

立法會
Legislative Council

LC Paper No. CB(4)281/19-20
(These minutes have been
seen by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

Minutes of meeting
held on Friday, 15 November 2019, at 10:45 am
in Conference Room 1 of the Legislative Council Complex

Members present : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
Hon CHAN Han-pan, BBS, JP (Deputy Chairman)
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon YIU Si-wing, BBS
Hon CHAN Chi-chuen
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon Helena WONG Pik-wan
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon CHU Hoi-dick
Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon SHIU Ka-fai, JP
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH

Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Tony TSE Wai-chuen, BBS

Members attending : Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH

Members absent : Hon Abraham SHEK Lai-him, GBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Charles Peter MOK, JP
Hon Andrew WAN Siu-kin

Public officers attending : **Agenda item III**

Mrs Sharon YIP LEE Hang Yee, JP
Deputy Secretary for Transport and Housing
(Transport)1

Mr Raymond SY Kim Cheung
Principal Assistant Secretary for Transport and
Housing (Transport)5

Mr CHEUNG Ka Leung
Deputy Project Manager/Major Works(1)
Highways Department

Mr TAO Kei Hung
Principal Project Coordinator/Universal
Accessibility
Highways Department

Agenda item IV

Ms Mable CHAN, JP
Commissioner for Transport

Mr Philip HAR
Acting Deputy Secretary for Transport and Housing
(Transport) 2/Principal Assistant Secretary for
Transport and Housing (Transport)4

Ms Candy KWOK
Assistant Commissioner/Management & Paratransit

Agenda item V

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

Miss Winnie TSE
Deputy Secretary for Transport and Housing
(Transport) 3
Transport and Housing Bureau

Ms Stella LEE
Assistant Commissioner for Transport / New
Territories
Transport Department

Mr CHOW Bing-kay
Chief Traffic Engineer /
New Territories West
Transport Department

Mr Curtis CHIU
Chief Transport Officer /
Boundary / Projects
Transport Department

Mr Joe YIP
Chief Engineer / North (Special Duty 3)
Civil Engineering and Development Department

Clerk in attendance: Ms Sophie LAU
Chief Council Secretary (4)2

Staff in attendance : Ms Angela CHU
Senior Council Secretary (4)2

Ms Jacqueline LAW
Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

I. Information paper(s) issued since the last meeting

LC Paper No. CB(4)1072/18-19(01) - Administration's response to members' enquiry regarding "The Review of Assessment Mechanism for Hillside Escalator Links and Elevator Systems Proposals" raised at the meeting on 14 December 2018

LC Paper No. CB(4)57/19-20(01) - Letter from Hon CHU Hoi-dick requesting information relating to the Special Helping Measures provided by the Administration to the outlying island ferry routes

LC Paper No. CB(4)57/19-20(02) - Letter from Hon Charles Peter MOK following-up on the free-flow tolling system originally proposed for Tseung Kwan O – Lam Tin Tunnel

LC Paper Nos. CB(4)63/19-20(01)and (02) Letters from the Administration regarding

the Net Revenue Statements of Western Harbour Tunnel Company Limited and Route 3 (Country Park Section) Company Limited

- LC Paper No. CB(4)95/19-20(01) - Submission from Hong Kong Public Light Bus Owner & Driver Association regarding the operating difficulties faced by the public light bus trade
- LC Paper No. CB(4)102/19-20(01) - Joint letter from Hon Jeremy TAM Man-ho and Hon Charles Peter MOK requesting to discuss smart mobility initiatives relating to road transport

Members noted the above papers issued since the last meeting.

II. Items for discussion at the next meeting

- LC Paper No. CB(4)114/19-20(01) - List of outstanding items for discussion
- LC Paper No. CB(4)114/19-20(02) - List of follow-up actions

2. Members agreed to discuss the following items at the next regular meeting to be held on 20 December 2019:

(a) 850TH – New Wang Tong River Bridge

190TB – Retrofitting of escalators for footbridge across Castle Peak Road – Kwai Chung near MTR Tai Wo Hau Station Exit B;

- (b) Fare Increase Applications from Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited; and
- (c) Star Ferry's application for fare increases.

