

# 立法會

## *Legislative Council*

LC Paper No. CB(1)729/04-05  
(These minutes have been  
seen by the Administration)

Ref : CB1/PL/TP/1

### Panel on Transport

**Minutes of special meeting held on  
Tuesday, 14 December 2004, at 2:30 pm  
in the Chamber of the Legislative Council Building**

- Members present** : Hon LAU Kong-wah, JP (Chairman)  
Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP  
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP  
Hon LAU Chin-shek, JP  
Hon Miriam LAU Kin-ye, GBS, JP  
Hon Andrew CHENG Kar-foo  
Hon TAM Yiu-chung, GBS, JP  
Hon Abraham SHEK Lai-him, JP  
Hon LI Fung-ying, BBS, JP  
Hon WONG Kwok-hing, MH  
Hon LEE Wing-tat  
Hon Jeffrey LAM Kin-fung, SBS, JP  
Hon LEUNG Kwok-hung  
Hon CHEUNG Hok-ming, SBS, JP
- Members absent** : Hon Albert CHAN Wai-yip (Deputy Chairman)  
Hon Tommy CHEUNG Yu-yan, JP  
Hon Patrick LAU Sau-shing, SBS, JP
- Public Officers attending** : Ms Annie CHOI  
Deputy Secretary for the Environment, Transport and Works  
  
Ms Elizabeth TAI  
Principal Assistant Secretary for the Environment, Transport  
and Works  
  
Mr K K LAU  
Deputy Commissioner for Transport/  
Planning and Technical Services

Mr Don HO  
Assistant Commissioner for Transport/  
Management and Paratransit

Mr Edmond FOK  
Senior Engineer/Road Safety  
Transport Department

Mr J P CHEUNG  
Principal Transport Officer/Urban  
Transport Department

Mr Dave LING  
Chief Superintendent of Police (Traffic)  
Hong Kong Police Force

Ms CHAU Ying-yu  
Chief Inspector of Police (Road Safety)  
(Traffic Branch Headquarters)  
Hong Kong Police Force

**Attendance by invitation** : Hong Kong, Kowloon and N.T. Public & Maxicab Light Bus Merchants' United Association

Mr LEUNG Hung  
Chairman

Mr TO Chi-keung  
Vice-Chairman

全港職業司機反對加重扣分大聯盟

梁靜珊女士  
發起人

曾慶光先生  
聯署團體成員

Taxi & PLB Concern Group

黎銘洪先生  
主席

宋國明先生  
司庫

司機權益關注組

李匡晉先生  
聯絡人

勞聯交通運輸業委員會

蔡光家先生  
委員

區細海先生  
委員

Mixer Truck Drivers Association

Mr CHAN Sam-choi  
Secretary

Hong Kong Association of Aircargo Truckers Ltd.

Mr Richard TSANG Chi-hung  
Chairman

Hong Kong Taxi Association

Mr LAI Hoi-ping  
Chairman

HK Public-Light Bus Owner & Driver Association

曾國威先生  
總務

New Territories Taxi Merchants Association Ltd.

Ms CHAN Oi-lin  
Directorate

Tang's Taxi Companies Association Ltd.

Mr TANG Pak-wing  
Chairman

Association of N.T. Radio Taxicabs Ltd.

Mr LAM Kwai-keung  
Chairman

Hong Kong and Kowloon Taxi Merchants' Joint  
Committee – United Friendship Taxi Owners & Drivers  
Association Ltd.

Mr AU-YEUNG Kan  
Chairman

Container Truck Drivers' Union

Mr WONG Yu-loy  
Organizing Secretary

Mr YU Kwok-On  
Chairman

New World First Bus Company Staff Union

麥兆基先生  
代表

Federation of Hong Kong Transport Worker Organizations

Mr TAM Wai-to  
Chairman

Transport and Delivery Workers Union

Mr CHAN Chiu-wai  
Chief Executive

中重型貨車關注組

Mr LAI Kim-tak  
Chairman

Hong Kong Driving Instruction Club

Mr LAI Shiu-kwan  
Vice-Chairman

Taxi Dealers & Owners Association Limited

Mr CHENG Hak-wo  
Chairman

Public Light Bus General Association

Mr LING Chi-keung  
Representative

Urban Taxi Drivers Association Joint Committee Co., Ltd.

Mr KWOK Chi-piu  
Chairman

The Hong Kong Taxi & Public Light Bus Association  
Limited

Mr TRAN Chau  
Chairman

四海的士車主司機聯會有限公司

劉劍魂先生  
主席

Motor Transport Workers General Union

Mr LI Wing-sang  
Chairman

Mr AU-YEUNG Ming  
Right & Interest Executive Director

Rambo Taxi Owners' Association Ltd.

Mr LEE Chi-leung  
Chairman

Traffic Services Employees Association

Mr CHEUNG Yiu-fung  
External Affairs Executive

新界的士司機權益大聯盟

Mr LEUNG Yee-wenh  
Representative

右軚汽車商會(香港)有限公司

Mr Paul LAW  
Representative

的士權益協會有限公司

黃濤先生  
代表

香港貨櫃車主聯會

Mr CHAN Fu-chuen  
Director

九龍重型貨車聯合商會

梁根權先生  
代表

Hong Kong Dumpertruck Drivers Association

Mr HO Hung-fai  
Secretary

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

**Staff in attendance** : Ms Anita SIT  
Senior Council Secretary (1)9

Miss Winnie CHENG  
Legislative Assistant (1)5

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- I Measures to enhance road safety and safety of public light bus operations**
- (LC Paper No. CB(1)478/04-05(01) - Submission dated December 2004 from Hong Kong, Kowloon and N.T. Public & Maxicab Light Bus Merchants' United Association
- LC Paper No. CB(1)323/04-05(01) - Submission dated December 2004 from Hong Kong, Kowloon and N.T. Public & Maxicab Light Bus Merchants' United Association
- LC Paper No. CB(1)401/04-05(01) - Submission dated December 2004 from 全港職業司機反對衝燈加重扣分大聯盟
- LC Paper No. CB(1)478/04-05(02) - Submission dated December 2004 from Taxi & PLB Concern Group
- LC Paper No. CB(1)401/04-05(02) - Submission dated December 2004 from 司機權益關注組
- LC Paper No. CB(1)244/04-05(01) - Submission dated December 2004 from 司機權益關注組
- LC Paper No. CB(1)401/04-05(03) - Submission dated December 2004 from 勞聯交通運輸業委員會
- LC Paper No. CB(1)401/04-05(04) - Submission dated December 2004 from Mixer Truck Drivers Association
- LC Paper No. CB(1)401/04-05(05) - Submission dated December 2004 from HK Public-Light Bus Owner & Driver Association
- LC Paper No. CB(1)332/04-05(03) - Submission dated December 2004 from HK Public-Light Bus Owner & Driver Association
- LC Paper No. CB(1)401/04-05(06) - Submission dated December 2004 from Association of N.T. Radio Taxicabs Ltd.
- LC Paper No. CB(1)401/04-05(07) - Submission dated December 2004 from Hong Kong and Kowloon Taxi Merchants' Joint Committee – United Friendship Taxi Owners & Drivers Association Ltd.
- LC Paper No. CB(1)401/04-05(08) - Submission dated December 2004 from Federation of Hong Kong Transport Worker Organizations
- LC Paper No. CB(1)401/04-05(09) - Submission dated December 2004 from Transport and Delivery Workers Union
- LC Paper No. CB(1)401/04-05(10) - Submission dated December 2004 from Taxi Dealers & Owners

