

立法會
Legislative Council

LC Paper No. CB(4)570/18-19
(These minutes have been seen
by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Friday, 18 May 2018, at 10:00 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
Hon LAM Cheuk-ting (Deputy Chairman)
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, BBS, JP
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying
Hon LUK Chung-hung

Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Tony TSE Wai-chuen, BBS

Member attending : Hon Holden CHOW Ho-ding

Members absent : Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon Tanya CHAN
Hon Kenneth LAU Ip-keung, BBS, MH, JP

Public officers attending : **Agenda item IV**

Dr Raymond SO, BBS, JP
Under Secretary for Transport and Housing

Ms Ivy LAW, JP
Deputy Secretary for Transport and Housing
(Transport)³

Miss Shirley LAU
Principal Assistant Secretary for Transport and
Housing (Transport)⁶

Mr Parson LAM
Principal Assistant Secretary for Security D

Mr George LEE
Government Security Officer
Security Bureau

Mr Simpson LO
Assistant Commissioner for Tourism 2
Commerce and Economic Development Bureau

Ms Macella LEE, JP
Deputy Commissioner for Transport/Transport
Services and Management

Mr Samson LAM
Assistant Commissioner for Transport/Planning

Mr MA Kuen
Chief Engineer 3/Special Duties
Highways Department

Mr LAM Yu-chau
Chief Engineer 2/Special Duties
Highways Department

Ms Syndia CHEUNG
Senior Superintendent (Centre for Food Safety)1
Food and Environmental Hygiene Department

Dr Raymond HO
Chief Port Health Officer
Department of Health

Dr Tommy SZE
Acting Senior Veterinary Officer
(Import and Export)
Agriculture, Fisheries and Conservation Department

Mr Patrick LAIDLER
Regional Commander of New Territories South
Hong Kong Police Force

Mr YIU Siu-keung
Head, Regulatory 1
Office of the Communications Authority

Mr Simon LAM
Executive Director/General Business Division
Insurance Authority

Ms Tera MAK
Manager/General Business Division
Insurance Authority

Agenda item V

Dr Raymond SO, BBS, JP
Under Secretary for Transport and Housing

Miss Crystal YIP
Principal Assistant Secretary for Transport and
Housing (Transport)1

Mr Philip HAR
Principal Assistant Secretary for Transport and
Housing (Transport)4

Ms Stella LEE
Assistant Commissioner for Transport/
Management and Paratransit

Mr Patrick WONG
Assistant Commissioner for Transport/Bus and
Railway

Agenda item VI

Dr Raymond SO, BBS, JP
Under Secretary for Transport and Housing

Mr Kevin CHOI, JP
Deputy Secretary for Transport and Housing
(Transport)2

Mr Philip HAR
Principal Assistant Secretary for Transport and
Housing (Transport)4

- Attendance by invitation :** **Agenda item VI**
- Ms Jeny YEUNG
Commercial Director
MTR Corporation Limited
- Ms Linda SO
Corporate Affairs Director
MTR Corporation Limited
- Mr Raymond YUEN
General Manager — Marketing and Planning
MTR Corporation Limited
- Clerk in attendance :** Mr Lemuel WOO
Chief Council Secretary (4)6
- Staff in attendance :** Miss Katherine CHAN
Council Secretary (4)6
- Ms Emily LIU
Legislative Assistant (4)6

Action

- I. Information paper(s) issued since the last meeting**
- (LC Paper No. CB(4)1012/17-18(01) - Administration's response to the letter from Hon Jeremy TAM Man-ho on issues relating to the study on the rationalization of traffic distribution of the three Road Harbour Crossings and the three land tunnels between Kowloon and Sha Tin
- LC Paper No. CB(4)1018/17-18(01) - Administration's response to the joint letter from Hon Holden CHOW Ho-ding and Hon CHAN Hak-kan requesting to

- discuss the issues relating to the traffic congestion in Tai Po
- LC Paper Nos. CB(4)1064/17-18(01) and CB(4)1100/17-18(01) - Submissions from Mr LEE Yuet-man, a Yuen Long District Council member, on issues relating to residents' services
- LC Paper No. CB(4)1065/17-18(01) - Memorandum referring to the Panel the views and concerns raised by Yuen Long District Council members relating to the Hung Shui Kiu New Development Area and the development plans in Kam Tin South and Yuen Long South
- LC Paper No. CB(4)937/17-18(01) - Administration's response to the joint letter from Hon Jeremy TAM Man-ho, Dr Hon KWOK Ka-ki, Hon Tanya CHAN and Hon Alvin YEUNG on transport arrangements of the Hong Kong-Zhuhai-Macao Bridge
- LC Paper No. CB(4)937/17-18(02) - Administration's response to the letter from Hon CHAN Han-pan on transport arrangements of the Hong Kong-Zhuhai-Macao Bridge
- LC Paper No. CB(4)1080/17-18(01) - Administration's response to the letter from Hon CHAN Han-pan on fares on green minibuses

- LC Paper No. CB(4)1097/17-18(01) - Administration's response to the submission from a member of the public on driving licence fees for the elderly
- LC Paper Nos. CB(4)1100/17-18(02) and (03) - Submissions from Mr CHAN Man-wah and Mr MO Shing-fung, Tuen Mun District Council members, on franchised bus services
- LC Paper No. CB(4)1099/17-18(01) - Joint letter from Hon LAM Cheuk-ting and Hon HUI Chi-fung suggesting to prepare a paper on matters relating to bicycle-sharing by Research Office of the Legislative Council Secretariat)

Members noted the above papers issued since the last meeting.

2. The Deputy Chairman referred to the joint letter dated 14 May 2018 (LC Paper No. CB(4)1099/17-18(01)) that he had submitted together with Mr HUI Chi-fung, requesting the Research Office of the Legislative Council Secretariat ("the Research Office") to prepare a research paper on the government policy on bicycle-sharing services in Hong Kong and overseas jurisdictions. Members agreed to invite the Research Office to prepare a research paper on this subject.

(Post-meeting note: Information note on "Bicycle-sharing systems in selected places" prepared by the Research Office (LC Paper No. IN02/18-19) was issued to members on 15 October 2018.)

II. Items for discussion at the next meeting

- (LC Paper No. CB(4)1072/17-18(01) - List of outstanding items for discussion
- LC Paper No. CB(4)1072/17-18(02) - List of follow-up actions)

3. Members agreed to discuss the following items at the next regular meeting to be held on 15 June 2018:

- (a) Trunk Road T2 and Cha Kwo Ling Tunnel — construction; and
- (b) Review of penalty level of taxi drivers' malpractices.

(Post-meeting note: Upon the request of the Administration and with the concurrence of the Chairman, an item on "Fare increase applications by Citybus Limited (franchise for the Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited" was subsequently added to the agenda of the meeting to be held on 15 June 2018, and item (b) above was deferred. The agenda with the changes made was issued to members via LC Paper No. CB(4)1175/17-18 on 30 May 2018.)

III. Matters arising

Proposed overseas duty visit to Singapore

4. The Chairman referred to the circular (LC Paper No. CB(4)1050/17-18 issued on 9 May 2018) issued to consult members' views on his proposal to conduct an overseas duty visit to Singapore ("the proposed duty visit") made at the last meeting of the Panel on Transport ("the Panel"). A total of 23 replies were received of which nine members agreed to the proposed duty visit, 11 members had no comment on it, and three members did not agree to it. The Chairman then asked whether members had further views on this subject.

(Post-meeting note: After the Panel meeting on 18 May 2018, the Clerk to Panel received one more reply, indicating support for the proposed duty visit.)

5. The Deputy Chairman indicated support for the proposed duty visit as Singapore's efforts in transport management could be of good reference for Hong Kong. Mr Gary FAN raised objection to visiting Singapore as the Panel had conducted an overseas duty visit to Singapore not too long ago, in September 2014, to study its experience in development and provision of public transport facilities and traffic control measures. He suggested that the Panel might consider visiting Japan to study its highly efficient railway system. Sharing similar views, Mr Tony TSE and Mr Michael TIEN also

considered that the Panel might conduct a duty visit to other overseas countries or places.

6. Dr KWOK Ka-ki suggested requesting the Research Office to prepare a paper on smart mobility in places (such as Singapore, Japan and Australia) which were among the top echelon in smart city development for consideration by the Panel at the next meeting. Members agreed to the suggestion and the Chairman instructed the Clerk to Panel to follow up with the Research Office.

(Post-meeting note: Fact sheet on "Smart Mobility in selected places" (LC Paper No. FS08/17-18) prepared by the Research Office was issued to members on 12 June 2018.)

