

立法會
Legislative Council

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by the Administration)

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Panel on Transport

**Minutes of meeting held on
Monday, 29 February 2016, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex**

Members present : Hon Michael TIEN Puk-sun, BBS, JP (Chairman)
Hon TANG Ka-piu, JP (Deputy Chairman)
Hon LEE Cheuk-yan
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon WONG Kwok-hing, BBS, MH
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon WONG Yuk-man
Hon Claudia MO
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Gary FAN Kwok-wai
Hon Charles Peter MOK, JP
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Dr Hon KWOK Ka-ki
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

Member absent : Dr Hon Elizabeth QUAT, JP
Hon POON Siu-ping, BBS, MH

Public Officers attending : **Agenda item III**

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Ms Cordelia LAM
Principal Assistant Secretary for Transport and
Housing (Transport) 2

Mr LEUNG Tak-fai, JP
Assistant Commissioner/Technical Services
Transport Department

Agenda item IV

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Mr Andy CHAN, JP
Deputy Secretary for Transport and Housing
(Transport) 2

Mr Louis LEUNG
Assistant Secretary for Transport and Housing
(Transport) 1A

Ms Irene HO
Assistant Commissioner/New Territories
Transport Department

Ms Candy KWOK
Chief Transport Officer/Boundary/Projects
Transport Department

Agenda item V

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

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

Miss Amy CHAN
Principal Assistant Secretary for Transport and
Housing (Transport)6

Ms Irene HO
Assistant Commissioner/New Territories
Transport Department

Ms Candy KWOK
Chief Transport Officer/Boundary/Projects
Transport Department

Clerk in attendance: Mr Anthony CHU
Chief Council Secretary (4)1

Staff in attendance : Ms Angela CHU
Senior Council Secretary (4)1

Ms Emily LIU
Legislative Assistant (4)6

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I. Information papers issued since the last meeting

(LC Paper Nos. CB(4)525/15-16(01) - Letter from Hon TANG
and CB(4)635/15-16(01) Ka-piu on road closure and
related transport
arrangements during the
conduct of large-scale events
and the Administration's
response

LC Paper No. CB(4)543/15-16(01) - Administration's response to
the letter from Hon WONG
Yuk-man on the review of
Public Transport Fare
Concession Scheme for the
Elderly and Eligible Persons
with Disabilities

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- LC Paper No. CB(4)544/15-16(01) - Administration's response to the letters from Hon WONG Kwok-hing and Hon LEUNG Che-cheung on the fatal traffic accident on 18 December 2015 at the intersection of Kam Sheung Road and Tung Wui Road in Yuen Long and the design of the relevant intersection
- LC Paper No. CB(4)488/15-16(01) - Administration's response to the letter from Hon WONG Kwok-hing on issues relating to drivers running away after traffic accidents
- LC Paper No. CB(4)624/15-16(01) - Letter from Hon TANG Ka-piu on the safety of glass doors of franchised buses)

Members noted the above papers issued since the last meeting.

II. Items for discussion at the next meeting

- (LC Paper No. CB(4)629/15-16(01) - List of outstanding items for discussion
- LC Paper No. CB(4)629/15-16(02) - List of follow-up actions)

2. Members agreed to discuss the following items at the next regular meeting to be held on 23 March 2016 –

- (a) Relocation of Transport Department's operation centres to the West Kowloon Government Offices;
- (b) 823TH – Tseung Kwan O – Lam Tin Tunnel – construction; and
- (c) Provision of Hillside Escalator Links and Elevator Systems, footbridges and elevated walkways.

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3. The Deputy Chairman requested the Administration and the MTR Corporation Limited ("MTRCL") to brief the Panel regarding MTR fare adjustment for 2016. The Chairman advised that the item had been scheduled for discussion in May 2016, but he would relay members' request for an early discussion of the item to the Administration for their consideration.

4. Having noted that the number of train compartments of the West Rail Line ("WRL") had been increased from seven to eight, the Chairman expressed concern about the congestion problem of the Light Rail brought about by the increase in passengers from WRL during peak hours. He suggested that the Administration briefed the Panel on the issue.