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- LC Paper No. CB(1)401/04-05(11) - Association Limited  
- Submission dated December 2004 from Public Light Bus General Association
- LC Paper No. CB(1)401/04-05(12) - Submission dated December 2004 from Urban Taxi Drivers Association Joint Committee Co., Ltd.
- LC Paper No. CB(1)332/04-05(02) - Submission dated December 2004 from Motor Transport Workers General Union
- LC Paper No. CB(1)401/04-05(13) - Submission dated December 2004 from 交通事業從業員協會
- LC Paper No. CB(1)401/04-05(14) - Submission dated December 2004 from Hong Kong Container Tractor Owner Association Limited
- LC Paper No. CB(1)298/04-05(06) - Information paper entitled "Measures to Enhance Road Safety" provided by the Administration
- LC Paper No. CB(1)297/04-05 - Background brief prepared by the Secretariat on measures to enhance the safety of public light bus operations)

The Chairman welcomed the representatives from transport trade associations to the meeting. He then invited the deputations to take turn and present their views on measures to enhance road safety and safety of public light bus operations.

2. Members noted the submissions from the following organizations and individuals which/who were unavailable to attend the meeting -

- LC Paper No. CB(1)516/04-05(01) - Submission from The Hong Kong Federation of Insurers;
- LC Paper No. CB(1)516/04-05(02) - Submission from Hong Kong Automobile Association;
- LC Paper No. CB(1)516/04-05(03) - Submission from 道路安全宣傳運動委員會委員／灣仔區道路安全運動委員會委員;
- LC Paper No. CB(1)516/04-05(04) - Submission from 香港交通安全會;
- LC Paper No. CB(1)516/04-05(05) - Submission from 香港交通安全隊;
- LC Paper No. CB(1)516/04-05(06) - Submission from 灣仔區少年警訊活動委員會主席／九龍樂善堂常務總理張德忠先生;
- LC Paper No. CB(1)516/04-05(07) - Submission from Institute of Advanced Motorists Hong Kong;
- LC Paper No. CB(1)516/04-05(08) - Submission from Hong Kong



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LC Paper No. CB(1)516/04-05(09) -	Extra-Curricular Activities Masters' Association Limited;
LC Paper No. CB(1)516/04-05(10) -	Submission from The Central & Western District Road Safety Campaign Organizing Committee 2004-2005;
LC Paper No. CB(1)516/04-05(14) -	Submission from 何淑賢女士; and Submission from Lok Ma Chau China-Hong Kong Freight Association.

*(Post-meeting note: The above submissions together with four submissions from some of the deputations attending the meeting were tabled at the meeting. They were subsequently issued vide LC Paper No. CB(1)516/04-05 on 15 December 2004.)*

Hong Kong, Kowloon and N.T. Public & Maxicab Light Bus Merchants' United Association

*(LC Paper Nos. CB(1)478/04-05(01) and CB(1)323/04-05(01))*

3. Mr LEUNG Hung, Chairman of the Association, said that the Association strongly objected to the Administration's proposal to increase the driving offence points (DOPs) for failure to comply with traffic signals from 3 to 8 points (the DOP proposal). Although recent traffic accidents had given rise to public concerns about road safety, the Administration should not resort to substantially increasing the DOP for red light jumping, which would be applied across the board to all motorists. The Association considered this approach unfair to most motorists in Hong Kong. Mr LEUNG then briefly outlined the deficiencies in the design of traffic signals and road junctions, and pointed out that with these deficiencies, motorists were vulnerable to committing red light jumping inadvertently.

4. Mr LEUNG further said that the public light bus (PLB) trade had taken the initiative to discuss among themselves and come up with seven measures to enhance the safety of PLB operations, details of which are set out in the Association's submission dated 22 November 2004 (LC Paper No. CB(1)323/04-05(01)).

全港職業司機反對衝燈加重扣分大聯盟

*(LC Paper No. CB(1)401/04-05(01))*

5. 梁靜珊女士, 扣分大聯盟發起人, said that the Alliance was comprised of professional and non-professional drivers. The Alliance called on the Administration to withdraw the DOP proposal, pending necessary improvements to road signs, markings, the mounting of traffic lights and positioning of traffic signals to ensure visibility, etc. The Alliance also suggested the installation of vehicular countdown display device (VCDD) as an additional tool to facilitate motorists' compliance with traffic signals and

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the installation of more red light cameras (RLCs) to facilitate effective and fair enforcement against the red light jumping offence by the Police.

Taxi & PLB Concern Group

*(LC Paper No. CB(1)478/04-05(02))*

6. 黎銘洪先生, Chairman of the Concern Group, said that for professional drivers, the DOP proposal was a draconian measure and would seriously threaten their livelihood. He highlighted that the current design of traffic signals had deficiencies and in particular, the duration of the amber phase was too short. These deficiencies were often the indirect causes of red light jumping. The Concern Group in the past had repeatedly proposed to the Transport Department (TD) for the installation of VCDD or vehicular flashing green light to enable motorists to decide correctly whether to go ahead or stop at signal-controlled junctions, but the Administration had not taken heed of these proposals.

7. 黎銘洪先生 highlighted the Concern Group's proposals that the duration of the amber phase should be extended to five seconds; where appropriate, more suspended overhead traffic signals should be provided to ensure that motorists could see traffic signals clearly; installation of RLCs at all busy junctions and traffic black spots; and strengthening the education and publicity on road safety for both pedestrians and motorists.

