

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

政府總部
環境運輸及工務局
香港花園道美利大廈



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1 March 2007

Mr. Andy Lau
Clerk to Panel on Transport
Legislative Council Secretariat
3rd floor, Citibank Tower,
3 Garden Road,
Central, Hong Kong

By Fax [2121 0420]

Dear Mr. Lau,

**Panel on Transport
Meeting on 2 March 2007**

Thank you for your letter dated 26 January 2007. I set out below the information requested by Members regarding the Sheung Shui to Lok Ma Chau (LMC) Spur Line (Spur Line).

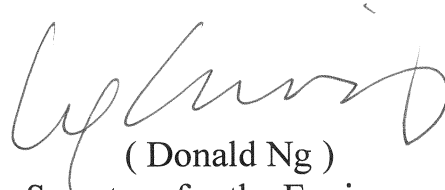
First, the Shenzhen Municipal Government has confirmed that they have no intention to allow buses/coaches to access the new Futian Port upon its commissioning, and that the Futian Port will be served by the Shenzhen Metro Line 4 as the connecting public transport. Long haul tour groups in coaches may change to the Shenzhen Metro at the new Futian Passenger Interchange (福田客運綜合樞紐), which is adjacent to the Zhuzilin Station (竹子林站), or continue to use the public transport interchange (PTI) outside the Huanggang Control Point.

As regards converting part of the PTI at the Spur Line to allow the provision of non-franchised bus (NFB) services, we confirm that such would not be feasible under the current layout. As shown in the photo at the **Annex**, the area to the west of the taxi stacking area is an emergency evacuation and assembly area for the LMC Terminus and the PTI. This area cannot be converted into loading bays for NFBs for fire safety reasons.

We have also examined the idea of reducing the number of taxi stacking spaces for this purpose, but found that this would not be feasible because the three carriageways in the stacking area have been designed to cater for the movement of taxis, and thus only have a total width of 8.5 metres, which is much narrower than the standard width of 10 metres and would not be possible for coaches to maneuver.

In view of the geographical constraints mentioned above, as well as the cap on the number of vehicle trips imposed by the Environmental Permit issued under the Environmental Impact Assessment Ordinance, we cannot allow access of NFBs to the PTI, whether on a regular or ad hoc basis.

Yours sincerely,



(Donald Ng)

for Secretary for the Environment,
Transport and Works

Taxi Stacking Area at Lok Ma Chau Terminus Public Transport Interchange



Emergency Assembly Area

Taxi Stacking Area