III. Upgrading of the Transport Information System

(LC Paper No. CB(4)629/15-16(03) - Administration's paper on upgrading of the Transport Information System Project of the Transport Department)

5. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the proposal to upgrade the transport information system ("TIS") of the Transport Department ("TD"), details of which were provided in the Administration's paper LC Paper No. CB(4)629/15-16(03). Assistant Commissioner/Technical Services of TD ("AC/TS") gave a briefing on TIS project with the aid of a powerpoint presentation. Subject to members' views, the Administration would seek the approval from the Legislative Council ("LegCo") Finance Committee ("FC") on the proposal.

(Post-meeting note: the powerpoint presentation was sent to members on 2 March 2016 vide LC Paper No. CB(4)674/15-16(01)).

Discussion

Enhancement to Transport Information System

6. Mr Charles Peter MOK supported the proposal to upgrade TIS so as to better support TD's operations and improve the dissemination of traffic information to the public. Mr MOK called on the Administration to exercise stringent control over the management of the TIS project in order to avoid the need for re-tendering and unnecessary delay which had occurred during the development of the existing TIS. He also suggested the Administration

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publicized the benefits brought about by the upgraded TIS in order to solicit public support for the proposal.

7. Noting that the Financial Secretary had announced in the 2016-2017 Budget Speech that the Administration would allocate an additional \$200 million to install traffic detectors along some strategic routes to provide the public with more real-time information and enhanced transport efficiency, Mr Charles Peter MOK and Mr Frankie YICK enquired whether the capacity of the upgraded TIS would be able to support the additional detectors installed under this initiative and about the co-ordination between TD and other government bureaux/departments ("B/Ds"), such as the Lands Department, in this regard. AC/TS replied that TD had been working closely with other B/Ds in the sharing of traffic-related information. While the Lands Department was responsible for managing map information, TD was responsible for processing traffic-related data including traffic lanes, traffic flow directions, stopping restrictions, parking meter space, etc. Such data had been shared among various government departments. For the public, traffic information such as traffic snapshots, public transport routes and fares had been uploaded to the government information portal "data.gov.hk" for interested parties to develop applications to facilitate road users to plan their routes. The upgraded TIS would have greater ability to process and analyze real-time traffic and transport data to be collected from additional traffic detectors.

8. Mr WONG Kwok-hing opined that the design and development of the upgraded TIS should be more forward-looking to keep pace with technological advancement and the development of mobile applications. He enquired whether the design of the upgraded TIS could facilitate the development of smart city as advocated by the Administration. In reply, USTH said that the existing TIS designed and developed in early 2000s was mainly for processing and disseminating traffic data which were static in nature. It could no longer cope with the increasing demand of the public for better services. In view of the increasing demand from the public for better service in the Big Data era, the Administration saw the need to enhance the system for rapid processing and analyzing of massive traffic data to provide real-time forecast of traffic conditions for better traffic management. AC/TS added that Big Data in transport referred to the vast amount of traffic flow and speed data collected in real-time. With the upgraded TIS to analyze the data, TD could better understand commuters' travelling pattern, so that appropriate traffic management measures could be developed to improve the transport system.

9. Mr Gary FAN sought information on the capabilities of the upgraded TIS, and the competitive advantages of the applications that could be developed from the upgraded TIS as compared with other applications available in the

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market, such as Google Map, in the provision of public transport and traffic information. AC/TS replied that the core of TIS was a centralized traffic and transport data warehouse to support TD's operation. TD also used these data to develop applications to serve the public. The upgrading of TIS would not only improve operation efficiency of TD, but also support the development of more innovative applications, such as provision of more real-time traffic information to facilitate commuters to make better route choices. AC/TS added that TD's smartphone applications had advantage over those developed by private sector in terms of the accuracy of road traffic network data. In this connection, the Administration did not see any direct competition with the private sector in the provision of traffic information to the public. On the contrary, the Administration had endeavored to open up traffic and transport-related data, so as to create an environment conducive to developing value-added services on smart mobility by the private sector to better meet the needs of the public. That said, the public could still retrieve free real-time traffic information from the TD's website after TIS was upgraded, and existing applications developed by the Administration would be further enhanced for more speedy dissemination of traffic information to the public. The Administration was requested to provide information on whether new applications developed by the Administration could meet the needs of the public and its cost-effectiveness.