司機權益關注組

*(LC Paper Nos. CB(1)401/04-05(02) and CB(1)244/04-05(01))*

8. 李匡晉先生, 關注組聯絡人, said that the Concern Group objected to any proposal to raise the penalty level for failure to comply with traffic signals, as this would put undue mental pressure on professional drivers. He highlighted that if red light jumping resulted in personal injury or death, the motorist concerned would be prosecuted for careless driving, instead of just incurring three DOPs and being fined. The existing penalty for dangerous driving already had sufficient deterrent effect. The increase in the reported cases of red light jumping was mainly attributed to the installation of more RLCs and strengthened enforcement against the offence rather than an increase of red light jumping instances per se.

9. 李匡晉先生 further said that the Concern Group however supported the move to strengthen enforcement, education and publicity. The Concern Group called on the Administration to take active measures to improve the road environment especially in regard to the visibility of traffic signals and the provision of VCDD.

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勞聯交通運輸業委員會

*(LC Paper No. CB(1)401/04-05(03))*

10. 蔡光家先生, 委員會委員, said that the Committee objected to the DOP proposal and the proposal to increase the fine for red light jumping, as these measures would adversely affect the mental state of professional drivers in particular drivers of heavy vehicles, and this in turn might result in even more traffic accidents. Red light jumping was not a major cause of traffic accidents; red light jumping only accounted for 1.9% of the traffic accidents involving PLBs. The Committee considered that the current design of the traffic signals in Hong Kong had deficiencies; the amber phase was too short and there was no countdown or flashing signal to enable motorists to decide correctly whether to stop or go ahead. The Committee however agreed that more RLC housings and RLCs should be installed to facilitate effective and fair enforcement against red light jumping.

Mixer Truck Drivers Association

*(LC Paper No. CB(1)401/04-05(04))*

11. Mr CHAN Sam-choi, Secretary of the Association, said that the Association objected to the DOP proposal and urged the Administration to improve the road environment including the design of traffic signals and road junctions. In formulating any legislative measures on road safety, the Administration should undertake comprehensive consultations with the transport trades. In this connection, the Transport Advisory Committee and the Road Safety Council should enlist the participation of the transport trades and professional drivers.

Hong Kong Association of Aircargo Truckers Ltd.

12. Mr Richard TSANG, Chairman of the Association, said that before imposing a higher penalty for red light jumping which would put greater pressure on professional drivers, the Administration should make improvements to the road environment including the design of traffic signals and road junctions, which at present were far from satisfactory in facilitating motorists to make correct decisions as to whether they should stop or go ahead at signal-controlled junctions.

Hong Kong Taxi Association

13. Mr LAI Hoi-ping, Chairman of the Association, considered that the Administration should not increase the DOP and fine for red light jumping. The Administration should strengthen road safety education for both motorists and pedestrians, improve the design of traffic signals with the provision of VCDD, and improve the visibility of traffic signals for motorists by positioning the signals appropriately having regard to the relevant road configurations.

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HK Public-Light Bus Owner & Driver Association

*(LC Paper Nos. CB(1)401/04-05(05) and CB(1)332/04-05(03))*

14. 曾國威先生, 總務 of the Association, said that the Association did not have additional comments to make.

New Territories Taxi Merchants Association Ltd.

*(LC Paper Nos. CB(1)516/04-05(11))*

15. Ms CHAN Oi-lin, Directorate of the Association, said that members of the Association were strongly concerned about the DOP proposal. Ms CHAN highlighted the situation that taxi drivers in Yuen Long and Tuen Mun were susceptible to committing red light jumping inadvertently at Light Rail Transit (LRT) junctions. As the traffic signals at these junctions were designed to accord priority to Light Rail trains, a taxi driver might not be able to stop in time when the traffic signal turned red as his sightline might be obstructed by the preceding vehicle, particularly heavy vehicle. . The Association urged the Administration to review the design of signal-controlled road junctions, particularly LRT junctions.

Tang's Taxi Companies Association Ltd.

16. Mr TANG Pak-wing, Chairman of the Association, said that the proposal to increase the DOP and fine for red light jumping would have serious impact on professional drivers and threaten their livelihood. The Association did not support the proposal. Instead, the Association proposed to extend the amber phase duration to four seconds.

Association of N.T. Radio Taxicabs Ltd.

*(LC Paper No. CB(1)401/04-05(06))*

17. Mr LAM Kwai-keung, Chairman of the Association, criticized that the Administration simply sought to impose heavier penalties on motorists whilst not making efforts to make necessary improvements to the road environment. This was unfair to motorists and the draconian DOP proposal would not be effective in improving road safety. He requested members and the Administration to refer to the Association's suggestions for improving the design of traffic signals as detailed in the Association's submission.

Hong Kong and Kowloon Taxi Merchants' Joint Committee – United Friendship Taxi Owners & Drivers Association Ltd.

*(LC Paper No. CB(1)401/04-05(07))*

18. Mr AU-YEUNG Kan, Chairman of the United Friendship Taxi Owners & Drivers Association under the Joint Committee, said that the Joint Committee objected to the proposals to increase the fine and DOP for red light jumping. The Joint

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Committee considered that to effectively enhance road safety, the Administration should-

- (a) strengthen education on road safety and make it mandatory for newly qualified motorists to attend a road safety course;
- (b) expedite the installation of RLCs at busy road junctions;
- (c) extend the duration of the amber phase and add flashing to the green phase; and
- (d) change the straight pole design of traffic signals to overhead ones.

### Container Truck Drivers' Union

19. Mr WONG Yu-loy, Organizing Secretary of the Union, said that members of the Union mainly operated their businesses in the North West New Territories. The member drivers had encountered difficulties at signal-controlled junctions as mentioned by other deputations and shared the concern of New Territories Taxi Merchants Association Ltd. about the design of the LRT junctions. The Union considered that the Administration should not pursue the proposal to increase the fine and DOP for red light jumping before positive actions were taken to improve the design of traffic signals and road junctions.

### New World First Bus Company Staff Union

*(LC Paper No. CB(1)516/04-05(12))*

20. 麥兆基先生, Representative of the Union, said that the road transport system consisted of three major components, namely, road users, road infrastructure and vehicles. The Union considered that the existing design of traffic management facilities on the road had much room for improvement and motorists were susceptible to committing red light jumping inadvertently. The Union called on the Administration to take positive measures to improve the facilities to remove blind spots and to assist motorists by installing VCDD. Before the improvements had been made, the Administration should withdraw the proposal to increase the DOP and fine for red light jumping.