Proposed visit to the Hong Kong-Zhuhai-Macao Bridge

7. The Chairman referred to members' request for conducting a site visit to the Hong Kong-Zhuhai-Macao Bridge ("HZMB") raised at the Panel meeting on 27 April 2018. He informed members that, in response to the letter issued by the Clerk to Panel on this request, the Administration had replied counter-proposing a visit to the Hong Kong Link Road ("HKLR") and Hong Kong Port on Lantau to update members on the works progress and the proposed transport arrangements.

8. The Chairman said that the Administration had also advised that, as the HZMB Main Bridge ("the Main Bridge") was in Mainland waters and had yet to be commissioned, consultation with the relevant Mainland authorities on the proposed visit to the Main Bridge was necessary. Ms Claudia MO, Dr KWOK Ka-ki and Mr Gary FAN stressed that the proposed visit had to include visiting the site of the seawall of the artificial island of the Main Bridge.

9. Mr Michael TIEN said that the visit should give members a better understanding of the parking facilities and arrangements for Hong Kong Port. Apart from Hong Kong Port, Mr YIU Si-wing suggested visiting the ports in Zhuhai and Macao as well so that members could get a full picture of the operational arrangements for HZMB.

10. After deliberation, the Chairman asked the Clerk to Panel to request the Administration to follow up members' requests and propose a visit programme for members' consideration.

(Post-meeting note: The Panel conducted a visit to Hong Kong Port and HKLR of HZMB on 20 October 2018)

IV. Operational arrangements for the Hong Kong-Zhuhai-Macao Bridge and Hong Kong Port

(LC Paper No. CB(4)1072/17-18(03) - Administration's paper on operational arrangements for the Hong Kong-Zhuhai-Macao Bridge and Hong Kong Port

LC Paper No. CB(4)1072/17-18(04) - Paper on the operational arrangements for the Hong Kong-Zhuhai-Macao Bridge and Hong Kong Port prepared by the Legislative Council Secretariat (background brief)

LC Paper No. CB(4)1105/17-18(01) - Letter from Hon Holden CHOW Ho-ding on ancillary transport facilities on the Hong Kong-Zhuhai-Macao Bridge)

Briefing by the Administration and declaration of interests

11. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the operational arrangements of HZMB (including HKLR and the Main Bridge) and that of Hong Kong Port upon the commissioning of HZMB set out in LC Paper No. CB(4)1072/17-18(03).

12. Mr YIU Si-wing declared that he was the Deputy Chairman of China Travel Service (HK) Limited which was going to provide HZMB cross-boundary bus service.

Transport services

Local transport arrangements

13. Dr CHENG Chung-tai was concerned about the arrangement of extending nine existing airport "A" routes to Hong Kong Port, which would increase the journey time of passengers since such routes would observe a stop at Hong Kong Port before terminating at the Airport upon commissioning of the Southern Connection of Tuen Mun-Chek Lap Kok Link ("TM-CLKL"). He asked whether there was a genuine need to extend the "A" routes in view of the availability of other public transport services upon the commissioning of HZMB. Dr CHENG and Mr AU Nok-hin requested the Administration to duly review the actual impact of the proposed extension of "A" routes on passengers.

14. Deputy Commissioner for Transport/Transport Services and Management ("DC for T/TS&M") explained that while the Administration encouraged passengers to use railway and the newly-introduced feeder bus services for travelling to Hong Kong Port, some districts were not within the catchment of railway lines and so franchised bus services were still required. Given the proximity of the Airport and Hong Kong Port, it would be more efficient to make use of the existing public transport network to serve those travelling to/from Hong Kong Port. DC for T/TS&M added that the Administration had consulted the Panel and the relevant District Councils in 2016 on its proposal to extend some "A" routes by observing an additional stop at Hong Kong Port before terminating at the Airport.

15. The Chairman said that, in estimating the additional journey time of passengers after the extension of "A" routes with one more stop to be observed, the Administration should take into account the time required for additional passengers boarding/alighting the bus at each en route stop. He also urged the Administration to review the actual impact of extending "A" routes on passengers after the commissioning of HZMB.

16. DC for T/TS&M said that under the proposed arrangement, it was estimated that the journey time for airport-bound trips of the "A" routes might increase by around five minutes. She advised that with the projected increase in patronage to be brought about by the commissioning of HZMB, the relevant franchised bus companies would enhance the service frequency by adding 30 buses to the existing "A" routes so that passengers travelling to the Airport would also benefit.

17. DC for T/TS&M added that, since the Southern Connection of TM-CLKL connecting Hong Kong Port and North Lantau Highway would have yet to be commissioned upon the commissioning of HZMB, those "A" routes would first set down passengers at the Airport and then the Hong Kong Port before returning to the terminating point at the Airport in the interim. Noting that there were some worries about the impact of extending "A" bus routes, she undertook that the Transport Department ("TD") would review the situation after the commissioning of HZMB and the Southern Connection of TM-CLKL.

Local transport arrangements—non-franchised buses

18. Mr Michael TIEN noted that limited spaces would be provided at Hong Kong Port for non-franchised buses (i.e. tour, hotel and contract hire services) picking up passengers. Under the current plan of the Administration, complimentary bus dwell time at the pick-up area would be offered for the first 15 minutes whereas dwell time in excess of that would be charged \$30 to \$50 for every 15 minutes thereafter. Noting the trade's suggestion that the above charges should be increased significantly to thwart prolonged occupation of the pick-up spaces, Mr TIEN proposed increasing the charges for every 15 minutes in excess of the first 15 minutes to \$100. The Chairman shared the same concern.

19. DC for T/TS&M explained that Hong Kong Port was the first boundary control point which allowed direct access by non-franchised buses. As such, TD had been liaising with the non-franchised bus trade on the passenger pick-up and drop-off arrangement. She said that, although no additional stacking area would be provided for non-franchised buses at Hong Kong Port, they could be parked at the Airport about 2 km away which could be reached in 5-6 minutes. She added that the non-franchised bus trade had committed to cooperating and would only go to the pick-up area when all the passengers to be picked up had assembled there.

20. Regarding the charge levied on using the pick-up spaces of Hong Kong Port by non-franchised buses, DC for T/TS&M explained that the Administration had made reference to the charging scheme at the Airport in devising the level of charge, and it had to strike a proper balance between maintaining sufficient deterrent effect and ensuring the trade's affordability. She undertook that TD would discuss with the trade in this regard and would closely monitor the utilization of pick-up spaces for non-franchised buses after the commissioning of HZMB and refine the arrangement as necessary.

21. Mr YIU Si-wing considered that in devising the level of charge for using the pick-up spaces by non-franchised buses at Hong Kong Port, the Administration should consider the level of parking fees charged at the Airport in tandem. Otherwise, if the parking fees charged at the Airport and the charges at Hong Kong Port were both high, coach drivers might choose to circulate their vehicles on roads between the two places to save expenses. He asked about the number of parking spaces provided at the Airport for coaches.

22. DC for T/TS&M advised that under the current plan, each coach could only enter the pick-up area at Hong Kong Port once per day. She envisaged that, since coach operators would normally apply to enter the pick-up area in advance, coaches would not arrive at the Airport too early. As regards the parking spaces provided for coaches at the Airport, DC for T/TS&M said that she had no such information in hand.

Cross-boundary transport arrangements—private cars

23. Ms Claudia MO expressed that the application requirements for Hong Kong dual-plate (Guangdong/Hong Kong) private cars using HZMB gave one the impression that HZMB was designated for use by certain groups of people, notwithstanding the fact that HZMB was a public transport infrastructure.

24. Deputy Secretary for Transport and Housing (Transport)3 ("DS(T)3") explained that the application requirements for Hong Kong dual-plate (Guangdong/Hong Kong) private cars using HZMB were modeled on the existing cross-boundary transport arrangements between Guangdong and Hong Kong. To encourage the use of HZMB, the Guangdong Government had relaxed the application requirements in respect of the 10 000 quotas for Hong Kong dual-plate private cars using HZMB, such as allowing recognized national high-tech enterprises to apply for the quota and relaxing the taxation requirement.

25. As for the application requirements for Hong Kong dual-plate (Hong Kong/Macao) private cars, DS(T)3 advised that the applicant had to be a Hong Kong permanent resident, in paid employment or had established a registered company in Macao, and had to be the registered owner of the Hong Kong private car himself/herself. She said that the relatively simple requirements aimed to facilitate Hong Kong residents concerned travelling between Hong Kong and Macao.

26. Ms Claudia MO noted that, to encourage more vehicles using HZMB, existing dual-plate cross-boundary private cars using other boundary control points (including those left-hand drive vehicles holding FU or FV car plates) would be allowed to use HZMB in the first two years of the commissioning of HZMB without the need to make further application. Ms MO asked whether these vehicles would be counted towards the 10 000 quotas for Hong Kong dual-plate private cars using HZMB.