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10. Mr WU Chi-wai enquired whether the proposed non-recurrent expenditure for the upgraded TIS would include enhancement to existing hardware facilities such as the Global Positioning System ("GPS"). AC/TS replied that the enhancement of associated hardware facilities for GPS would be a major infrastructure project, which would need to be further explored under a separate context. Mr WU requested the Administration to provide details on the expenditure to be incurred on hardware and implementation services under the TIS upgrading project.

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11. In reply to the Deputy Chairman's enquiry on whether the timetable for upgrading TIS would tie-in with the proposal to re-distribute traffic flows among the three road harbour crossings, USTH replied that the two issues were separate issues and therefore should be looked at separately. Even without the upgraded TIS, the Administration was still able to collect the necessary traffic data to facilitate the consideration of various options on improving traffic distribution among the three road harbour crossings.

Provision of better services to the public

12. Mr Jeffrey LAM and Mr CHAN Kam-lam supported the Administration's proposal of upgrading TIS to enable speedy dissemination of

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traffic information to the public. Mr LAM suggested the Administration explored different means of disseminating useful and real-time traffic information to motorists while they were driving, such as the erection of electronic signboards near tunnel areas. Mr CHAN and Mr Gary FAN suggested the Administration integrated the TIS services, such as HKeTransport, HKeRouting and the Road Traffic Information Service applications ("RTIS"), to offer greater convenience to the public in accessing the needed traffic information.

13. AC/TS responded that the upgraded TIS would enable the processing of a vast amount of real-time traffic and transport data such as traffic speed and traffic flow for analyzing traffic conditions for better traffic management. The Administration would explore ways to enhance existing service, such as the consolidation of HKeTransport, HKeRouting and RTIS, and other means on the provision of traffic news to motorists through mobile applications, including audio alerts, so that they could obtain real-time traffic information even when they were driving.

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14. Mr Frankie YICK requested the Administration to provide details on the plans to develop new transport information services after the upgrading of TIS.

15. Mr WONG Kwok-hing enquired whether the Administration would provide real-time information relating to public transport services, such as expected arrival times of public transport, through its websites or applications. AC/TS advised that TD was discussing with the bus and tram operators for the provision of the expected arrival time information via the HKeTransport service, and there was no need to wait until TIS had been upgraded.

16. Mr Frankie YICK suggested the Administration provided the public with information relating to parking space availability. AC/TS responded that the Administration had liaised with operators of commercial car parks on disseminating vacancy information in their car parks on TD's website. Some car park operators already indicated willingness to share the information and the Administration planned to include this information in the Hong Kong eRouting in around mid-2016. The Administration encouraged more commercial car parks to share such information in future. Mr YICK also appealed to private car park operators to participate in sharing such information.

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Data sharing

17. Mr Charles Peter MOK and Mr WU Chi-wai enquired whether the Administration would make available all traffic and transport data for public use.

18. In reply, AC/TS reiterated that traffic and transport information had been made available to the public through HKeTransport, HKeRouting and RTIS on the internet and mobile applications. In addition, the Intelligent Road Network Packages ("IRNP"), a vital spatial data infrastructure, was made available to the private sector for developing value added services. The upgraded TIS would provide a better traffic and transport spatial data infrastructure, including real-time and historical data from traffic detectors and other channels, for the private sector to develop value-added service that could better cater for market needs.

19. Mr Albert CHAN expressed concern that the Administration would provide transport data to the private sector so that the public would need to pay for accessing essential traffic and transport information.

20. Mr CHAN Kam-lam supported data sharing with the private sector so that more value-added and passenger-oriented services could be offered to the public.

21. AC/TS said that with the upgraded TIS, the Administration would enhance the existing applications to provide more traffic information to the public free-of-charge. In addition, the Administration would make available the data for the private sectors to develop other value-added applications to provide more flexible services to the public.