### Federation of Hong Kong Transport Worker Organizations

*(LC Paper No. CB(1)401/04-05(08))*

21. Mr TAM Wai-to, Chairman of the Federation, highlighted that most motorists were law-abiding citizens having no intention to commit red light jumping at all times. There however existed a lot of traps in the existing road environment making motorists vulnerable to committing red light jumping inadvertently. The proposals to increase the DOP and fine for red light jumping would increase the pressure on professional drivers most of whom were required to work for long hours. In the past, the transport trades had repeatedly raised concerns about the deficiencies in the design of traffic signals and put forward proposals for improvement, but the Administration had not taken heed of these proposals. The Administration's response on the suggestion of installing VCDD was

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ambiguous. It was unclear how far the Administration had researched into this measure. The Federation urged the Administration to withdraw the proposals regarding red light jumping and re-examine the matter in consultation with the transport trades.

Transport and Delivery Workers Union

*(LC Paper No. CB(1)401/04-05(09))*

22. Mr CHAN Chiu-wai, Chief Executive of the Union, said that most motorists were law-abiding citizens. The lack of VCDD was a major reason causing inadvertent red light jumping. The proposal to increase the fine and DOP for red light jumping would threaten the livelihood of professional drivers and could not effectively reduce the occurrence of red light jumping. The Union was also dissatisfied that after the recent traffic accidents involving PLBs, the Administration had repeatedly pointed the finger at PLB drivers. On the other hand, the Administration had ignored the hardship faced by PLB drivers. In this regard, the Union urged the Administration to take concrete measures to lower the PLB rentals and retail prices of auto diesel to improve the viability of PLB operations, instead of focusing its efforts on imposing heavy penalties on professional drivers.

中重型貨車關注組

23. Mr LAI Kim-tak, Chairman of the Association, said that in order not to cause obstruction and safety hazard to the vehicles behind, heavy vehicle drivers could easily fall into the trap of inadvertent red light jumping. The Association urged the Administration to review the design of traffic signals and road junctions, to provide adequate enforcement tools to obviate enforcement at the discretion of the Police, and to undertake comprehensive consultation with the transport trades on the measures to enhance road safety.

Hong Kong Driving Instruction Club

24. Mr LAI Shiu-kwan, Vice-Chairman of the Club, said that there was a need to improve the design of traffic signals for motorists in terms of size and visibility. In this regard, he pointed out that traffic signals for pedestrians were larger than those for motorists. On the other hand, citing a road junction at Au Tau in Yuen Long where there were road markings to give motorists advance warning of the presence of a signal-controlled junction ahead, he suggested that where appropriate, similar road markings be provided at other signal-controlled junctions or crossings.

Taxi Dealers & Owners Association Limited

*(LC Paper No. CB(1)401/04-05(10))*

25. Mr CHENG Hak-wo, Chairman of the Association, said that before the Administration resorted to raising the penalty levels for traffic offences, it should make efforts to improve the relevant traffic facilities. In this regard, the Association had made a number of suggestions as set out in its submission.

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Public Light Bus General Association  
(LC Paper No. CB(1)401/04-05(11))

26. Mr LING Chi-keung, Representative of the Association, said that the Association agreed that motorists who deliberately committed red light jumping should be subject to heavy penalties. However, the Association urged the Administration to expedite the installation of RLCs at cross road junctions and traffic black spots to facilitate effective and fair enforcement by the Police against red light jumping and to provide suspended overhead traffic signals at appropriate road junctions.

Urban Taxi Drivers Association Joint Committee Co., Ltd.  
(LC Paper No. CB(1)401/04-05(12))

27. Mr KWOK Chi-piu, Chairman of the Association, emphasized that very few professional drivers would commit red light jumping deliberately. The Association had suggested the installation of VCDD but TD had responded that some motorists would speed through the junction during the countdown and this would result in even more dangerous situations. This indicated that TD was prejudiced against motorists.

The Hong Kong Taxi & Public Light Bus Association Limited

28. Mr TRAN Chau, Chairman of the Association, said that in view of the wide public concern about the safety of PLB operations following the recent traffic accidents involving PLBs, the Association together with other PLB trade associations had jointly worked out seven measures aimed at enhancing the safety of PLB operations. On the other hand, the Association would urge the Administration to review the design of the traffic signals and road junctions. The Association considered that before necessary improvements were made to the facilities, the Administration should not raise the penalty levels for traffic offences.

四海的士車主司機聯會有限公司

29. 劉劍魂先生, Chairman of the Association, said that it should not be presumed that the traffic accident involving a PLB in North Point was attributed to the fault of the PLB driver concerned, as the accident was still under investigation. He highlighted that having observed the successful experience of vehicular and pedestrian countdown devices in the Mainland in 1993, he had put forward the proposal of providing similar facilities in Hong Kong in 1995 and again in 1998. TD's response was that provision of these facilities was technically not feasible in Hong Kong. Mr LAU said that without the provision of VCDD, motorists would continue to find it difficult to make a correct decision when approaching a signal-controlled junction.

Motor Transport Workers General Union  
(LC Paper No. CB(1)332/04-05(02))

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30. Mr LI Wing-sang, Chairman of the Union, stressed that a professional driver would incur heavy penalties and other serious consequences if he was found responsible for a traffic accident. Hence, professional drivers were fully aware of the importance of safe driving and in no way would be inclined to committing traffic offences. He further pointed out that the bustling road conditions and the poor design of traffic management facilities on the road gave rise to a lot of traps for motorists. Motorists were vulnerable to making an incorrect judgement when approaching a signal-controlled junction. The Union was strongly dissatisfied that the Administration had ignored the existing problems with the traffic management facilities on the road but pointed the finger to professional drivers for the road safety problems.

Rambo Taxi Owners' Association Ltd.

31. Mr LEE Chi-leung, Chairman of the Association, said that the Association could not accept the DOP proposal. He highlighted that there existed a number of problems with the design of traffic signals and there were inconsistencies in the provision of speed signs and road markings. He suggested that the duration of the amber phase should be extended to five seconds and more road markings should be provided near signal-controlled junctions to give warning to motorists on the need to slow down.

交通事業從業員協會

(LC Paper No. CB(1)401/04-05(13))

32. Mr CHEUNG Yiu-fung, External Affairs Executive of the Association, said that it was irresponsible for the Administration to propose for increasing the penalty level for red light jumping without making the needed improvements to the relevant traffic management facilities on the road. The Association urged the Administration to promptly make improvements to remove the traps which could indirectly cause inadvertent red light jumping and to install more RLCs to facilitate effective and fair enforcement by the Police.