27. In reply, DS(T)3 said that the existing dual-plate cross-boundary private cars would not be counted towards the 10 000 quotas. However, this was a temporary arrangement and those private cars would need to opt for the boundary control point that they would use after the first two years. DS(T)3 added that the majority of existing dual-plate cross-boundary private cars (about 30 000 vehicles) were registered in Hong Kong whereas there were only several thousands of Mainland cross-boundary private cars holding FU or FV car plates. Therefore, the simplified licensing requirement would not lead to an influx of Mainland vehicles upon the commissioning of HZMB.

28. Ms Claudia MO and Dr KWOK Ka-ki expressed concerns about the possible speculative activities on the quotas for Hong Kong dual-plate cross-boundary private cars using HZMB. In response, DS(T)3 advised that under the current arrangement, the private car to be used had to be owned by the quota holder himself/herself. Furthermore, the quota granted was not transferable and might cease to be valid if the private car using HZMB changed without prior approval. She said that the three governments would closely monitor any speculative activities and would take appropriate actions where necessary, such as cancelling the quotas concerned or issuing more quotas to suppress the speculative activities.

Cross-boundary transport arrangements—goods vehicles

29. Mr POON Siu-ping asked about the arrangements for cross-boundary goods vehicles upon the commissioning of HZMB, such as whether there would be quotas issued for those vehicles. In reply, DS(T)3 advised that Hong Kong-based cross-boundary goods vehicles travelling between Guangdong and Hong Kong were not subject to any quota control at present, and such arrangement would apply to those goods vehicles using HZMB.

30. As for the arrangements for Hong Kong/Macao cross-boundary goods vehicles, DS(T)3 advised that the Macao Government had indicated that it would only allow those goods vehicles from Hong Kong to access and use the logistics facilities at Macao Port. Nevertheless, as Hong Kong Port was

not provided with any logistics facilities, under the principle of reciprocity, the Administration requested that Macao cross-boundary goods vehicles could only have access to and use designated logistics facilities. DS(T)3 further said that, since the logistics facilities in Macao were expected to be ready for use at the end of 2018, the Hong Kong/Macao cross-boundary goods vehicles could only come into operation by then.

(Post-meeting notes by the Administration: The Macao Government subsequently advised that more time would be needed to put in place the logistics facilities in Macao.)

31. The Chairman considered that the current arrangement for Hong Kong/Macao cross-boundary goods vehicles would increase the operating costs and time of the trade. He urged the Administration to take heed of the trade's request. DS(T)3 said that the Administration and the Macao Government were still discussing the detailed arrangements, and would discuss the request from the cross-boundary goods vehicle trade for driving directly to Macao's city proper for loading/uploading of goods.

Preparation by the tourism and transport trades

32. Mr YIU Si-wing was concerned about whether sufficient time would be allowed for the trades concerned to make preparation before the commissioning of HZMB. He enquired whether site visits to HZMB would be arranged for the tourism and transport trades to listen to their views about the transport arrangements to avoid chaos after its commissioning.

33. USTH and DC for T/TS&M advised that the Administration had already arranged familiarization visits for all transport trades to Hong Kong Port and listened to their views. For franchised buses, trial runs of routes had been conducted and route training for bus captains was underway.

34. Mr POON Siu-ping relayed the transport trade's concern about the difficulties in recruiting cross-boundary coach drivers. DC for T/TS&M replied that the Administration noted that the cross-boundary coach operators had been actively recruiting drivers. She supplemented that the operator of cross-boundary shuttle bus formed by eligible companies from the three places would employ a designated ratio of drivers from the three places. She noted that the cross-boundary shuttle bus operator had no difficulties in recruiting drivers.

Parking spaces at Hong Kong Port and Macao Port

35. Mr AU Nok-hin asked whether the Administration had compared the projected utilization rates of the carparks at Macao Port and Hong Kong Port, taking into account the parking fees and parking arrangements.

36. DS(T)3 advised that the car parks at Macao Port and Hong Kong Port were provided for different purposes. Under the HZMB Macao Port Park-and-Ride Scheme ("Macao PnR Scheme"), the 3 000 parking spaces in the car park at Macao Port were provided for inbound Hong Kong private cars. On the other hand, the 650 parking spaces provided at Hong Kong Port were only for local use and there would be no inbound car park at Hong Kong Port upon its commissioning. She said that the Administration would actively consider providing parking spaces (including the feasibility of inbound car park) at the topside development at the Hong Kong Boundary Control Facilities Island to meet the parking demand of Hong Kong residents and inbound visitors.

37. DS(T)3 added that the Administration had made efforts to promote and encourage visitors using HZMB to use public transport for reaching Hong Kong Port, and then take cross-boundary shuttle buses to reach Zhuhai or Macao Port. Cross-boundary shuttle buses would provide frequent and convenient feeder services available at five-minute intervals during peak hours, and at 10- to 15-minute intervals during non-peak hours.

38. Mr Holden CHOW expressed grave concern that the current provision of about 650 parking spaces at Hong Kong Port for Hong Kong vehicles was grossly inadequate. He envisaged that some motorists driving to Hong Kong Port would park their vehicles in Tung Chung, which would adversely affect Tung Chung residents. He urged the Administration to significantly increase the number of parking spaces at Hong Kong Port to 5 000.

39. USTH reiterated that travellers using HZMB were encouraged to use public transport to travel to Hong Kong Port as far as practicable. Nevertheless, to offer greater convenience for motorists who wanted to use the parking spaces at Hong Kong Port, an online reservation system for the car park would be introduced and real-time information on parking vacancies would be disseminated to motorists. The Administration would closely monitor the above arrangement after the commissioning of HZMB.

Tolls of the Hong Kong-Zhuhai-Macao Bridge Main Bridge

40. Mr CHAN Chi-chuen noted that the toll levels of the Main Bridge should be approved according to the Mainland laws and procedures after the three governments had completed the relevant discussion. He asked whether the Administration had a say in the toll levels of the Main Bridge during discussion with the Mainland and whether Hong Kong people would be consulted in this regard. He also asked about the future toll adjustment arrangements.

41. DS(T)3 explained that the Main Bridge was located in Mainland waters. According to the territoriality principle, the HZMB Authority responsible for operating the Main Bridge would collect tolls from vehicles using the Main Bridge in accordance with the laws of the Mainland. She advised that in setting the toll levels of the Main Bridge, the three governments would take a number of considerations into account: that HZMB was a public infrastructure; toll levels should be competitive enough to achieve the targeted traffic volume; and tolls collected should be used for loan repayment and the operation, maintenance and management fees of the Main Bridge.

42. DS(T)3 added that the Guangdong Development and Reform Commission had held a hearing on the toll proposals for the Main Bridge in December 2017 which was widely reported in Hong Kong's newspapers. Any future proposal to revise the toll levels of the Main Bridge would need to be discussed among the three governments and approved in accordance with the laws and procedures of the Mainland.

43. Noting that only renminbi ("RMB") would be accepted if tolls were paid in cash at the toll plaza of HZMB, Mr CHAN Chi-chuen asked whether there would be money exchange service at the toll plaza of HZMB to facilitate Hong Kong drivers not having RMB in hand. In reply, DS(T)3 advised that apart from cash in RMB, drivers might pay the tolls by various electronic means. While there would not be money exchange service at the toll plaza of HZMB, the Administration would clearly inform the trade and motorists about the arrangement of tolls collection.

Traffic emergency management

44. In view of the fact that the Lantau Link and the North Lantau Highway were the only road connections between the urban area and HZMB, Mr Holden CHOW and Dr KWOK Ka-ki expressed concerns that road

traffic between the two places would be paralyzed if serious traffic incident occurring on either roads entailed road blockade.

45. Considering that the current transport ancillary facilities were inadequate for the commissioning of HZMB, Mr Holden CHOW asked whether the Administration would consider providing instant traffic information (such as the occurrence of traffic incidents on the roads ahead) at all trunk roads to give early warning to motorists so that they could switch to alternate roads. Furthermore, he considered the current practice of providing instant traffic information through mobile application was not convenient for use by motorists while driving.

46. USTH advised that TD had already installed variable message signs on strategic routes leading to the Lantau Link so as to disseminate traffic information to motorists in the form of text messages when traffic congestion occurred on the Lantau Link or Ting Kau Bridge.

47. Mr POON Siu-ping noted that the Administration had been studying the major trunk roads connected to Hong Kong Port and other link roads nearby with a view to adopting appropriate measures to handle the expected increase in traffic flow after the commissioning of HZMB. He asked when the study would complete and when the relevant measures would be introduced.