22. Noting from footnote 5 of the Administration's paper that IRNP was provided to the public at a charge with sample dataset available for academics at concession price, Ir Dr LO Wai-kwok sought information on the operational details of the provision of such service, such as the dataset available for public use and the respective level of charges for using the dataset. USTH undertook to provide the information after the meeting.

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Conclusion

23. The Chairman concluded that members did not raise objection to the Administration's submission of the funding proposal of upgrading the TIS of TD to FC for consideration.

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IV. Local public transport arrangements at the Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge

- (LC Paper No. CB(4)629/15-16(04) - Administration's paper on local public transport arrangements at the Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge
- LC Paper No. CB(4)629/15-16(05) - Paper on transport arrangements of the Hong Kong-Zhuhai-Macao Bridge prepared by the Legislative Council Secretariat (background brief)
- LC Paper No. CB(4)651/15-16(01) - Letter from Hon Frankie YICK Chi-ming requesting to hold a public hearing on the local and cross boundary transport arrangements for Hong Kong-Zhuhai-Macao Bridge
- LC Paper No. CB(4)657/15-16(01) - Submission from Dream Come True Education Park Limited
- LC Paper No. CB(4)657/15-16(02) - Submission from Lantau Development Alliance
- LC Paper No. CB(4)659/15-16(01) - Submission from AsiaWorld-Expo Management Limited
- LC Paper No. CB(4)659/15-16(02) - Submission from Global Sources
- LC Paper No. CB(4)659/15-16(03) - Submission from Dragages Hong Kong Ltd.
- LC Paper No. CB(4)659/15-16(04) - Submission from Ngong Ping 360 Limited)

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Briefing by the Administration

24. At the invitation of the Chairman, USTH briefed members on the local public transport arrangements at the Hong Kong Boundary Crossing Facilities ("HKBCF") upon the opening of the Hong Kong-Zhuhai-Macao Bridge ("HZMB"), details of which were provided in the Administration's paper LC Paper No. CB(4)629/15-16(04). He said that the Administration would like to listen to the views of LegCo Members on the public transport arrangements at HKBCF.

Public hearing to receive views

25. Mr Frankie YICK and the Deputy Chairman said that the public and the transport trades had diverse views on the transport arrangements put forward by the Administration. They suggested holding a special meeting to receive public views on the subject.

(Post-meeting note: A special meeting was scheduled for 1 April 2016 to receive public views on the local and cross-boundary public transport arrangements for HZMB.)

Discussion

Local public transport arrangement at Hong Kong Boundary Crossing Facilities

26. Taking into account that the opening of HZMB might bring about an increase in passenger flow, Mr WONG Kwok-hing expressed concern that the public transport arrangements currently put forward by the Administration might not be sufficient to cater for the increase in passenger demand. He enquired about the public transport arrangements connecting the Hong Kong International Airport ("HKIA"), HKBCF, Tung Chung and other tourist attractions such as Disneyland on Lantau, and whether circular routes would be provided to enhance the services.

27. USTH said that it would be appropriate to connect HKBCF with the major tourist attractions on Lantau by making good use of the existing, well-developed public transport network, in particular the existing franchised bus service and railway network. Visitors could use franchised bus services for convenient access from HKBCF to MTR Sunny Bay Station or Tung Chung Station, where they could interchange with existing public transport services for accessing other tourist destinations. Assistant Commissioner/New Territories, Transport Department ("AC/NT") added that the Administration aimed to provide various modes of transport for the public to access HKBCF. TD

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proposed extending the "A" route network to HKBCF by arranging the buses to observe a new stop at HKBCF. In addition, TD also proposed introducing new feeder bus routes to and from HKBCF serving HKIA and AsiaWorld-Expo and MTR Sunny Bay Station, and a green minibus route between HKBCF and MTR Tung Chung Station to facilitate the public accessing HKBCF by public transport. Some non-franchised buses would also be permitted to enter HKBCF to facilitate group tourists visiting major tourist attractions on Lantau.

