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(English translation)

Ms Sophie Lau,  
Clerk to Panel on Transport  
Legislative Council Panel on Transport  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Fax no.: 2978 7569)

Dear Ms Lau,

**Panel on Transport  
Meeting on 24 November 2015**

At the meeting of the Panel on Transport held on 24 November 2015 on “Emergency transport arrangements after the closure of Kap Shui Mun Bridge”, the Government was requested to provide supplementary information. Please find attached at **Annex** the requested information for Members’ reference.

Yours sincerely,

[signed]

( Miss Peggy Siu )

for Secretary for Transport and Housing

## Annex

Regarding the information requested by the Panel on Transport, the Government's consolidated reply is as follows –

- (a) To enhance the capability of Marine Department's (MD) Vessels Traffic System, MD has commissioned a consultant to study the feasibility of developing a vessel height detection (VHD) system to help assess the height of vessels approaching major bridges in Hong Kong, in particular the Tsing Ma Bridge and Kap Shui Mun Bridge which are the key infrastructure connecting the Lantau Island and Tung Chung.

The consultancy study is still underway. Preliminary findings from the consultant have suggested that the VHD system is not commonly used in marine ports overseas and such technology is still being developed. There are also a number of factors affecting the accuracy of the assessed height of the approaching vessel (e.g. the weather condition in the vicinity, the direction and speed of the approaching vessel, the number and position of the detecting devices installed in the surrounding area, the quality of the images captured at night, etc.) In view of such limitations, it is anticipated that the information gathered from the system could at best be providing a reference in assisting the monitoring of vessel movements near major bridges, rather than be used to decide whether the approaching vessel can pass through the bridges safely. The consultancy report is expected to complete in end 2016.

The Tsing Ma Bridge and Kap Shui Mun Bridge are the key infrastructure connecting the Lantau Island and Tung Chung. Vessels suspected to be exceeding the height limit should never be allowed to pass through the bridges at any time. MD has already stepped up marine patrolling round-the-clock near the Tsing Ma Bridge and the Kap Shui Bridge to ensure the safety of the two bridges as well as the navigational safety of vessels in that area.

- (b) At present, the Lantau Link and railway are the only land links connecting Lantau and other parts of Hong Kong. If the Lantau Link is fully closed due to incidents, ferry service remains the only alternative service, although the capacity and speed of ferries cannot be compared with those of land transport. At the request of the Panel, we provide at **Table** the estimated

figures of the affected passenger flow and capacity of alternative ferry services per hour, on the assumption of full closure of Lantau Link for 8 hours (from 2 pm to 10 pm<sup>1</sup>) during ordinary normal days, and the suspension of both bounds of road traffic and railway services.

The Government must point out that, the capacity of alternative ferry services is estimated based on the information provided by the operators of existing and emergency ferry services. The actual capacity needs to depend on the actual circumstances, the number of crew members, and the number and type of vessels that the operators can arrange, etc.

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<sup>1</sup> The period of 2 pm to 10 pm already includes the peak and non-peak hours in terms of passenger flow of Lantau Link.

**Table**

**Estimated Figures of Affected Passenger Flow and  
Capacity of Alternative Ferry Services  
Assuming Full Closure of Lantau Link for 8 Hours and the Suspension of  
Both Bounds of Road Traffic and Railway Services**

Hours	To and From Lantau and Chek Lap Kok (Both Bounds Total)	
	Daily Passenger Flow Using Lantau Link (Passenger Trips) <sup>(1)</sup>	Estimated Capacity of Alternative Ferry Services (Passenger Trips) <sup>(2)</sup>
1 <sup>st</sup> Hour (2:00 pm - 3:00 pm)	~18 500	~6 000
2 <sup>nd</sup> Hour (3:00 pm - 4:00 pm)	~19 400	~7 000
3 <sup>rd</sup> Hour (4:00 pm - 5:00 pm)	~22 800	~8 000 - 10 000
4 <sup>th</sup> Hour (5:00 pm - 6:00 pm)	~31 800	
5 <sup>th</sup> Hour (6:00 pm - 7:00 pm)	~32 900	
6 <sup>th</sup> Hour (7:00 pm - 8:00 pm)	~23 100	
7 <sup>th</sup> Hour (8:00 pm - 9:00 pm)	~18 400	
8 <sup>th</sup> Hour (9:00 pm - 10:00 pm)	~18 100	

**Notes:**

- (1) The daily passenger flow using Lantau Link includes passengers of railway, buses, taxis and no-franchised buses.
- (2) Alternative ferry service includes the spare capacity of existing ferry operators (Discovery Bay to Central, Mui Wo to Central and Tung Chung to Tuen Mun) (including the spare capacities of existing ferry services on a normal weekday, as well as the additional capacities of special departures of ferries deployed from other routes of the ferry operators) and the capacity of the emergency ferry service (Tung Chung to Tsuen Wan) provided by the Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. In addition, when the Government's relevant contingency plans have been activated, the SkyPier of the Airport Authority will be temporarily arranged as a pier for other emergency ferry services to the urban areas. These emergency ferry services will not significantly enhance the overall carrying capacity.