48. Dr KWOK Ka-ki asked how emergency vehicles could arrive at Tsing Ma Bridge in case of accidents when road traffic was paralyzed, and whether the Administration would consider abolishing the two-way toll collection arrangement at the Lantau Link which had led to traffic congestion.

49. USTH advised that emergency vehicles would be deployed to station at strategic points such that they could respond to traffic accidents promptly. He added that as observed by TD, after the implementation of two-way toll collection arrangement on the Lantau Link, the traffic to the Airport at the Lantau Link Toll Plaza remained smooth. Traffic congestion at the Lantau Link was not related to the implementation of two-way toll collection arrangement on the Airport-bound of the Lantau Link.

50. The Deputy Chairman asked how the Administration would coordinate with the Mainland Government for implementing high wind traffic management on the Lantau Link and the Main Bridge. In case of high wind and both the two roads had to be closed, he asked which one would be closed first to facilitate motorists.

51. DC for T/TS&M advised that the Lantau Link would only be fully closed when the mean wind speed was in excess of 65 kilometres per hour ("kph"), which normally occurred when typhoon signal number 10 was hoisted. She added that if the mean wind speed was between 40 and 65 kph, wind susceptible vehicles would be banned from using the Upper Deck of the Lantau Link and be diverted to use the Lower Deck.

52. DC for T/TS&M added that there would be a notification mechanism to enable the relevant authorities to coordinate the corresponding traffic management measures in case of closure of the Main Bridge and connecting roads. The HZMB Authority was also devising a set of contingency plans which covered emergency arrangements for more than ten scenarios on traffic arrangements for the Main Bridge in case of closure.

53. The Deputy Chairman requested that the contingency plans should be disclosed for public inspection.

Law enforcement and repatriation arrangements

54. Ms Claudia MO was concerned about whether Mainland people could enter Hong Kong boundary easily, as there was not a gate set up at the connection point of the Main Bridge and HKLR (i.e. the boundary of the Mainland and Hong Kong).

55. Principal Assistant Secretary for Security D ("PAS/SD") advised that the three governments fully understood that HZMB would be managed based on the "territoriality principle". He added that, in any case, any Mainland vehicle which had entered HKLR would have to pass the Vehicle Clearance Plaza at Hong Kong Port for customs, immigration and quarantine clearance before entering into Hong Kong's city.

56. Mr CHAN Chi-chuen and Dr Helena WONG pointed out that at present, when Hong Kong residents being refused entry into Macao on arrival by ferry, the cost of the return ferry trip was paid by the Macao Government. They asked whether similar arrangements would be adopted at Macao Port.

57. Dr Helena WONG expressed concern about whether there was a blacklist of Hong Kong residents who could not enter into Macao, and if so, whether the list could be disclosed. She considered that the Security Bureau should safeguard the freedom to travel and to leave the territory enjoyed by Hong Kong residents under the Basic Law, convey the dissatisfaction of Hong Kong residents to the Macao Government.

58. DS(T)3 advised that, if Hong Kong residents on arrival in Macao via HZMB were refused entry, they should arrange the return journey by themselves. PAS/SD supplemented that immigration authorities of other jurisdictions would examine and process the entry of foreigners in accordance with their local laws and prevailing circumstances. There had been established arrangements for removing visitors who were refused entry upon their arrival in the three places by respective immigration authorities, which would be applicable to HZMB.

Emergency rescue arrangements

59. The Deputy Chairman and Dr KWOK Ka-ki asked whether Hong Kong people injured in traffic accidents which occurred on the Main Bridge could choose the place for receiving medical treatment.

60. Government Security Officer, Security Bureau advised that the rescue departments of Hong Kong, Macao and the Mainland were generally responsible for handling accidents occurred within their own jurisdictions in accordance with the territoriality principle. Therefore, casualties arising from an accident in a jurisdiction would be handled and conveyed to hospital by ambulance within the same jurisdiction. However, in case of very serious accidents, the rescue departments of the three places might seek assistance from and render appropriate support to one another.

61. The Deputy Chairman requested the Administration to explore with the Mainland Government to see whether Hong Kong people could choose to adopt Hong Kong's or Mainland's rescue service in case of serious accidents.

Motor insurance

62. Dr KWOK Ka-ki, Mr LUK Chung-hung and Mr AU Nok-hin were concerned about the arrangements for taking out motor insurance for vehicles using HZMB. Mr LUK asked whether a single insurance policy would be established solely for HZMB, while Mr AU asked whether "insurance-on-arrival" could be arranged for motorists who did not comply with the insurance requirements of the place of arrival.

63. Executive Director/General Business Division, Insurance Authority ("ED/GBD/IA") advised that in 2012, the HZMB Authority had conducted a research on four models of motor insurance policies to explore their viability for vehicles using HZMB. The findings were that taking out a single policy to cover the motor insurance of the three places was inconsistent with the existing legal requirements of respective places. In this connection, it was

necessary for motorists using HZMB to take out two or three statutory motor insurance policies separately according to the places which they would travel to. ED/GBD/IA added that a motorist using HZMB might consider contacting the insurance companies in Hong Kong for assistance in taking out the statutory motor insurance(s) of Macao and/or the Mainland.

64. DS(T)3 supplemented that vehicles travelling between Hong Kong and the Mainland via HZMB only needed to take out statutory motor insurance for the two jurisdictions involved, viz. "Compulsory Traffic Accident Liability Insurance for Motor Vehicles" of the Mainland and "Motor Vehicles Insurance (Third Party Risks)" of Hong Kong.

65. Dr KWOK Ka-ki enquired how the three governments could verify whether a motorist using HZMB had taken out valid statutory motor insurance. ED/GBD/IA replied that Hong Kong motorists travelling to Macao, for example, should be ready to tender their Third Party Liability Card or Provisional Certificate of Insurance issued by a Macao insurance company for inspection if required by Macao police officer. For travelling to the Mainland, motorists would be required to satisfy the record-filing requirements of the Mainland Government authorities by filling in details of their "Compulsory Traffic Accident Liability Insurance for Motor Vehicles" for the Mainland on an online platform to be launched by the Zhuhai government before using HZMB.

66. As regards Mr LUK Chung-hung's enquiry about the motor insurance requirements under the Macao PnR Scheme, ED/GBD/IA advised that as motorists departing for the Macao Carpark would be travelling in Hong Kong, Macao and the Main Bridge which was located in Mainland waters, applicants of the Macao PnR Scheme must complete all formalities as required by the three governments, including obtaining the valid licences and permits of the Hong Kong and Macao Governments and the Filing Records of the Mainland Government.

67. ED/GBD/IA further elaborated that applicants would also need to obtain the Closed Road Permit issued by TD and the Identification Label issued by the Macao Transport Bureau. Applicants might then make online reservation of a car parking space at the Macao Carpark, take out motor insurances for Macao and the Mainland, upload the Mainland insurance information to the Mainland's online filing platform for formal approval of Filing Records. He added that, to facilitate Hong Kong motorists, TD would co-ordinate the applications for Hong Kong and Macao licences and permits, as well as those for the preliminary approval of Filing Records of the Mainland Government under the Macao PnR Scheme.

Commissioning date of the Hong Kong-Zhuhai-Macao Bridge

68. Mr YIU Si-wing asked when the Administration would announce the commissioning date of HZMB. USTH advised that the HZMB Joint Works Committee of the Three Governments had held a meeting on 7 November 2017 to discuss, among other things, the commissioning date of HZMB. Meanwhile, the three governments were striving to improve the clearance conditions of the boundary crossing facilities. The commissioning date of HZMB would be reported to the Central authorities and would be announced once confirmed.

(Post-meeting note: The Administration announced on 19 October 2018 that HZMB would be commissioned on 24 October 2018.)

Follow-up actions

69. The Chairman referred to the letter dated 16 May 2018 from Mr Holden CHOW (LC Paper No. CB(4)1105/17-18(01)) requesting the Administration to provide information on the ancillary transport facilities on HZMB. He informed members that the letter had been forwarded to the Administration for response.

(Post-meeting note: The Administration's response to Mr Holden CHOW's letter was issued to members on 5 June 2018 via LC Paper No. CB(4)1208/17-18(01).)

70. Dr KWOK Ka-ki requested the Administration to provide an information paper addressing the concerns and enquiries of members expressed at the meeting, including whether the injured Hong Kong people could choose the place for medical treatment in case of traffic accidents occurred within the Mainland jurisdiction, details of the motor insurance arrangement for cross-boundary vehicles, and reasons for not allowing cross-boundary vehicles to procure a single policy to cover the motor insurance of the three places. He also hoped that a further meeting could be arranged to revisit the above matters.

(Post-meeting note: The supplementary information provided by the Administration was issued to members via LC Paper No. CB(4)1385/17-18(01) on 11 July 2018.)