28. Mr CHAN Kam-lam opined that depending on the actual passenger demand upon the opening of HKBCF, the Administration should flexibly adjust the frequency of public transport services and introduce new routes. However, he expressed concern about the impact of the additional traffic on the road network within Tung Chung and suggested adding new routes to other MTR stations so as to divert the traffic flow. He suggested the Administration conducting a transport impact assessment on the traffic flow in Tung Chung when planning the public transport arrangements for HKBCF. USTH took note of Mr CHAN's suggestion.

29. In reply to Mr WU Chi-wai's query on introducing green minibus service between the public transport interchange at HKBCF and MTR Tung Chung Station, AC/NT advised that the Administration would require these minibuses to provide storage space for carriage of luggage on board.

Extension of present network of airport bus "A" routes

30. Ms Claudia MO, Mr WU Chi-wai and Dr KWOK Ka-ki expressed concern about the proposal to extend the present "A" routes to HKBCF by adding a new bus stop at HKBCF before terminating at the HKIA for airport-bound trips. They considered it unacceptable to and unfair for commuters to the airport that, in extending the routes, their journey time would become longer simply to cater for the transport demand at HKBCF. They enquired for the reason(s) of not introducing new bus routes to serve HKBCF only, or terminating the routes at HKBCF after serving the airport to minimize the potential inconvenience to airport-bound passengers.

31. USTH explained that given the proximity of HKIA and HKBCF, it would be more efficient to make use of the existing public transport network, i.e. extending the existing "A" routes, to serve those travelling to/from the HKBCF. The arrangement could also minimise additional traffic trips on the road network concerned. As it was estimated that the journey time for airport-bound trips of the relevant "A" routes would increase by about five minutes, the impact on commuters to the airport should be limited. AC/NT added that with the projected increase in patronage to be brought about by

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HKBCF, franchised bus companies would enhance service frequency of the present "A" routes as necessary. This would also benefit the airport-bound passengers travelling on "A" routes.

32. Dr KWOK Ka-ki did not subscribe to the explanation given by the Administration that the proposed re-routing of "A" routes would only result in a five-minute increase in total journey time. Mr Frankie YICK said that in estimating the additional journey time of observing one more stop at HKBCF, TD should also take into account the time required for additional passengers boarding/alighting the bus as well as loading/unloading of luggage at each en route stop. Also, he suggested that instead of extending the present "A" routes, the demand for bus services to/from the HKBCF could also be met by way of bus-bus interchange arrangements at Tsing Ma toll plaza, where passengers could take "A" routes and "E" routes and interchange thereat for feeder routes to and from HKBCF.

33. AC/NT responded that owing to the proximity between HKIA and HKBCF and that traffic should be quite smooth between these two spots, it was estimated that the journey time for airport-bound trip would only increase by five minutes if one more stop was to be observed at HKBCF before terminating at the airport. For the city-bound trips, it was estimated that the journey time would in fact be slightly shorter than at present. If "A" routes were to terminate at HKBCF after observing a stop at the HKIA, the total travelling distance of the route would be longer. In estimating the additional journey time, TD had already taken into account the time for passengers boarding/alighting the buses and loading/unloading of luggage at en route stops. As regards Mr YICK's suggestion, to operate feeder route between Tsing Ma toll plaza and HKBCF, this idea would be constrained by the absence of turnaround facilities/space at the Tsing Ma toll plaza and its vicinity.

34. At the request of Mr WU Chi-wai, USTH undertook to provide information on the justifications for adding a new stop for "A" routes at HKBCF before terminating at the HKIA instead of after the airport for airport-bound trips, the difference in journey time and bus fare for the HKBCF stop to be observed before the airport as compared to after the airport and the basis of estimating the increase in journey time by five minutes if airport-bound "A" routes were to be extended to serve HKBCF before terminating at the HKIA.

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Provision of parking space at Hong Kong Boundary Crossing Facilities

35. Noting that only 650 parking spaces would be available at HKBCF, the Chairman, Ir Dr LO Wai-kwok and Ms Claudia MO expressed concern that the

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number would be insufficient to cope with future increase in public demand. The Chairman suggested the Administration considered providing park-and-ride facilities at HKBCF where cross-boundary passengers could drive there and take other transport services conveniently at the public transport interchange at HKBCF. Also, he enquired whether there were sites available on the HKBCF Island for expanding the parking facilities. Ms MO enquired whether the 650 parking spaces would be sufficient to cope with the demand in five to ten years' time. Ir Dr LO suggested that the Administration should provide real-time information on parking space availability at HKBCF through the Internet so that the public could plan their journey ahead.