新界的士司機權益大聯盟

33. Mr LEUNG Yee-wenh, Representative of the Association, said that he had personally experienced an unfair red light jumping incident in which he tried his best to stop during the amber phase and stopped at the stop line but still incurred three DOPs and was fined. His defence at the court was rejected on the ground that his car had gone beyond the stop line when the traffic signal turned red. This incident exemplified the difficulty commonly faced by motorists and the problem of enforcement by the Police without any evidential proof.



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右軚汽車商會(香港)有限公司

34. Mr Paul LAW, Representative of the Association, said that the Association was opposed to the DOP proposal. The Administration should make improvements to the existing traffic management facilities on the road and strengthened enforcement against traffic offences before resorting to the DOP proposal. The Association understood that very few places adopted such a heavy penalty of imposing eight DOPs for failure to comply with traffic signals. The traffic accident rate in Hong Kong was not particularly high in comparison with other places. The imposition of such a heavy penalty would directly affect the desire of vehicle purchase and hence the business prospect of the vehicle retail trade.

的士權益協會有限公司

35. 黃濤先生, Representative of the Association, said that the Association was opposed to any proposal to increase the DOP for failure to comply with traffic signals. The occurrence of a few individual traffic incidents did not warrant an increase of the DOP for red light jumping from three points to eight points. Citing his own driving experience, he said that motorists often encountered a difficult situation at signal-controlled junctions. He opined that the installation of VCDD was an effective measure to improve road safety.

Hong Kong Container Tractor Owner Association Limited  
(*LC Paper No. CB(1)401/04-05(14)*)

36. Mr CHAN Fu-chuen, Director of the Association, said that the Administration should adopt an objective and scientific approach to identify the real causes of red light jumping and formulate effective measures to tackle the problem. Red light jumping was not only attributed to poor driving behaviour; there were many underlying causes such as deficiencies in the road infrastructure, excessively long working hours required of professional drivers and the rising operating costs of the transport trades. Hence, the Association urged the Administration to conduct a comprehensive review of the whole issue, examining both the direct and indirect causes, in order to come up with effective road safety measures.

九龍重型貨車聯合商會

37. 梁根權先生, representative of the Association, said that the current duration of the amber phase of the traffic signals in Hong Kong was two to three seconds. For a normal motorist, the response time to a traffic signal was 1.7 second. Thus, only 1.3 second was left for a motorist to react and stop his vehicle. For a heavy vehicle, it was questionable whether 1.3 second was sufficient for the driver to slow down and stop the heavy vehicle when approaching a signal-controlled junction. The Association emphasized that the Administration should make the needed improvements to the

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design of traffic signals and road junctions before resorting to any measure to raise the penalty level for red light jumping.

Hong Kong Dumper Truck Drivers Association

38. Mr HO Hung-fai, Secretary of the Association, said that the Association agreed that those motorists who committed red light jumping deliberately should be subject to heavy penalties. He however highlighted that at busy road junctions, due to the lack of advance warning signs or markings and the invisibility of traffic signals, drivers of heavy vehicles often found that when the traffic light turned red, their vehicles had not yet passed through a road junction. He added that the busy and complicated road conditions in Hong Kong had already placed great pressure on professional drivers, in particular drivers of heavy vehicles. It was of paramount importance that the traffic management facilities on the road were well designed to facilitate motorists' compliance with traffic regulations.

Discussion with deputations/the Administration

39. Mr WONG Kwok-hing said that the deputations attending this meeting were widely representative of the transport trades. There was a clear consensus among them that reckless drivers who committed red light jumping deliberately should be subject to heavy penalties. The deputations however pointed out that in most instances, motorists did not commit red light jumping deliberately. Hence the proposal to increase the penalty levels for red light jumping would not effectively reduce the occurrence of red light jumping. Most deputations indicated that they were opposed to the proposal and opined that TD should take positive measures to improve the design of traffic signals and road junctions and crossings. He sought the Administration's response to the deputations' views. He also asked if the proposals regarding red light jumping had been considered by the Transport Advisory Committee and if so, how far the views of the transport trades had been reflected at the Transport Advisory Committee.

40. The Deputy Secretary for the Environment, Transport and Works (DS/ETW) said that road safety was a priority area of concern of the Administration. There were more than 270 traffic accidents caused by red light jumping from January to September 2004, and nearly 100 prosecutions against red light jumping each day. The situation warranted serious attention. In view of these trends, the Administration had put forward a package of proposals covering legislation, enforcement, publicity, education as well as technology application to combat inappropriate driving behaviour and enhance road safety. The Administration recommended that these measures should be implemented in parallel to achieve the target effects. She stressed that road safety involved various road users, including pedestrians, motorists and passengers and human lives were at stake. Whilst raising the penalty level for red light jumping should not be the only measure to tackle the problem, the Administration considered the measure necessary to achieve the intended deterrent effect. As evident in the case of drink driving, raising the relevant penalty level was an effective measure to combat inappropriate driving behaviour. She further said that out of the 1.8 million driving licence holders in Hong

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Kong, less than 5% had incurred more than three DOPs. The present proposals would therefore not affect the majority of motorists who were prudent.

41. DS/ETW confirmed that the measures presently proposed were originated from the Administration, not the Transport Advisory Committee. The Administration had taken note of the views and suggestions expressed by the deputations at this meeting, and would gather further views of the transport trades through the regular meetings between TD and the trade associations.

42. Mr WONG Kwok-hing sought further response from the Administration to the suggestions made by the deputations regarding the design and positioning of traffic signals and the installation of more RLCs. He also asked how the Administration could ensure fair enforcement against red light jumping at those road junctions without the provision of RLCs.

43. The Deputy Commissioner for Transport/Planning and Technical Services (DC for T/P&TS) said that the traffic signal systems in Hong Kong were compliant with the relevant international standards. In other developed countries such as the United States(USA), the United Kingdom and Australia, similar traffic signals as those in Hong Kong with red, amber and green lights were used. Hence, motorists qualified in other developed countries could easily adapt to the traffic signal systems in Hong Kong. He clarified that the duration of the amber phase was three seconds for all the traffic signals in the territory. As to whether the three second duration was appropriate, he explained that for a vehicle cruising at the speed of 60 kilometres per hour (km/hr), the stopping distance required was 35 metres (m). Most road junctions in Hong Kong were subject to a speed limit of 50 km/hr and a vehicle could travel 40 metres in three seconds. Hence, the present three second duration of the amber phase allowed sufficient time for all types of vehicles to stop before a signal-controlled junction.