V. Progress of implementation of measures under Public Transport Strategy Study

(LC Paper No. CB(4)1072/17-18(05) - Administration's paper on Public Transport Strategy Study — implementation progress of measures

LC Paper No. CB(4)1072/17-18(06) - Paper on the Public Transport Strategy Study prepared by the Legislative Council Secretariat (updated background brief))

71. At the invitation of the Chairman, USTH briefed members on the progress made in the implementation of various measures recommended under the Public Transport Strategy Study ("PTSS"), the details of which were set out in LC Paper No. CB(4)1072/17-18(05). Members noted that as of end-April 2018, 29 out of 67 measures under PTSS had been implemented.

Franchised buses

Introduction of long-haul bus services and mid-sized single-deck bus services

72. Mr CHU Hoi-dick enquired why the Administration had, instead of inviting tenders to operate the new long-haul bus services, allowed the existing franchised bus companies to operate the services. He considered that it was more appropriate for the franchised bus companies to devote their resources to improving the existing bus services rather than introducing the new long-haul bus services.

73. USTH replied that the new long-haul bus service would provide a different choice of service for the public, catering for the demand of some passengers with possible features such as more spacious seating, seat-only service, fewer stops and better equipped bus compartment. He also said that the franchised bus companies could achieve a synergy effect by operating the existing bus services and the new long-haul bus services at the same time since their resources could be better utilized.

74. Dr CHENG Chung-tai pointed out that there were very few direct overnight franchised bus routes providing services to certain districts, such as Tsing Yi. He suggested that the franchised bus companies should make use

of the proposed mid-sized single-deck buses to provide overnight bus services for the convenience of passengers.

75. In reply, Assistant Commissioner for Transport/Bus and Railway ("AC/BR") explained that mid-sized single-deck buses equipped with barrier-free facilities were to provide short-haul shuttle services to/from transport nodes for certain districts in the New Territories which had growth potential but was currently less densely populated. The Administration and the franchised bus operators had started the preparatory work for introducing the new services on a trial basis, and would closely monitor the trial outcome. AC/BR also said that Dr CHENG Chung-tai's suggestion would be taken into consideration.

Bus service frequencies

76. Mr Jeremy TAM said that while the Administration had been using bus occupancy rates as the main consideration for adjusting bus frequencies, it had underestimated the rates by wrongly assuming that a bus could accommodate six persons (standing) per square metre. As a result, for a long time, the Administration had been neglecting the situations of full buses and made no improvement to the bus frequencies. In this connection, Mr TAM urged the Administration to make legislative amendments to revise the standard per square metre from six persons to four persons in line with the practice of the MTR Corporation Limited ("MTRCL").

77. Mr WU Chi-wai expressed concern that the rationalization of bus routes and reduction of bus frequencies would bring inconvenience to passengers. He enquired whether the Administration would review whether the bus route rationalization had achieved the objectives of enhancing network efficiency, improving service quality and easing traffic congestion.

78. Mr LUK Chung-hung referred to the press reports that The Kowloon Motor Bus Company (1933) Limited had recently applied for reducing frequencies of 40 bus routes, some of which had been approved by TD for implementation. He considered that TD should consult respective District Councils before approving the application.

79. Mr LUK Chung-hung also considered that the franchised bus companies should improve the remuneration package of bus captains so as to retain experienced staff and attract new blood, in order to enhance the bus services.

80. In response to members' views, AC/BR explained that the standard of the maximum number of standing passengers that a bus might carry under the relevant legislation was set from the perspective of safety. When reviewing the service frequency of bus routes, TD would consider all relevant factors holistically and flexibly and enhance the service level as appropriate. In considering the franchised bus companies' application for cancellation or amalgamation of bus routes, AC/BR explained that the Administration would take a basket of factors into account including passenger demand and traffic conditions. He added that the Administration would also actively review the franchised bus services from time to time and closely communicate with relevant stakeholders, including District Councils and residents, on the latest changes in the bus services and associated impact on passengers.

81. Mr AU Nok-hin pointed out that PTSS had not addressed some long-lasting franchised bus service problems, including the inadequate locations for bus-bus interchange (such as the areas in the vicinity of the Aberdeen Tunnel and Queen Mary Hospital), lost trips of buses as well as the reduced bus frequencies for many bus routes.

82. AC/BR replied that the Administration, together with the franchised bus companies, had been liaising closely with the District Councils with a view to enhancing the bus services and catering for the transport needs of commuters in the concerned districts.

Air quality at public transport interchanges

83. Mr Jeremy TAM pointed out that the one-hour average concentration of nitrogen dioxide ("NO₂") in more than half of the 64 public transport interchanges ("PTIs") under TD far exceeded the limit prescribed in the Air Quality Objectives of Hong Kong. As such, he suggested amending the Practice Note on "Control of Air Pollution in Semi-confined Public Transport Interchanges" ("the Practice Note") to tighten the outdated NO₂ concentration limit in the Practice Note from 300 micrograms per cubic metre ("µg/m³") to 200 µg/m³ per hour, bringing it on par with that under the Air Pollution Control Ordinance (Cap. 311), and to comprehensively enhance the performance of the ventilation systems in all PTIs. Sharing a similar concern, Mr CHU Hoi-dick enquired whether the Administration would formulate any targets for improving the air quality in PTIs.

84. In response, USTH explained that the Environmental Protection Department would collaborate with the relevant government departments to review the Practice Note. He said that the Administration would continue

to closely monitor the air quality and the operation of ventilation systems in PTIs, and examine the causes of the unsatisfactory air quality. Additional measures to enhance the air quality in PTIs would be taken based on the actual situation in respective PTIs.

Other concerns

85. Noting that the Administration was subsidizing franchised bus companies to expedite the installation of real-time arrival information display panels and seats at bus stops, Mr Charles MOK expressed concern that the franchised bus companies might continue to shift their responsibilities of improving public transport facilities to the Administration in future.

86. Mr Charles MOK also expressed dissatisfaction that the Administration did not adopt any concrete measures, such as introducing new franchise clauses and commitments, to request the franchised bus companies to fully open up the public transport data. He considered such data would facilitate the public using public transport.

87. In response, USTH said that the franchised bus companies had made substantial investment in developing and maintaining the systems for compiling and disseminating real-time bus arrival data with a view to providing better service to passengers. As such, disclosure of such data for use by third parties would require the consent of the bus companies concerned. Nevertheless, the Administration would encourage franchised bus companies to open up more public transport data for use by the public.

88. Dr CHENG Chung-tai asked about the progress of providing add-value service for Octopus card users at Tuen Mun Road Bus-Bus Interchange. In reply, AC/BR said that the Administration was following it up with the franchised bus company and relevant departments, and would provide supplementary information on the latest implementation progress to members in due course.

89. Upon Mr WU Chi-wai's request, AC/BR said that the Administration would provide supplementary information on the changes in the manpower situation of bus captains and frequencies of franchised bus service after the latest revision of the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks.

(Post-meeting note: The supplementary information in Chinese version provided by the Administration was issued to members via LC Paper No. CB(4)84/18-19(01) on 22 October 2018.)

Personalized and point-to-point public transport services

90. Mr Michael TIEN was of the view that increasing the sanctions for various taxi driver-related malpractices would be more effective than introducing an offence points system for the taxi driving licence to enhance the deterrent effect against breaches of legislation. In response, USTH said that the Administration had been reviewing the penalty level for various taxi malpractices. Apart from introducing an offence points system to enhance the deterrent effect against taxi drivers who had committed various categories of malpractices, the Administration would also propose to impose heavier penalties on repeated offenders.

91. Further, Mr Michael TIEN suggested installing cameras inside taxi compartments to protect both drivers and passengers, given the difficulties encountered by the Police in adducing evidence when instituting prosecutions against offending taxi drivers. He added that some taxi organizations had installed cameras inside taxi compartments on a pioneer basis which had proved to be very effective. Mr Charles MOK raised objection to this suggestion, however, as video-recording throughout the whole journey would increase the risk of intrusion of privacy.

92. In reply, USTH said that installation of cameras inside taxi compartments might cause privacy concerns for passengers and therefore, this subject should be considered with prudence and care. In addition, the Administration would also keep listening to the views of the trade and the public.

93. Mr Charles MOK considered that as taxi service quality varied widely, there was a genuine public demand for Internet car calling services and hire car sharing services. In this regard, the Administration should review the assessment criteria for granting of hire car permits and consider relaxing the criteria so that companies and car owners might operate such business lawfully with a permit, hence increasing competition in the hire car market.

94. USTH replied that the Administration was open-minded in respect of the application of different types of technologies, including the use of Internet or mobile applications, for calling hire cars. Notwithstanding this, all hire car services, regardless of the type of technology or platform to be used, should be lawful and most importantly, have regard to the interest and safety of passengers.