36. USTH replied that the Administration would take into account members' suggestions regarding the provision of parking space, and would explore earmarking suitable sites on the HKBCF Island for use as parking facilities in the course of the topside development. AC/NT added that with the convenient local public transport services to be provided at the HKBCF, TD considered that a majority of the public would use public transport in accessing HKBCF. The capacity of parking facilities to be provided at the HKBCF was determined on such basis.

Other issues

37. Mr James TO enquired whether the Administration would consider adding a new bus stop at the AsiaWorld-Expo for "A" route franchised buses to enhance the accessibility of AsiaWorld-Expo, especially when events were hosted at the venue. AC/NT replied that consideration might be given to operating special bus services via AsiaWorld-Expo on event days to facilitate the public's access to the venue.

38. The Deputy Chairman pointed out that the operation of franchised bus services to/from HKBCF would lead to increase in the fare revenue of transport operators serving the area, but Tung Chung residents would not be able to benefit. Given the high transport costs for Tung Chung residents, he enquired whether the Administration would negotiate with the franchised bus operators concerned on providing a monthly ticket for Tung Chung residents. Deputy Secretary for Transport and Housing (Transport) 2 replied that the issue of transport costs was not unique to those living in Tung Chung. The Government would bear in mind the Deputy Chairman's suggestion in carrying out the Public Transport Strategy Study.

39. As the opening of HZMB would provide more employment opportunities, the Chairman enquired whether fare concessions would be offered to people working at HKBCF. AC/NT replied that some public

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transport operators had offered fare concessions to employees working at HKIA through personalized Octopus cards. TD would request franchised bus operators to consider offering fare concessions to those who would be working at HKBCF.

V. Progress update of the discussions with the governments of Guangdong Province and Macao on cross boundary transport arrangements for Hong Kong-Zhuhai-Macao Bridge

(LC Paper No. CB(4)629/15-16(06) - Administration's paper on progress update of discussions with governments of Guangdong Province and Macao Special Administrative Region on cross boundary transport arrangements for Hong Kong-Zhuhai-Macao Bridge

LC Paper No. CB(4)629/15-16(05) - Paper on transport arrangements of the Hong Kong-Zhuhai-Macao Bridge prepared by the Legislative Council Secretariat (background brief)

LC Paper No. CB(4)651/15-16(01) - Letter from Hon Frankie YICK Chi-ming requesting to hold a public hearing on the local and cross boundary transport arrangements for Hong Kong-Zhuhai-Macao Bridge)

40. At the invitation of the Chairman, USTH briefed members on the progress update of discussions with governments of Guangdong ("GD") Province and Macao Special Administrative Region ("SAR") on the cross-boundary transport arrangements for HZMB, details of which were provided in the Administration's paper LC Paper No. CB(4)629/15-16(06).

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Invitation of public views

41. Mr Frankie YICK and Mr YIU Si-wing said that members from the transport and tourism trades had different views towards the cross-boundary transport arrangements agreed by the governments of Hong Kong, Macao SAR and GD Province ("the three governments"). They suggested that a special meeting be held to receive public views on the matter.

(Post-meeting note: The special meeting scheduled for 1 April 2016 as mentioned in paragraph 24 above also received public views on the cross-boundary transport arrangements for HZMB.)

