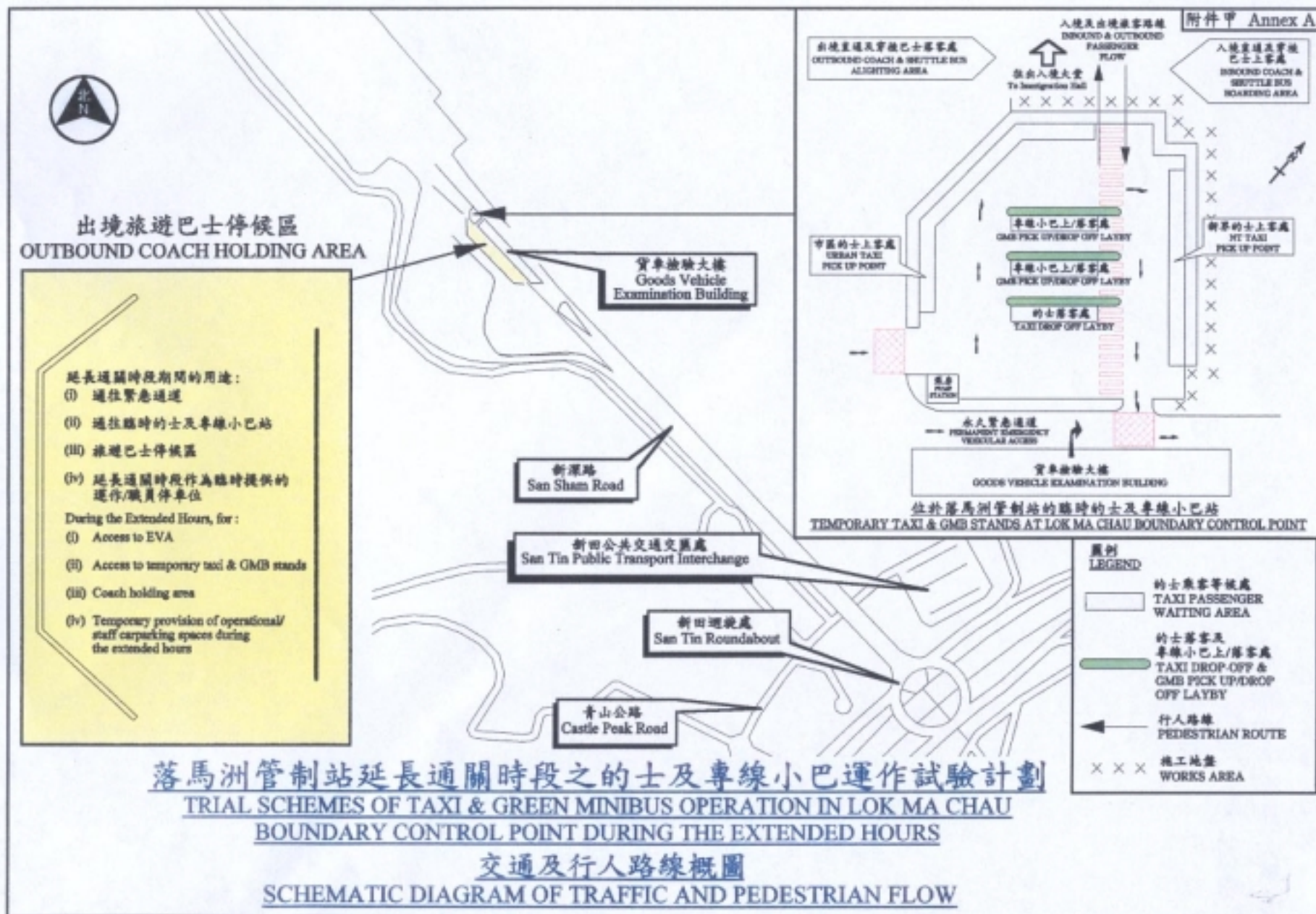
10. The taxi trial scheme and the GMB trial scheme involving the two existing GMB services will commence at 0000 hours on 20 March 2003.