95. In respect of franchised taxis, Mr LUK Chung-hung conveyed the strong request of some taxi driver associations for maintaining an employer-employee relationship, under which drivers' incentive to maintain a more stable and attractive job would help maintain their good service quality.

96. USTH replied that the key features of the trial scheme for franchised taxis included the granting of a higher score for applicants who proposed to maintain an employer-employee relationship with their drivers, whilst an employer-employee relationship would not be a compulsory requirement; and setting the fares at about 35% to 50% above ordinary taxi fares. The Administration was actively preparing a bill on franchised taxis targeting for introduction into the Legislative Council in the 2018-2019 legislative year.

Public light buses

97. Mr AU Nok-hin noted that the Administration had increased the maximum seating capacity of public light buses ("PLBs") from 16 seats to 19 seats in July 2017. However, he considered that 20 seats, instead of 19, should be accommodated to further enhance the overall carrying capacity of PLBs to meet passenger demand, particularly during peak periods.

98. Mr Jeremy TAM expressed concern about the serious problems of prolonged working hours and insufficient rest time of the PLB drivers affecting passenger and road safety. He urged the Administration to review the requirements on the maximum duty length of 14 hours and the maximum driving time of 11 hours stipulated in the existing Guidelines on the Working Hours of Green Minibus Drivers, so as to align with those requirements in the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks.

Non-franchised buses

99. Mr YIU Si-wing indicated that upon the commissioning of HZMB and Liantang/Heung Yuen Wai Boundary Control Point, there might be significant changes in the traffic volume of the existing road-based boundary control points connecting Hong Kong and the Mainland, namely Lok Ma Chau, Sha Tau Kok, Man Kam To and Shenzhen Bay. He enquired whether the Administration would conduct a comprehensive review on the cross-boundary transport services, including the non-franchised bus services.

100. In response, USTH said that the Administration would communicate with Mainland authorities and closely monitor the situation to ensure smooth cross-boundary traffic flow. In the long-run, the Administration would carry out the "Strategic Studies on Railways and Major Roads beyond 2030",

under which the traffic demand of Hong Kong from 2031 to 2041 (or beyond) would be carefully reviewed.

Ferries

101. Dr Helena WONG considered that the Administration should review and study in-harbour ferry routes and the construction of piers, as well as explore the provision of piers and ferry services plying the West Kowloon Cultural District, Hung Hom, the Kai Tak Development Area, etc. It would not only help alleviate the pressure of road traffic congestion, but also provide members of the public and visitors with transport alternatives. USTH responded that the Administration would carefully consider Dr WONG's suggestions.

102. Upon Dr Helena WONG's further request, USTH agreed to provide supplementary information on the review on the provision of in-harbour ferry routes and ferry piers in newly developed areas such as West Kowloon Cultural District and Kai Tak Development Area.

(Post-meeting note: The supplementary information in Chinese version provided by the Administration was issued to members via LC Paper No. CB(4)84/18-19(01) on 22 October 2018.)

103. Mr YIU Si-wing enquired whether the Administration would introduce "water taxi" service to tie in with the implementation of the West Kowloon Cultural District project. Assistant Commissioner for Transport/Management and Paratransit replied that TD and the Tourism Commission were currently exploring preliminarily with the relevant trades the feasibility of developing "water taxi" service in Hong Kong. After collecting views from the trades, the Administration would decide on the way forward.

Coverage of the Public Transport Strategy Study

104. Mr Jeremy TAM considered that the Administration's report on the implementation progress of the various measures under PTSS reflected that PTSS had failed to address the problems concerning the existing arrangement of the public transport system. As such, he suggested that the Administration should expeditiously launch the Fourth Comprehensive Transport Study to devise a comprehensive blueprint and short, medium and long-term objectives and strategies.

Motions

(At 12:18 pm, the Chairman ordered a break for two minutes.)

(At 12:21 pm, the Chairman proposed and members supported extending the meeting for 15 minutes to 1:00 pm.)

105. The Chairman advised that seven motions were raised by members on this agenda item. He considered the proposed motions directly related to the agenda item under discussion and it was appropriate for the Panel to deal with them. At members' request, the Chairman then ordered that the voting bell be rung for five minutes to notify the Panel members of the voting.

106. The Chairman put Mr Michael TIEN's motion to vote. Mr TIEN requested a division.

政府正研究引入的士司機牌照扣分制，以加強阻嚇違例情況。相關罪行難以取證，經常會出現司機和乘客各說各話的情況。現時已有的士團體先行先試落實安裝車廂攝錄機，其攝錄機只會拍攝司機的容貌，司機和乘客普遍接受，成效顯著。因此，本會促請政府加重罰則的同時，研究落實的士安裝攝錄機讓執法部門更易取證，同時保障司機和乘客，並達到減少罪案發生的效果。

(Translation)

The Government is exploring the introduction of a demerit point system for taxi driving licences with a view to enhancing the deterrent effect against breaches of legislation. As it is difficult to gather evidence for the relevant offences, situations of drivers and passengers telling their own stories arise frequently. Some taxi organizations have installed cameras inside taxi compartments on a pioneer basis. As such cameras will only capture the faces of drivers, the arrangement is generally acceptable to both drivers and passengers and the effect is significant. Therefore, this Panel urges the Government to, while imposing heavier penalties, explore the implementation of the arrangement to install cameras inside taxi compartments to make the gathering of evidence easier for law enforcement agencies, so as to protect both drivers and passengers and reduce crimes at the same time.

107. The Chairman announced that ten members voted for the motion, three voted against it and two abstained from voting (details of division were in the **Appendix**). The Chairman declared that the motion was carried.

108. The Chairman then put to vote the following motion which was moved by Dr Helena WONG:

本委員會促請政府檢討及研究港內渡輪航線及碼頭建設，研究在西九文化區、紅磡、啟德發展區等，設立碼頭及渡輪接駁航線，以協助疏導陸路交通擠塞的壓力，為市民及旅客提供交通選擇。

(Translation)

This Panel urges the Government to review and study inner harbour ferry routes and the construction of piers, exploring the provision of piers and ferry feeder routes in the West Kowloon Cultural District, Hung Hom, the Kai Tak Development Area, etc., so as to help alleviate the pressure of road traffic congestion and provide members of the public and visitors with transport alternatives.

109. The Chairman announced that all members present voted for the motion, and declared that the motion was carried.

110. The Chairman then put to vote the following motion which was moved by Mr Jeremy TAM:

運輸署轄下64個公共交通交匯處中，超過一半的二氧化氮水平一小時平均值遠超香港空氣質素指標，損害市民健康。

本委員會要求政府儘快修改《半封閉式公共交通交匯處的空氣污染管制》專業守則，收緊守則內過時的二氧化氮濃度上限，由每小時300微克每立方米下降至200微克每立方米，與《空氣污染管制條例》看齊。同時全面提升所有公共交通交匯處通風系統的效能，包括但不限於延長系統操作時間、調高風量等。政府亦應主動與巴士公司商討，以調配歐盟五期或以上的巴士駛經交匯處，並定期檢視成效，以減低市民曝露過量空氣污染物的風險，保障市民健康。

(Translation)

The one-hour average concentration of nitrogen dioxide ("NO₂") in more than half of the 64 public transport interchanges ("PTIs") under the Transport Department far exceeds the limit prescribed in the Air Quality Objectives of Hong Kong to the detriment of the health of members of the public.

This Panel requests the Government to expeditiously amend the Practice Note on "Control of Air Pollution in Semi-confined Public Transport Interchanges" to tighten the outdated NO₂ concentration limit in the Practice Note from 300 micrograms per cubic metre ("µg/m³") to 200 µg/m³ per hour, bringing it on par with that under the Air Pollution Control Ordinance, and to comprehensively enhance the performance of the ventilation systems in all PTIs, including but not limited to extending the operating hours of the systems and increasing the air volume. The Government should also take the initiative to discuss with bus companies so that buses of the Euro V standard or above will be deployed to serve routes passing through PTIs and regularly review the effectiveness, with a view to reducing the risk of members of the public being exposed to excessive air pollutants and protecting their health.

111. The Chairman announced that 14 members voted for the motion, none voted against it and two abstained from voting. The Chairman declared that the motion was carried.