44. As regards the positioning of traffic signals, DC for T/P&TS said that unless on very wide roads, motorists should have unobstructed sight of the traffic signals mounted on straight poles at the junctions of the road. In addition there were at least three sets of traffic signals at each road junction to ensure that all motorists could have clear sight of at least one set of the signals. Two sets were mounted near the stop line, and the third set further ahead. He stressed that the present positioning of traffic signals in Hong Kong would not give rise to road safety problems. He however said that TD was conducting a trial on suspended overhead traffic signals. Depending on the results of this trial, TD might consider the adoption of this arrangement at more road junctions, especially wide roads with more than three lanes and where the speed of approaching vehicles might be higher.

45. On the installation of additional RLCs, DC for T/P&TS said that the Administration planned to increase the housing locations for RLCs from 111 housings to 131 housings and procure 68 new digital cameras to make up a total of 96 RLCs. The Administration would expedite this area of work.

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46. Ms Miriam LAU opined that the Administration should make reference to overseas places on their measures to combat red light jumping. In this regard, she had gathered some information on the relevant practices in USA, Canada and Australia. The DOP for red light jumping in these countries ranged from two to five points, but in most places, it was three points. The duration of the amber phase ranged from three to six seconds, and thus the three second duration adopted in Hong Kong was at the lower end. Many places had extended the duration to four and five seconds, and the relevant empirical studies indicated that this measure could reduce red light jumping instances as motorists were allowed more time to react to the traffic signal. She asked whether the Administration would consider extending the duration of the amber phase.

47. Citing a study of the Federal Highway Administration in USA, Ms Miriam LAU said that the recommendations in the study regarding red light jumping were mainly on improvements to the design of road junctions and relevant facilities to arouse the motorists' awareness of the road environment and thus avoid committing red light jumping inadvertently. She further said that whilst few overseas places adopted VCDD, there were other supporting devices for motorists adopted in overseas places such as flashing amber light, flashing red light and road markings etc. She asked how far the Administration had researched into the measures adopted in overseas places and whether the Administration would consider adopting similar supporting measures.

48. DC for T/P&TS advised that the international standard for the duration of the amber phase was three to five seconds. A longer than necessary duration of the amber phase would more likely result in different responses among motorists, and in turn would increase the risk of head-rear collisions. Hong Kong had adopted a uniform duration of three seconds for years. So far, the Administration found the arrangement suitable for Hong Kong's traffic conditions, but the Administration would keep abreast of the overseas development and review the existing arrangement when needed.

49. As regards the suggestion of providing VCDDs, DC for T/P&TS said that all along, the Administration had kept in view the development of VCDDs. The Administration had taken note of studies and trials in various countries including Israel, the United Kingdom, Austria and USA. All these concluded that the provision of vehicular flashing or countdown device would increase head-rear collisions by as much as 100%. Studies in the USA also revealed that the provision of vehicular flashing or countdown device would encourage motorists to speed across the junction during the amber phase. On the technical side, all the traffic signals in Hong Kong were connected to a computer system for better traffic control purposes. The VCDDs available in the market were not compatible with the computer system. Having regard to both road safety and technical factors, the Administration considered that both vehicle flashing and countdown devices were not suitable for use in Hong Kong. He added that TD had observed some technical problems with the operation of the VCDDs in some places in the Mainland and understood that installed VCDDs were being removed in Guangzhou and Shenzhen.

50. On improvements to supporting facilities for motorists, DC for T/P&TS advised

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that TD would conduct an in-depth review in the wake of each traffic accident. It was TD's on-going task to make improvements at traffic black spots having regard to the specific situation of individual junctions. For example, bigger vehicular traffic signals and suspended overhead traffic signals had been provided at certain junctions to enhance the visibility of the traffic signals. In response to the Chairman's suggestion, DC for T/P&TS said that he would obtain the information gathered by Ms Miriam LAU for further study.

51. Ms LI Fung-ying said that apart from traffic signals, the deputations had also pointed out some other deficiencies in the existing traffic management facilities on the road which made motorists vulnerable to committing red light jumping inadvertently. She asked whether the Administration would pay heed to the views of the deputations and make improvements before taking forward the proposals to raise penalty levels.

52. DS/ETW said that the Administration welcomed suggestions on improvements to traffic management facilities on the road and TD would surely follow up the suggestions. She however stressed that the package of proposals, as detailed in the Administration's paper, including the proposal to raise the penalty level for red light jumping should be taken forward in parallel in order to effectively reduce traffic accidents. There was indeed wide public concern about road safety issues and many in the community expected the Administration to raise the penalty to enhance road safety expeditiously.

53. Ms LI Fung-ying expressed disappointment with the Administration's response. She considered that the Administration should seriously examine whether there were deficiencies in the existing traffic management facilities on the road in the light of deputations' views. It would be unreasonable for the Administration to impose heavier penalties on motorists when there really existed deficiencies making motorists vulnerable to committing traffic offences inadvertently.

54. DS/ETW said that the current traffic signals and road junctions in Hong Kong were compliant with the relevant international standards. Where there was room for improvement at particular road junctions, the Administration welcomed views and would follow up conscientiously. As such improvements were ongoing, implementation of other measures to enhance road safety including education and raising the penalty level for red light jumping should not await the "completion" of such improvements.

55. Mr CHENG Kar-foo referred to the submission from Hong Kong Automobile Association (LC Paper No. CB(1)516/04-05(02)) in which the Association suggested raising the DOP for red light jumping from three points to five points and increasing the fine from \$650 to \$1,000 as an alternative to the proposals of the Administration on red light jumping. He said that he had discussed the matter with some persons engaged in the transport trade and they indicated that this was an acceptable alternative. He considered that the alternative proposal was reasonable given that the fine for littering

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was \$1,500 and red light jumping could jeopardize human safety. He sought response from the deputations and the Administration on the said alternative proposal.

56. 李匡晉先生, 司機權益關注組聯絡人 said that the existing traffic legislation already had sufficient deterrent effect. The penalty for careless driving was \$2,000 fine and six months imprisonment. Heavy penalties should only be imposed on those motorists who committed the offence deliberately. Since under the existing road environment, motorists were vulnerable to committing red light jumping inadvertently, he strongly opposed any proposal to raise the penalty for red light jumping.

57. Mr LAI Kim-tak, Chairman of 中重型貨車關注組, said that based on the response of TD at this meeting, TD did not accept any suggestion from the transport trades and experienced professional drivers of the needed improvements to the traffic management facilities on the road. 中重型貨車關注組 was of the strong view that to be fair to motorists, the Administration should first remove all deficiencies in the existing traffic management facilities on the road before pursuing any measure to impose heavier penalties on motorists.