11. We aim to complete the operator selection exercise for the two new GMB routes by around mid April 2003. We will announce the commencement date of these two new GMB services to LMCCP nearer the time.

12. We will review both trial schemes three months after their commencement to consider whether and how they should continue. Meanwhile we will monitor the operation of the trial schemes closely and will consider measures to finetune the arrangements if necessary.

Publicity

13. TD and the shuttle bus operator will make suitable publicity arrangements to inform the public of the new arrangement under the trial schemes. Leaflets and other publicity materials will be produced. TD will maintain close liaison with the taxi and GMB trades which are requested to exercise self discipline in ensuring smooth operation at LMCCP and San Tin PTI during the trial period.



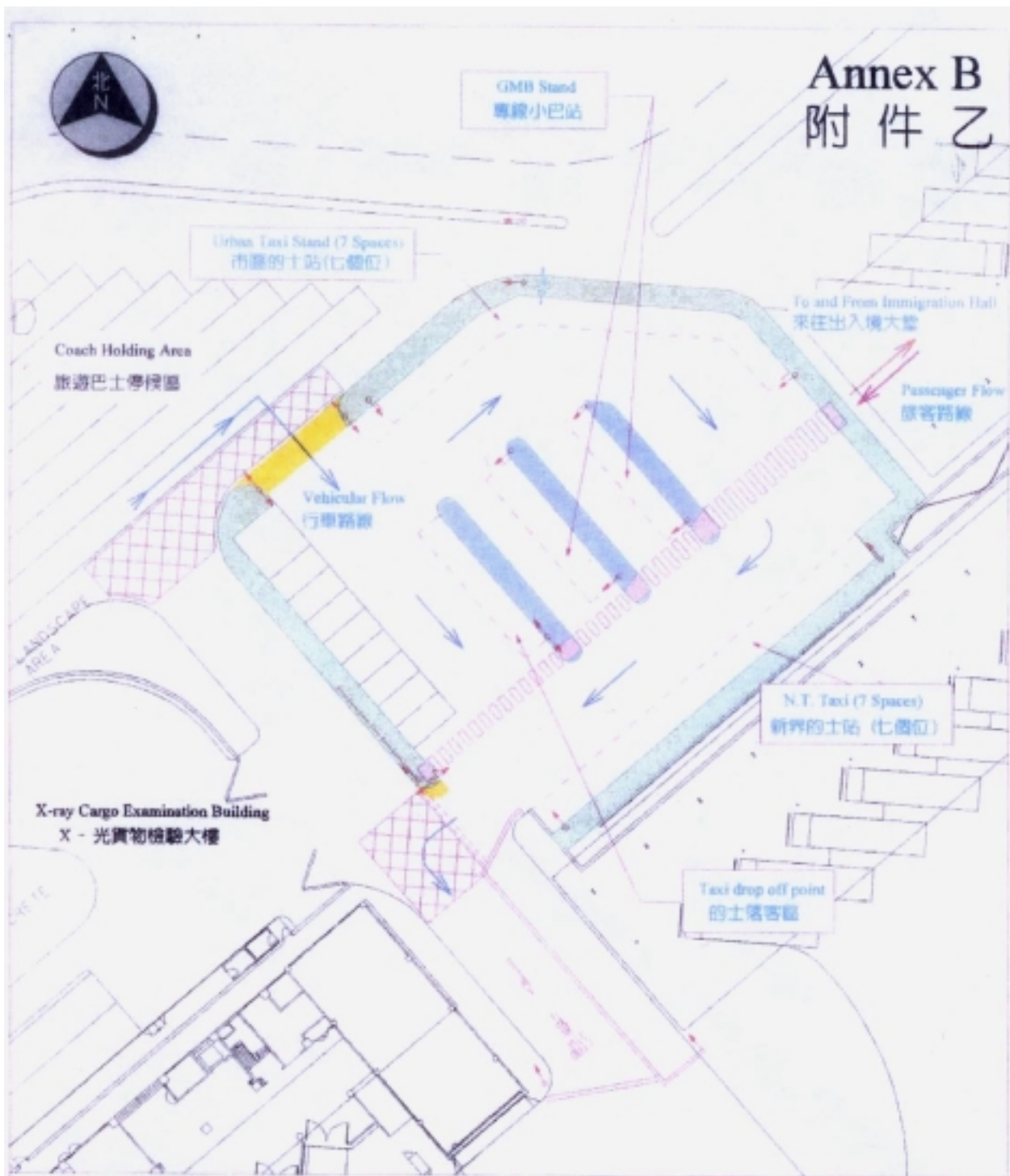
落馬洲管制站延長通關時段之的士及專線小巴運作試驗計劃

TRIAL SCHEMES OF TAXI & GREEN MINIBUS OPERATION IN LOK MA CHAU BOUNDARY CONTROL POINT DURING THE EXTENDED HOURS

交通及行人路線概圖

SCHEMATIC DIAGRAM OF TRAFFIC AND PEDESTRIAN FLOW

Annex B 附件乙

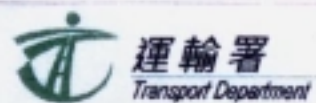


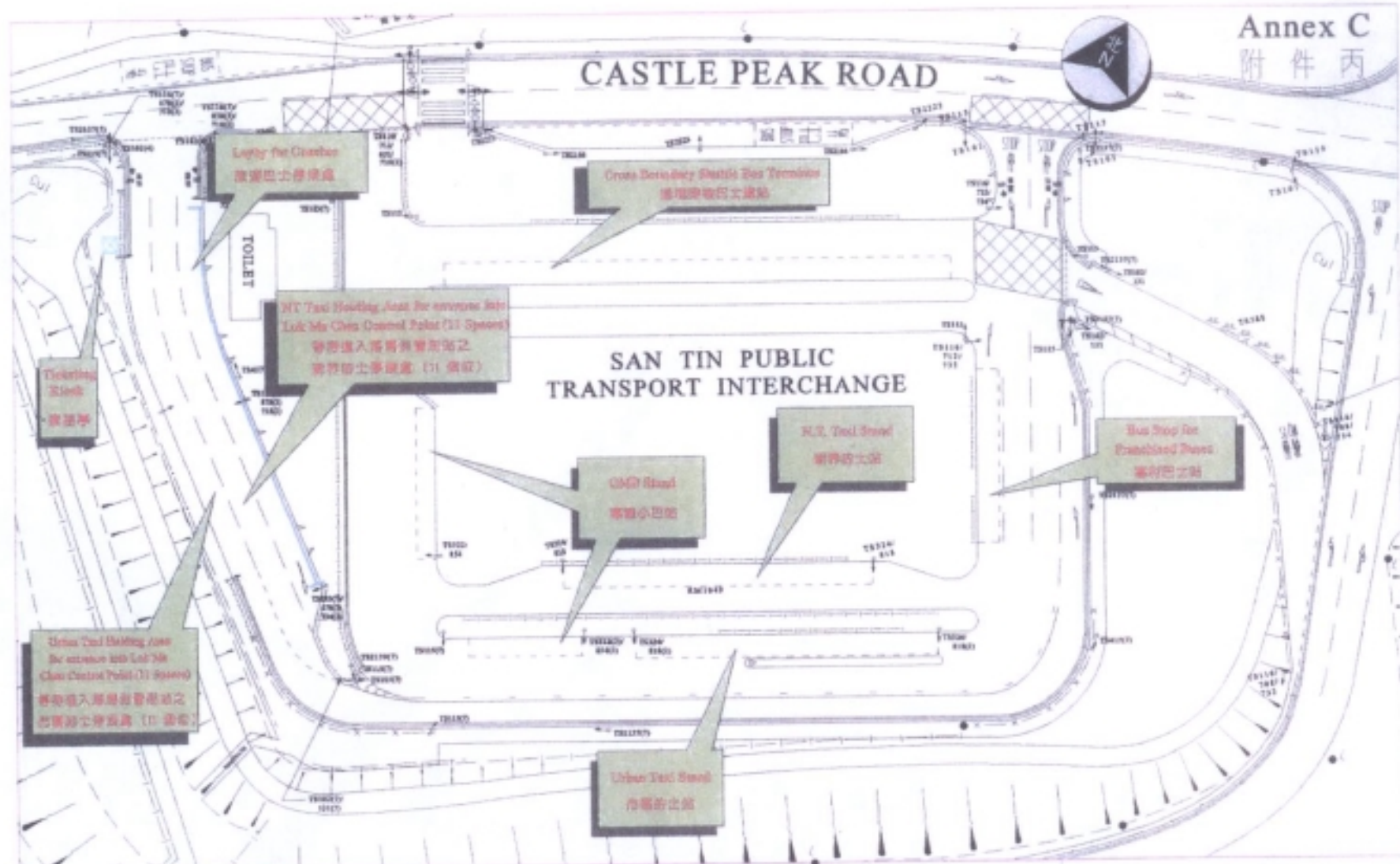
Layout Plan For Trial Schemes of Taxi and Green Minibus Operation in
Lok Ma Chau Boundary Control Point between 12 midnight and 6:30 am daily
落馬洲管制站於每日午夜十二時至上午六時半之的士及小巴運作試驗計劃圖