112. The Chairman then put to vote the following motion which was moved by Mr Jeremy TAM:

小巴司機工時長、休息不足的問題嚴重，影響乘客及道路安全。本委員會要求政府進一步檢討現時《專線小巴司機的工作時間指引》中最長14小時當值時間及最長11小時駕駛時間的規定，改為12及10小時，與本年初新修訂的《巴士車長工作、休息及用膳時間指引》看齊。

(Translation)

The problems of prolonged working hours and insufficient rest time of public light bus drivers are serious, affecting passenger and road safety. This Panel requests that the Government further review the requirements on the maximum duty length of 14 hours and the maximum driving time of 11 hours stipulated in the existing Guidelines on the Working Hours of Green Minibus Drivers, and

revise the aforesaid maximum hours to 12 and 10 respectively, so as to align with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks which was newly revised early this year.

113. The Chairman announced that 15 members voted for the motion, none voted against it and none abstained from voting. The Chairman declared that the motion was carried.

114. The Chairman then put to vote the following motion which was moved by Mr Jeremy TAM:

現時政府以載客率作為加減巴士班次的主要考慮因素，但當局錯誤假設巴士每平方米可站立6人，令滿載情況長期被當局低估或忽略，無法改善班次。

本委員會要求政府修例將每平方米的標準由6人改為4人，與現時港鐵的做法看齊。

(Translation)

The Government currently adopts bus occupancy rates as the main consideration for increasing or reducing bus frequencies. However, it has wrongly assumed that a bus can accommodate six persons (standing) per square metre, resulting in its underestimation and neglect of the situation of full buses for a long time and the absence of any improvement to bus frequencies.

This Panel requests that the Government make legislative amendments to revise the standard per square metre from six persons to four persons in line with the practice of the MTR Corporation Limited.

115. The Chairman announced that nine members voted for the motion, one voted against it and two abstained from voting. The Chairman declared that the motion was carried.

116. The Chairman then put to vote the following motion which was moved by Mr Jeremy TAM:

本委員會認為政府公共交通策略研究的推行進展匯報反映該策略研究無助改善現行交通布局的問題。在現有公共交通工具的分工、新興交通工具的應用、網約車未來路向、推廣

單車出行及改善行人環境等議題上欠周全藍圖、短中長期目標及策略。

本委員會再次要求政府盡快開展第四次整體運輸研究，處理上述議題及訂定周全藍圖、短中長期目標及策略，並定期向本會匯報進度。

現時公共交通規劃是以現有班次及路線的載客率作為主導因素，當局沒有全面研究香港交通需求的分布。

本委員會要求加入"需求主導"的規劃因素，由政府大規模定期收集匿名的車程資訊，再透過大數據分析香港的交通需求分布及出行習慣，從而規劃出更準確及符合長遠需求的公共交通服務。

(Translation)

This Panel considers that the Government's report on the implementation progress of measures under the Public Transport Strategy Study ("PTSS") has reflected that PTSS does not help improve the problems concerning the existing arrangement of the public transport system. It lacks a comprehensive blueprint as well as short, medium and long-term objectives and strategies on issues including the operational service models between all the existing forms of public transport, the application of new forms of transportation, the way forward for e-hailing car services, promotion of commuting by bicycles, and improvement to the pedestrian environment.

This Panel requests the Government once again to expeditiously launch the Fourth Comprehensive Transport Study to deal with the above issues and devise a comprehensive blueprint and short, medium and long-term objectives and strategies, and report the progress to this Panel on a regular basis.

At present, the existing service frequencies and route occupancy rates are dominant factors in public transport planning. The authorities have not conducted any comprehensive review of the distribution of traffic demands in Hong Kong.

This Panel requests that a "demand-driven" factor be included in such planning, whereby the Government collects anonymous vehicle

journey information on a large scale and on a regular basis, and conducts analyses on the distribution of traffic demands and travelling patterns of commuters in Hong Kong through the use of big data, thereby mapping out plans for public transport services which are more accurate and able to cope with the long-term needs.

117. The Chairman announced that nine members voted for the motion, three voted against it and one abstained from voting. The Chairman declared that the motion was carried.

118. The Chairman then put to vote the following motion which was moved by Mr LUK Chung-hung:

近日有專營巴士公司在未經諮詢地區的情況下申請削減40條線路班次並獲得運輸署批准，本會對此表示遺憾，並要求日後專營巴士服務內容變更，包括路線、班次，必須諮詢公眾及區議會，並增加決策透明度。

(Translation)

Given that a franchised bus company has recently made an application for cutting scheduled trips of 40 bus routes without prior consultation with the local districts and the application has been approved by the Transport Department, this Panel expresses regret and requests that in case of future changes to franchised bus services, including routes and frequencies, the public and district councils have to be consulted, and that the decision making process be made more transparent.

119. The Chairman announced that 14 members voted for the motion, one voted against it and two abstained from voting. The Chairman declared that the motion was carried.

(Post-meeting note: The Chinese version and English version of the Administration's response to the motion passed were issued to members vide LC Paper No. CB(4)1555/17-18(01) on 13 September 2018 and 2 January 2019 respectively.)

VI. MTR fare adjustment for 2018

(LC Paper No. CB(4)1072/17-18(07) - Administration's paper on MTR fare adjustment for 2018

LC Paper No. CB(4)1072/17-18(08) - Paper on the Fare Adjustment Mechanism of the MTR Corporation Limited and adjustments to MTR fares prepared by the Legislative Council Secretariat (updated background brief)

(At 12:36 pm, members raised no objection to the Chairman's proposal to further extend the meeting for 15 minutes to 1:15 pm.)

120. At the invitation of the Chairman, USTH briefed members on the background information of the MTR fare adjustment for 2018. He said that the second review on the Fare Adjustment Mechanism ("FAM") for MTR fares ("the 2nd FAM review") was originally planned for completion in 2018. In response to the Administration's request, MTRCL had completed the 2nd FAM review together with the Administration in 2017, the outcome of which was applicable to the fare adjustment of the six-year period from 2017-2018 to 2022-2023.

121. With the aid of a PowerPoint presentation (LC Paper No. CB(4)1115/17-18(01)), Commercial Director of MTRCL ("CD/MTRCL") briefed members on how the MTR fare adjustment for 2018 at +3.14% was arrived at in accordance with FAM as reviewed in 2017, the fare promotions offered by MTRCL and its plan for railway service enhancement.

122. The Chairman informed members that MTRCL would submit an information paper on MTR fare adjustment for 2018 before the next regular meeting on 15 June 2018 for members' reference.

(Post-meeting note: MTRCL's paper on MTR fare adjustment for 2018 (LC Paper No. CB(4)1158/17-18(01)) was issued to members on 28 May 2018.)

Fare adjustment in 2018

123. Members were in general dissatisfied that, despite its hefty profits, MTRCL would still increase the fares according to FAM. On behalf of the Democratic Alliance for the Betterment and Progress of Hong Kong, Dr Elizabeth QUAT urged MTRCL to forgo the +1.49%, which was rolled over from 2017-2018 and added onto the overall adjustment rate for MTR fares in 2018-2019, to alleviate the financial burden on the public.

124. Mr LUK Chung-hung said that the Hong Kong Federation of Trade Unions was disappointed with the outcome of the 2nd FAM review which made no change to the FAM formula with only minor patch-ups introduced, such as a reduction of the Annual Overall Fare Adjustment Rate of the six-year period from 2017-2018 to 2022-2023 by 0.6 percentage point. The Administration and MTRCL should reconsider linking the FAM formula to the earnings of MTRCL before interest, tax, depreciation and amortization so as to better reflect the profitability of MTRCL, as well as conducting a review on FAM again.

125. Mr KWONG Chun-yu considered that there were problems with the existing FAM as it was unreasonable that MTRCL would still increase its fare by 3.14% notwithstanding its handsome profits gained in the previous year. He enquired whether the Administration had duly played the role as the regulator of public transport services in the negotiation with MTRCL; and whether FAM would be reviewed again.

126. In response to members' views, USTH advised that the Administration had been proactive in carrying out its duty as MTRCL's majority shareholder by reflecting the community concerns about MTR operations to the Board from time to time and closely monitoring MTRCL's service performance.

127. USTH further said that the existing FAM had been adopted since the rail merger in 2007 to supersede the fare autonomy MTRCL then enjoyed. Since FAM was using a direct-drive formula that adjusted fares in accordance with the economic figures released by the Administration, the mechanism was open, objective and transparent. USTH stressed that FAM formed part of the rail merger agreement between the Administration and MTRCL, and was included in the Operating Agreement signed between the two parties, and it was legally binding.

128. Dr CHENG Chung-tai noted that in the Chief Executive's 2017 Policy Address, a non-means tested Public Transport Fare Subsidy Scheme ("the Scheme") would provide fare subsidy, to an extent, for commuters if their monthly public transport expenses exceeded a specified level. In view of the MTR fare adjustment for 2018, Dr CHENG enquired whether the Administration would raise the fare subsidy accordingly to relieve the fare burden of commuters.