3. The Chairman said that he and the Deputy Chairman had met with the Secretary for Transport and Housing ("STH") on 6 November 2019 to discuss the work plan of the Panel for the 2019-2020 session. He recalled that during previous Panel meetings, members had proposed various items for discussion as listed below:

- (a) the provision of MTR railway services during the staging of public order events;
- (b) utilization and operation of the Hong Kong-Zhuhai-Macao Bridge ("HZMB"); and
- (c) smart mobility initiatives relating to road transport, such as the application of image detection technology to facilitate law enforcement duties on traffic-related offences.

4. The Chairman said that on item (a) above, the matter would be followed up by the Subcommittee on Matters Relating to Railways and a meeting would be convened soon for discussion. As regards item (c) above, the Administration had provided its written response vide LC Paper No. CB(4) 125/19-20(01) on 14 November 2019 indicating that the proposed pilot scheme of using technology to assist in enforcing traffic-related offences had been held in abeyance. The Administration would brief the Panel on details of the scheme if it had plans to implement it in the future. In addition, the Administration would provide its written response to item (b) above.

(Post-meeting note: The Administration's written response on issues relating to the utilization and operation of HZMB was issued to members vide LC Paper No. CB(4)136/19-20(01) on 22 November 2019).

5. Mr YIU Si-wing expressed concern about the blockage of major roads and trunks, such as the Tolo Highway and the Cross Harbour Tunnel, and the vandalization of the MTR railway lines by radical protestors recently. Such acts had created immense difficulties for commuters travelling to work or school. Mr YIU asked about transport measures, if any, that had been taken

The
Secretariat

by the Administration to facilitate commuters being affected. The Chairman instructed the Secretariat to write to STH conveying Mr YIU's concerns stated above, and requesting the Administration to provide written response to the matter.

(Post-meeting note: The Secretariat wrote to STH on 19 November 2019 requesting the Administration to provide written response to the issues raised by Mr YIU Si-wing. The Administration's response was issued to members on 3 January 2020 vide LC Paper NO.CB(4)235/19-20(01)).

III. 6101TX – "Universal Accessibility" Programme

- LC Paper No. CB(4)114/19-20(03) - Administration's paper on "Universal Accessibility" Programme

- LC Paper No. CB(4)114/19-20(04) - Paper on "Universal Accessibility" Programme prepared by the Legislative Council Secretariat (Updated background brief)

Briefing by the Administration

6. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport)1 ("DSTH(T)1") briefed members on the implementation progress of the "Universal Accessibility" Programme ("the UA Programme") and the funding requirement to take forward the UA Programme in the 2020-2021 financial year. Deputy Project Manager/Major Works(1) of the Highways Department ("DPM/MW(1)") then briefed members on the details with the aid of a powerpoint presentation.

(Post-meeting note: the powerpoint presentation material was issued to members vide LC Paper No. CB(4)142/19-20(01) on 25 November 2019.)

Implementation progress of the UA Programme

7. Mr Gary FAN, Mr POON Siu-ping and Mr CHU Hoi-dick expressed deep concern over the slow implementation progress of the UA Programme.

Ir Dr LO Wai-kwok urged the Administration to expedite the construction of the items which were found to be technically feasible and supported by the District Councils. Mr POON was very much concerned about the progress of the retrofitting works of the 32 items that were still in the construction stage under the Original Programme and enquired about the anticipated completion date of these items.

8. DPM/MW(1) responded that 104 items under the Original Programme were already completed and 32 were under construction. For the remaining nine items, given that there were technical issues related to design, and construction and land to be settled, the Highways Department ("HyD") would commence the retrofitting works for these items as soon as possible upon proper resolution of the matters concerned.

9. Noting that the implementation progress of the projects under the Original Programme, Expanded Programme, Second Phase and Third Phase were seriously lagging behind, Mr Gary FAN enquired about the measures to be adopted by HyD to expedite the implementation of the lift retrofitting items to be proposed under the Special Scheme.

10. DPM/MW(1) responded that the Administration was taking forward all lift retrofitting items under the UA Programme according to the established procedures of the Public Works Programme. The required steps, including conducting feasibility study and site investigation, consultation with District Councils, gazettal under the Roads (Works, Use and Compensation) Ordinance, and detailed design and tendering, would need to be completed before the commencement of construction works. In particular, considerable time might be required for diverting the congested underground utilities affected by the proposed retrofitting of lifts. HyD had been working closely with utilities companies and would excavate trial pits under pre-construction contracts at the design stage to ascertain the actual position and condition of underground utilities as early as possible, such that the projects could be taken forward more smoothly during construction stages. HyD would commence the retrofitting works as soon as possible upon obtaining public support for such works and completing the detailed design and tendering procedures.