58. Mr LAI Hoi-ping, Chairman of Hong Kong Taxi Association, said that enforcement against red light jumping at the discretion of the Police was unfair to motorists. He opined that the offence of non-compliance with traffic signals should only be prosecuted with evidential proof.

59. Mr LEUNG Yee-wenh, 新界的士司機權益大聯盟代表, cited a case in which he was prosecuted for red light jumping although he had made the best effort to stop during the amber phase. The policeman alleged that he had the intention to commit red light jumping but stopped only because he had sight of the policeman. The Chairman said that as this was an individual case, he would request the representatives from the Police to follow up with Mr LEUNG on this case after the meeting.

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*(Post-meeting note: The Police contacted Mr LEUNG Yee-wenh immediately after the Special Meeting to follow up the case he mentioned. However, Mr LEUNG refused to give further details and expressed that he did not wish to pursue the case.)*

60. 何洪輝先生, 香港泥頭車司機協會, said that everybody should be treated equitably before the law. Now that the Administration only targeted at motorists by imposing heavier penalties on motorists but not pedestrians. He questioned why flashing green light was provided for pedestrians but not for motorists. He strongly demanded that the Administration should shelve the DOP proposal before comprehensive improvements had been made to the traffic management facilities on the road.

61. Mr AU YEUNG Kan, Chairman of Hong Kong and Kowloon Taxi Merchants' Joint Committee – United Friendship Taxi Owners & Drivers Association Ltd., said that

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the existing level of DOP and fine for red light jumping already had sufficient deterrent effect. Raising the penalty level would not help reduce traffic accidents. Referring to the Administration's earlier comment that the increase in the penalty for drink driving had successfully reduced drink driving offences by 50%, Mr AU YEUNG said that drink driving was very different from red light jumping. Professional drivers could choose not to drink alcohol before driving, but the present traffic management facilities on the road were such that motorists would easily commit red light jumping inadvertently.

62. Mr CHENG Hak-wo, Chairman of Taxi Dealers & Owners Association Limited, said that littering was not comparable to red light jumping. He had encountered the situation that a signal-controlled crossing was located shortly after a sloping road bend and his vehicle was closely followed by a heavy vehicle. He said that one could imagine the danger of stopping suddenly when the traffic signal turned amber. He urged the Administration to be sensitive to the difficult circumstances faced by motorists when driving on certain roads in the territory.

63. Mr CHAN Sam-choi, Secretary of Mixer Truck Drivers Association, said that the transport trades demanded necessary improvements to traffic management facilities on the road and more publicity against red light jumping by pedestrians. Before these were done, no proposal to increase the penalty level for red light jumping should be pursued.

64. In response to the deputations' further views, DS/ETW said that under the existing traffic legislation, pedestrians were liable to a fine of \$2,000 for failing to comply with traffic signals. As regards the provision of flashing green countdown device for pedestrians, she explained that the duration of the green phase was fixed at individual junctions. As such, there was no technical problem in providing flashing green countdown device for pedestrians. Moreover for pedestrians, the consequence arising from pedestrians responding differently to the flashing light was far less serious than in the case of vehicles. In this connection, she advised that the Administration planned to install flashing green countdown device for pedestrians at more signal-controlled crossings.

65. DS/ETW further said that although the offence of careless driving was already provided in the Road Traffic Ordinance (Cap. 374), it was necessary to stipulate other individual traffic offences which were easily observable separately to facilitate effective enforcement. It would not be practical to rely on the provisions on careless driving for effective enforcement against red light jumping. As regards the duration of the amber phase, she said that motorists should stop their vehicle when the amber light was on, and in fact, "amber light jumping" was an offence. The three second duration of the amber phase should be sufficient for motorists to slow down and stop their vehicles if they were approaching a signal-controlled junction. If part of the vehicle had already gone beyond the stop line when the green light changed to amber light, the three seconds should be sufficient for the vehicle to pass through the junction.

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66. DS/ETW reiterated that only when the whole package of measures presently proposed were taken forward in parallel could the intended effects be attained, and it was necessary to ensure that the penalty for the red light jumping offence had sufficient deterrent effect. The Administration would take into account the views of various parties when deciding on the details of the proposals, and where necessary, introduce the relevant legislative amendments to the Legislative Council. The Administration was prepared to consider Mr CHENG Kar-foo's suggestion on the penalty for red light jumping.

67. Mr LEUNG Kwok-hung said that it appeared that the Administration was taking advantage of the widely reported traffic accidents involving PLBs occurred recently to put greater pressure on professional drivers. Having listened to the deputations' representations and the Administration's response, he found that there seemed to be ambiguities surrounding the red light jumping offence. An important point highlighted by most deputations was that motorists often had to jump the amber/red light unwillingly in order to avoid serious consequences. The Administration was apathetic to the problems repeatedly highlighted by deputations, and insisted that the penalty must be raised. He considered that if the problems raised by the deputations were genuine, raising the penalty for red light jumping would not be an effective measure to enhance road safety. Since the deputations had made very clear suggestions on the needed improvements to the traffic management facilities, such as extending the duration of the amber phase, installation of vehicular flashing and countdown devices etc., the Administration should make clear its position on these suggestions and if it declined to take forward the suggestions, it should give detailed reasons.

68. DS/ETW refuted the allegation that the Administration was trying to look for scapegoats for the recent traffic accidents. She stressed that the number of prosecutions against red light jumping from January to September 2004 increased by more than 50% over the same period last year. On average, there was one traffic accident caused by red light jumping each day. It was true that the recent accidents involving PLBs had given rise to wide public concern, and in response to this Panel's request for early discussion of the subject, the Administration had expedited the work on drawing up the measures to enhance road safety. Whilst the Administration was very willing to follow up the suggestions made by motorists and the transport trades, it should be noted that traffic management facilities used in Hong Kong were compliant with the relevant international standards and had been in use for years. The Administration would keep abreast of the developments in overseas places, and where appropriate, introduce proven facilities into Hong Kong. She however stressed that making improvements to the facilities should not be a pre-requisite for raising the penalty for red light jumping, which was proposed to achieve the intended deterrent effect.