129. Deputy Secretary for Transport and Housing (Transport)2 ("DS(T)2") replied that the Scheme would be rolled out in the fourth quarter of 2018 or in the first quarter of 2019. Under the Scheme, commuters whose monthly

public transport expenses exceeded \$400, the specified level, would be provided a subsidy amounting to 25% of the actual public transport expenses in excess of that level subject to a maximum of \$300 per month. He added that a review of the Scheme would be conducted around a year after its implementation which would examine the effectiveness and impact of the Scheme on the travelling pattern of commuters, the overall strategic arrangement of public transport services, as well as its financial implications.

Fare concessions and promotional schemes

130. Mr CHAN Chun-ying appreciated MTRCL's increase in the provision for fare concessions under the Profit Sharing Mechanism ("PSM") by raising the upper limit for the profits counted from the original \$13 billion to \$15 billion after the 2nd FAM review. He considered that, since MTRCL would share more of its yearly underlying business profits (including profits from property development) with passengers under PSM, this arrangement could better reflect the correlation between MTRCL's profitability and the implementation of FAM.

131. Mr Michael TIEN commended MTRCL for providing 3% fare discount per trip for passengers who travelled on MTR journeys using Octopus ("the 3% Rebate") for at least six months upon the implementation of new fares, but pointed out that users of Monthly Pass Extras and MTR City Saver could not enjoy the 3% Rebate. In this regard, he suggested freezing the prices of the above tickets, which were not regulated by FAM.

132. In response, CD/MTRCL said that with the 3% Rebate via Octopus for six months in the second half of 2018, there would unlikely be any actual fare increase for Octopus users in 2018. MTRCL would take account of Mr Michael TIEN's views when considering the fare promotions for Monthly Pass Extras and MTR City Saver users so that they could enjoy similar fare concessions as Octopus users.

133. Mr LUK Chung-hung and Mr Steven HO pointed out that while MTRCL would offer a total fare concessions of \$222.5 million in accordance with FAM, the amount was minimal if compared with MTRCL's net profit of \$16.8 billion gained in the previous year. Mr HO therefore considered that MTRCL should share a specified proportion, say 30%, of its profit with the passengers.

134. Dr Elizabeth QUAT also urged MTRCL to further increase the amount of fare concessions to lessen the burden of fare increase on commuters, in particular the grass roots. Moreover, she and Mr LUK

Chung-hung suggested MTRCL provide the 3% Rebate to Octopus users for one year rather than just six months.

135. USTH replied that MTRCL had complied with the requirements stipulated in FAM to share \$222.5 million with passengers, including \$200 million from PSM and \$22.5 million from the Service Performance Arrangement ("SPA"). The Administration would also encourage MTRCL to offer more fare concessions and promotional schemes every year to benefit the passengers. CD/MTRCL supplemented that, when devising the fare concessions and promotional schemes, MTRCL had considered a basket of factors and made the best endeavours to strike a reasonable balance among interests of all stakeholders.

136. Ms Claudia MO considered the existing fare concessions and promotional schemes offered by MTRCL too complicated, thereby incurring significant administrative costs. She suggested that MTRCL should further review and simplify the schemes to benefit more commuters riding on MTR.

137. Mr CHU Hoi-dick indicated that the single journey fares for West Rail Line ("WRL") and Tung Chung Line ("TCL") were more than double that of East Rail Line ("ERL"). He enquired if MTRCL would introduce Day Pass for the TCL passengers, similar to the Tuen Mun — Nam Cheong Day Pass for commuters to enjoy unlimited travel on WRL on the day of purchase, as a short-term measure to alleviate their burden of travelling expenses. Mr CHU also urged MTRCL to address the fare differential between the three railway lines (i.e. WRL, TCL and ERL) by introducing suitable discounts in the long-run.

138. In reply, CD/MTRCL explained that MTRCL had comprehensively enhanced the monthly passes to address the need and affordability of frequent medium- and long-distance MTR passengers, including those commuting on WRL and TCL. MTRCL would continue to listen to the views of the community, review the effectiveness of the fare promotions from time to time and introduce suitable fare concession schemes as far as possible.

Service Performance Arrangement

139. Mr CHAN Chun-ying noted that the maximum amount per incident of serious service disruption to be set aside for fare concession had been increased from \$15 million to \$25 million. As service disruption incident lasting for more than eight hours was rather rare, it was rather unlikely that MTRCL would be penalized the maximum amount. Mr CHAN suggested

that, in order to achieve the intended deterrent effect, the amount to be set aside for fare concession per incident of train service disruption for the various shorter durations (e.g. that for more than one hour and less than or equal to two hours) should be increased.

140. In response, USTH said that the Administration considered the existing level of penalty per incident of train service disruption under SPA appropriate. While MTRCL should be held accountable for serious service disruptions, heavier penalties might put undue pressure on MTRCL's frontline staff, who might be tempted or pressed to rush their repair works, thereby putting railway safety at risk. Notwithstanding this, he said that Mr CHAN Chun-ying's views expressed above could be further considered in future FAM reviews.

141. Mr Steven HO considered that SPA was only a short-term palliative to reduce the occurrence of railway service disruptions. For longer-term solutions, MTRCL should attach importance to improving its maintenance of railway systems by applying advanced technologies, such as drawing reference to Mainland's experience in installing detectors to enable timely detection of irregularities in the railway network for taking prompt actions.

142. CD/MTRCL responded that MTRCL had been making use of advanced technologies in railway maintenance. Furthermore, to ensure the continued delivery of safe and reliable railway service, MTRCL had spent a significant amount of resources on maintaining, upgrading and renewing railway assets. The amount was expected to continue to grow in the coming years. CD/MTRCL assured members that MTRCL would continue to devote efforts to enhancing its maintenance of railway networks.

Others

143. In view of the rapidly ageing population and MTRCL's hefty profits gained in previous years, Dr Elizabeth QUAT said that MTRCL should invest more on enhancing the station facilities, such as installing more passenger lifts and escalators and providing additional exits, to facilitate movements of passengers in and out of the stations and between station concourses and platforms.

144. CD/MTRCL replied that from 2012 to 2017, MTRCL had installed passenger lifts connecting station concourse with the street level at 13 MTR stations. Since 2014, MTRCL had also been replacing the existing lifts at various stations by phases. Many escalators in the MTR network had also

been refurbished. She added that MTRCL would spare no effort to enhance MTR station facilities.

145. Noting that the waiting time for applicants on the Waiting List for public rental housing had been increasing continuously in recent years, Ms Claudia MO suggested using some of the topside developments of MTR stations for building public housing as MTRCL had been earning handsome profits.

146. In response, DS(T)2 said that there was at the present no plan to grant topside property development rights for any railway projects which were under implementation or planning stages. For future railway projects, the Administration would consider the land required for railway operations and relevant property development in a comprehensive and holistic manner.

VII. Any other business

147. There being no other business, the meeting ended at 1:15 pm.

Council Business Division 4
Legislative Council Secretariat
22 February 2019

點名表決 DIVISION: 1
日期 DATE: 18/05/2018
時間 TIME: 12:24:27 下午 PM

動議 MOTION: 田北辰議員就"公共交通策略研究建議措施的推行進展"動議的議案
Motion moved by Hon Michael TIEN Puk-sun on "Progress of implementation of measures under Public Transport Strategy Study"

動議人 MOVED BY: 田北辰 Michael TIEN

出席 Present : 16
投票 Vote : 15
贊成 Yes : 10
反對 No : 3
棄權 Abstain : 2
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	贊成	YES
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan	贊成	YES
林健鋒	Jeffrey LAM			楊岳橋	Alvin YEUNG		
陳克勤	CHAN Hak-kan			尹兆堅	Andrew WAN	贊成	YES
黃國健	WONG Kwok-kin	贊成	YES	朱凱迪	CHU Hoi-dick	反對	NO
葉劉淑儀	Mrs Regina IP			何君堯	Dr Junius HO		
謝偉俊	Paul TSE			何啟明	HO Kai-ming		
毛孟靜	Claudia MO	反對	NO	林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN	贊成	YES	柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO			陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK	反對	NO	劉國勳	LAU Kwok-fan		
陳志全	CHAN Chi-chuen			劉業強	Kenneth LAU		
陳恒鎮	CHAN Han-pan			鄭松泰	Dr CHENG Chung-tai	棄權	ABSTAIN
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu	贊成	YES
郭家麒	Dr KWOK Ka-ki			譚文豪	Jeremy TAM	棄權	ABSTAIN
黃碧雲	Dr Helena WONG	贊成	YES	范國威	Gary FAN		
葛珮帆	Dr Elizabeth QUAT			區諾軒	AU Nok-hin		
潘兆平	POON Siu-ping			謝偉銓	Tony TSE		