DRAWING NO.: W030066.005C

SCALE: 1:500

TRAFFIC ENGINEERING (NTW) DIVISION.





DRAWING NO: W030056.002C
SCALE: 1 : 750

Trial Arrangement : Taxi holding areas at San Tin Public Transport Interchange between 12 midnight and 6:30am daily
試驗安排：每日午夜十二時至上午六時半在新田公共交通交匯處設立的的士停候處



**Trial Taxi/GMB Schemes in LMCCP –
Fare collection arrangement of Lok Ma Chau – Huanggang shuttle bus service**

1. Arrangements during the extended hours from midnight to 6:30 am: All northbound passengers will pay the bus fare at the shuttle bus boarding point at LMCCP between midnight and 6:30 am. Passengers do not have to pay when they board the shuttle bus at San Tin PTI during this period.
2. During the short transitional periods each day (about 15-30 minutes before and after midnight and about 15-30 minutes after 6:30 am):
 - (a) for the transitional period before midnight:
 - boarding tickets will be issued to passengers who board the shuttle bus and pay their fares at San Tin PTI; and
 - passengers who board the shuttle bus at LMCCP during this transitional period will have to tender boarding tickets;
 - (b) for the transitional period after midnight¹:
 - passengers who board the shuttle bus at San Tin PTI after midnight will pay at the boarding point at LMCCP instead; and
 - passengers who board the shuttle bus at LMCCP during this transitional period will either tender boarding tickets or pay by Octopus card or cash;
 - (c) for the transitional period after 6:30 am²:
 - boarding tickets will be issued to passengers who board the shuttle bus and pay their fares at San Tin PTI; and
 - passengers who board the shuttle bus at LMCCP during this transitional period will either tender boarding tickets or pay by Octopus card or by cash.
3. The boarding tickets will be of different colours for different days and will be used randomly with a date chop on each ticket to prevent evasion or counterfeiting of the tickets.
4. The shuttle bus operator will deploy staff at both San Tin PTI and the boarding point at LMCCP to provide assistance to passengers. Queue railings will be provided on site to maintain the order.

¹ During this transitional period, there will be a mix of the following shuttle bus passengers at LMCCP: passengers who boarded the shuttle bus at San Tin PTI before midnight and received a boarding ticket for having paid the bus fare there, passengers who boarded the shuttle bus at San Tin PTI during the transitional period after midnight and have not paid the bus fare yet, and passengers from taxis/GMBs who arrived at LMCCP after midnight and have not paid the bus fare yet.

² During this transitional period, there will be a mix of the following shuttle bus passengers at LMCCP: passengers who boarded the shuttle bus at San Tin PTI before 6:30 am and have not paid the bus fare yet, passengers who boarded the shuttle bus at San Tin PTI during the transitional period after 6:30 am and received a boarding ticket for having paid the bus fare there, and passengers from taxis/GMBs who arrived at LMCCP before 6:30 am and have not paid the bus fare yet.