69. Mrs Selina CHOW said that most motorists would accept that heavier penalties should be imposed on those who committed red light jumping deliberately. The question was that at present there were many grey areas associated with red light jumping. She highlighted that in many instances, motorists had to make a difficult decision whether to go ahead or to stop when the traffic signal turned amber. Depending



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on the then circumstances, motorists might find it safer to go ahead than to stop. Thus, the red light jumping offence was susceptible to disputes. It appeared that the Administration was ignoring the grey areas associated with the “red light jumping” offence, which had been highlighted by the deputations, but was adamant that the only measure it would take in respect of the offence was to raise the penalty. She urged the Administration to adopt a more open attitude and sought the Administration’s response on the following two points-

- (a) the effectiveness of the current legislation and enforcement against deliberate red light jumping; and
- (b) whether the Administration had effectively utilized its enforcement tools such as RLCs to combat deliberate red light jumping.

70. DS/ETW replied that the increase in the number of prosecutions against red light jumping in the first nine months of 2004 indicated a rising trend of occurrence of the offence. The Administration believed that the existing penalty level for the offence could not achieve the intended deterrent effect, hence the need to raise the penalty level. She stressed that apart from the proposed increase in the DOP and fine for red light jumping, the Administration had put forward a package of 16 other measures as detailed in the Administration’s paper provided for the Panel. With the implementation of the planned increase in RLCs and RLC housings, the ratio of RLCs to RLC housings would become 1:1.4, whereas in most other countries, the ratio was 1:4. Furthermore, the Administration would continue to install suspended overhead traffic signals at wider roads to enhance the visibility of traffic signals. As regards vehicular flashing and countdown devices, the Administration had already explained that most overseas places did not adopt these devices and in Guangdong and Shenzhen, these devices had been tried and were now being removed. The Administration had also explained why the adoption of a uniform three second duration for the amber phase was suitable for Hong Kong.

71. Mrs Selina CHOW said that in other places such as the USA, the authorities did not resort to raising the penalty level but tackled the red light jumping problem through other measures in the first place. She queried why the Administration considered that the situation in Hong Kong warranted a substantial increase in the penalty level before other measures had been tried or implemented.

72. DS/ETW responded that the Administration had studied the penalties for red light jumping in other places and noted that in Singapore, a person would incur 12 DOPs for red light jumping and with 13 DOPs or more within a year, a person would be disqualified from holding a driving licence for a certain period. In some other places, the penalty was 3 DOPs but then the maximum DOPs that one could incur would probably be less than 15.

73. Mrs Selina CHOW further said that the main controversy was whether motorists were vulnerable to committing red light jumping inadvertently under the existing road environment. She considered it necessary for the Administration to provide

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comprehensive information on how other places combatted red light jumping and what measures these places had taken to minimize the chance of inadvertent red light jumping. The Administration agreed to provide the information.

74. The Chairman said that the deputations and members had pointed out certain problems associated with the red light jumping offence and made a number of suggestions. He urged the Administration to adopt an open attitude and seriously consider these views and suggestions.

75. At this juncture, Ms Miriam LAU proposed a motion with the following wording-

「本會要求政府先採取一切實際可行措施改善道路交匯處及交通燈顯示設施，確保有效界定刻意衝紅燈的駕駛者，才考慮增加扣分罰則。」

*(English translation)*

“That this Panel requests the Government to adopt all possible and practical measures to improve the design of road junctions and the display of traffic light signals to ensure the effective detection of deliberate red-light jumpers before considering raising the driving offence points against such offences”

Copies of the motion were tabled before members. The motion was seconded by Ms LI Fung-ying and Mr WONG Kwok-hing. Members agreed to proceed with the motion. The Chairman then put the motion to vote. Four members voted for the motion.

76. At this juncture, Mr CHENG Kar-foo expressed his view that raising the penalty level for red light jumping and making improvements to relevant facilities should be done in parallel. Whilst he appreciated the worries of the deputations, he stressed that ensuring road safety was of paramount importance. Referring to Ms Miriam LAU's motion, he expressed concern that the term “all possible and practical measures” was rather vague. As such, the sentiment and views summed up by the motion might be at variance with those of the general public who had genuine concerns over the increase in the occurrence of the red light jumping offence. He thus sought elaboration on the term “all possible and practical measures” and asked whether Ms Miriam LAU would consider adding a specific timeframe for adoption of such measures.

77. Ms Miriam LAU said that the deputations had made a number of suggestions and she had also made reference to studies conducted in other places related to red light jumping. The objective of the motion was to urge the Administration to first examine the feasibility of various measures suggested by deputations and those adopted in other places, and to determine which measures were worth pursuing. Ms LAU stressed that there were already safeguards for road users' safety against red light jumping in the existing legislation. The Administration was at liberty to strengthen enforcement against this offence. The main controversy surfaced during the discussion at this meeting was that red light jumping, as a traffic offence, was not without ambiguities in

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definition, enforcement and sometimes its occurrence was not entirely within the control of the motorist concerned. Hence, she considered that the proposal to raise the penalty level for the offence should not be taken forward before the issues surrounding the offence had been adequately addressed.

78. Mr CHENG Kar-foo said that he understood that the Administration had undertaken to examine if the design of specific road junctions and traffic signals could be improved, but the transport trades might find the work not adequate. He stated the position of the Democratic Party that as red light jumping could result in very serious consequences and human safety might be jeopardized, improvements to the design of road junctions and traffic signals and the proposal to raise the penalty level for red light jumping should be taken forward in parallel. He therefore would not support Ms Miriam LAU's motion and would vote against it.

79. As a majority of the members voting voted for Ms Miriam LAU's motion, the Chairman declared that the motion was passed.

80. The Chairman then sought members' views on the way forward. After deliberation, members agreed that the Panel should convene another meeting to further discuss the subject. The Chairman requested the Administration to further consider the views and suggestions expressed by deputations and members and follow up on the motion passed by the Panel. To facilitate the Administration's follow-up actions, the Chairman also requested the deputations to forward to the Panel Clerk within three weeks cases where the design of road junctions was deficient, so that the Administration would be invited to provide their response accordingly. In consultation with the Administration, members agreed that the next meeting to discuss the subject would be held in about two months' time.

## **II Any other business**

### Ma On Shan Rail

81. Members noted that an information paper entitled "Ma On Shan Rail Fares, Environmental Issues and Launch" provided by Kowloon-Canton Railway Corporation was tabled at the meeting. Mr CHENG Kar-foo suggested that the matters should be discussed at the coming Panel meeting on 17 December 2004. After deliberation, members agreed that an item on Ma On Shan Rail fares should be added to the agenda for the meeting on 17 December 2004 and the starting time of the meeting should be advanced to 10:00 am.

82. There being no other business, the meeting ended at 5:05 pm.