Discussion

Cross-boundary transport arrangements

42. Noting that the three governments had agreed that a quota system would be implemented to restrict the number of cross-boundary vehicles and that passengers of cross-boundary coach and shuttle bus would normally need to board/alight more than once with their luggage when they travelled to Zhuhai or Macao via HZMB, the Chairman, Mr LEUNG Chi-cheung and Mr CHAN Kam-lam opined that such arrangements would not be convenient to travellers of HZMB. They suggested that the three governments considered relaxing the quota and licensing requirements by allowing vehicles in Hong Kong, such as private cars and taxis, to travel across the boundary to the boundary control points in Zhuhai and Macao for connecting the local transport thereat, so that passengers needed to change transport mode only once during the trip. The Chairman further suggested that in order to offer greater convenience to passengers, cross-boundary passengers should be allowed to park their cars at the boundary control points of the three places before customs and immigration clearance. Passengers could then proceed to the customs and immigration clearance and took other public transport to continue with their journey onwards. In this regard, he considered the provision of 650 parking spaces at HKBCF insufficient to cater for such an arrangement. He urged the Administration to consider expanding the parking facility at HKBCF.

43. USTH replied that the three governments agreed that the cross-boundary transport arrangements for HZMB should be based on existing cross-boundary transport arrangements and that a quota system should be implemented to regulate the number of cross-boundary vehicles. The suggestion put forward by members and the Chairman would be a deviation from the agreed arrangements and existing practice. The feasibility of the suggestion would also hinge on the availability of suitable land for constructing parking facilities

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for inbound vehicles at boundary control points of the three places. USTH said that the 650 parking spaces are for local use. The Administration considered the current provision of 650 parking spaces sufficient for use by Hong Kong vehicles at the moment, and would review the feasibility of increasing the supply of parking spaces should there be a keen demand after the commissioning of HZMB.

44. Deputy Secretary for Transport and Housing ("DS/THB") supplemented that in formulating the cross-boundary transport arrangements, the three governments had taken into account the cross-boundary traffic forecast, the handling capacity of each boundary control point and the possible impact on the local traffic. The three governments considered the implementation of a quota system appropriate having regard to the above-mentioned factors. In reply to Mr LEUNG Chi-cheung's enquiry on whether Hong Kong taxis would be allowed to drop off passengers at the boundary control points in Macao or Zhuhai, DS/THB replied that the main bridge of HZMB was within the Mainland waters and Hong Kong taxis were not allowed to operate on the main bridge in accordance with the Mainland requirements. The three governments agreed to provide different modes of transportation for HZMB, including cross-boundary shuttle buses which provided frequent feeder service between Hong Kong and Zhuhai as well as Hong Kong and Macao; cross-boundary coaches and cross-boundary hire cars which provided point-to-point cross-boundary transport service to passengers travelling between pre-determined destinations of the three places via HZMB.

45. Ms Claudia MO enquired whether there was a timetable for implementing the second phase of the Ad Hoc Quota Trial Scheme for Cross Boundary Private Cars, i.e., GD private cars coming to Hong Kong. Dr KWOK Ka-ki enquired whether the 650 parking spaces available at HKBCF would need to cater for GD private cars coming to Hong Kong in future. In response, USTH said that there was no concrete timetable for GD private cars coming to Hong Kong. The 650 parking spaces were provided to cater for Hong Kong vehicles.

46. In reply to the Deputy Chairman's enquiry regarding whether cross-boundary goods vehicles would be allowed to enter the urban area of Macao and the provision of loading/unloading facilities at HKBCF for cross-boundary goods vehicles, DS/THB said that the arrangement for goods vehicles between HK and Macao was still under discussion with the Macao SAR government.

47. Dr KWOK Ka-ki enquired whether the cross-boundary transport arrangements were drawn up based on the most up-to-date projection of the

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utilization rate of HZMB. USTH advised that the transport arrangements were drawn up by making reference to the traffic forecast of the Feasibility Study of HZMB conducted in 2008. The three governments were compiling the latest traffic forecast of HZMB and would decide how to take it forward.

Implementation of cross-border transport arrangement

48. Noting from paragraph 22 of the Administration's paper that the three governments would strive to commence the selection of shuttle bus operator / quota distribution for different types of cross-boundary vehicles at around the second quarter of 2016 at the earliest, Mr YIU Si-wing expressed concern that the transport and tourism trades still had diverse views and suggestions regarding the cross-boundary transport arrangements and their views would not be heeded by the Administration. He enquired whether there was still room for making adjustments to the arrangements. Both Mr YIU and Mr Frankie YICK urged the Administration to meet with the transport and tourism trades to listen to their views before finalizing the transport arrangements.

49. USTH assured members that the Administration adopted an open mind in listening to views of the relevant trades and the public regarding the cross-boundary transport arrangements. Operational issues relating to the arrangements, such as issuance of licenses, etc., would be further fine-tuned taking into account the actual circumstances. The timeline of second quarter of 2016 as mentioned in the Administration's paper referred to the commencement of the selection exercise of cross-boundary shuttle bus operator and granting of quotas of cross-boundary coaches and hire cars so that the interested operators would have more time to gear up the transport services concerned.

50. Ms Claudia MO enquired for the justifications of granting 250 quotas for cross-boundary hire cars within three years after the commissioning of HZMB, and how the quota would be allocated. DS/THB replied that the number was derived from factors such as the traffic forecast of HZMB, the handling capacity of boundary control points of the three places and the possible impact on the local traffic. In the first phase, 160 quotas would be granted, among which 60 quotas would be granted to GD/Hong Kong cross-boundary hire cars and 100 quotas would be granted to Hong Kong/Macao hire cars. Operators of GD/Hong Kong hire cars would have to be qualified GD/Hong Kong joint ventures while Hong Kong/Macao cross-boundary hire cars would be operated by qualified Hong Kong operators or Macao operators.

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51. Mr CHAN Kam-lam enquired whether GD/Hong Kong cross-boundary private cars under HZMB quota could enter or leave the Mainland using other designated control points such as the Shenzhen Bay Port. USTH said that specific arrangements for cross-boundary private cars were still under discussion and were not yet finalized at this stage. DS/THB added that in considering the specific arrangements, consideration would be given to the handling capacity of the boundary control points and possible impact on local traffic.

Environmental protection requirement of cross-boundary vehicles

52. The Deputy Chairman enquired whether the Administration would impose more stringent emission standards for cross-boundary vehicles so as to improve air quality at Tung Chung. USTH said that cross-boundary vehicles were required to comply with the requirements in respect of vehicle emissions and specifications of the three places. To encourage operators to use a more environmental-friendly fleet such as electric vehicles, space would be provided at parking areas of shuttle buses at HKBCF for operators to install electricity chargers. Also, operators using environmental-friendly fleet would be given additional score when assessing their applications for the operating the shuttle bus service.

Assistance provided for drivers to obtain driving licenses

53. Mr WONG Kwok-hing enquired about the Administration's assistance to be rendered for professional drivers to obtain driving licenses of GD Province and Macao. DS/THB replied that the Administration was liaising with the Macao SAR government in respect of the requirements of obtaining driving licenses of Macao. Relevant information would be disseminated to the public in due course. As regards the requirements of GD Province, established mechanism was in place for professional drivers to obtain the relevant licenses. The Administration would provide appropriate assistance to persons who wished to obtain the driving licenses of the two places.

54. Mr WONG Kwok-hing requested the Administration to provide information regarding the procedures for Hong Kong drivers to obtain driving licenses of GD Province and Macao, the relevant fees involved and assistance provided to facilitate Hong Kong drivers, in particular professional drivers of cross-boundary goods vehicles to obtain driving licenses of GD Province and Macao.

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Tolls of Hong Kong-Zhuhai-Macao Bridge

55. Noting from the Administration's paper that the toll levels of HZMB should be set having regard to a number of factors; including the need to boost traffic flow, Mr LEUNG Kwok-hung expressed concern on whether the tolls collected would be able to cover the loan repayment and the recurrent expenses. USTH replied that the HZMB was constructed as a public infrastructure as it would give impetus to the further economic development of Hong Kong, Macao and the western part of the Pearl River Delta, and thus reinforcing Hong Kong's status as an international hub for shipping and aviation. To promote the vehicular flow of HZMB, it was important to set the toll levels having regard to, amongst others, the affordability of vehicle owners. The three governments were still discussing the tolls of HZMB which were not yet finalized and would announce the details after the relevant discussions were completed.

VI. Any other business

56. There being no other business, the meeting ended at 5:00 pm.

Council Business Division 4
Legislative Council Secretariat
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