11. DPM/MW(1) supplemented that HyD was considering adopting the Modular Integrated Construction method under which the design of the lift towers and lifts would be standardized to reduce the time for construction. Furthermore, HyD would award contracts in batches for items which were ready for implementation, such that the implementation programme of those items would not be affected by hiccups in individual items.

12. Mr Gary FAN enquired about the manpower requirement of the government departments concerned for taking forward the Special Scheme. Mr CHU Hoi-dick was concerned whether the number of lift retrofitting items to be implemented simultaneously under the UA Programme would be limited due to manpower constraint. DPM/MW(1) supplemented that the manpower resources for implementing the UA Programme were sufficient, and that normally HyD would tender out around 10 to 20 items under one works contract when such items were ready for implementation.

Special Scheme

13. Mr AU Nok-hin and Mr WU Chi-wai expressed appreciation that the Administration had decided to expand the ambit of the UA Programme and to launch a "Special Scheme" for retrofitting lifts at walkways in or connecting to the common areas of three types of housing estates, i.e. estates under Tenants Purchase Scheme, the Buy or Rent Option Scheme and public rental estates with non-residential properties divested. Pointing out that the implementation of certain items under the UA Programme were delayed due to land ownership issues, Mr AU urged the Administration to consider invoking the Lands Resumption Ordinance (Cap. 124) to resume land on the presumption of public interests in order to resolve the issue of complicated property rights and expedite the implementation of lift retrofitting projects.

14. DSTH(T)1 replied that given that the ambit of Subhead 6101TX– "Universal Accessibility Programme" under Head 706 – "Highways" covered projects costing up to \$75 million each, one of the criteria for the selection of walkways for inclusion in the UA Programme was that no land resumption would be involved in order to ensure the proper use of public funds.

15. Mr AU Nok-hin noted from paragraph 14 of the Administration's paper that under the proposed Special Scheme, lift retrofitting items could only be taken forward provided that the relevant owner(s) or parties responsible for the management of the concerned land/walkways agreed to such lift retrofitting proposals. He was seriously concerned that it might not be feasible for the owners' corporations or owners' committees to seek the consent of every property owner. DSTH(T)1 replied that the arrangements for HyD to seek authorization in implementing lift retrofitting works within the estates concerned could be different among owners' corporations or parties concerned. HyD would liaise with the responsible parties concerned in the light of the approving mechanism of the estates concerned.

16. Mr WU Chi-wai urged the Administration to further expand the ambit of the UA Programme to cover estates under Home Ownership Scheme and private estates to meet the genuine needs of the community for barrier-free access facilities. DSTH(T)1 responded that many of the residents of the three types of housing estates mentioned above were still tenants. In this connection, the Administration, as the owner of the premises, had the responsibility to provide barrier-free access facilities to the existing walkways to improve accessibility for them. The Administration considered that to ensure the proper use of public funds, the responsibility of providing barrier-free access facilities in private premises should be borne by the owners concerned. DSTH(T)1 said that Mr WU's views were noted and the Administration would give thoughts to the issue in future as appropriate.

17. Ir Dr LO Wai-kwok and Mr SHIU Ka-fai raised concern about the maintenance of the lifts to be retrofitted under the Special Scheme. DSTH(T)1 clarified that HyD would be responsible for carrying out the maintenance works for the lifts concerned.

Financing of the UA Programme

18. In response to Mr POON Siu-ping's question, DSTH(T)1 replied that the budget of \$610 million applied for the financial year 2020-2021 would cover the costs to be incurred at various stages of the projects under different programmes/phases of the UA Programme.

19. Ir Dr LO Wai-kwok asked if the Administration would consider lifting the financial cap of \$75 million per project under the UA Programme so as to obviate the need for applying funds from the Legislative Council to implement projects costing above \$75 million. DSTH(T)1 responded that it might not be necessary to review the said threshold for the time being as no project had exceeded the cost of \$75 million since 2013.

Other concerns

20. Ir Dr LO Wai-kwok and Mr SHIU Ka-fai expressed their dissatisfaction to protest actions like blocking roads and vandalizing transport facilities, which caused serious traffic disruption and affected the daily living of the general public, in particular the residents living in the New Territories East. At the request of Mr SHIU, DSTH(T)1 undertook to provide information in respect of the number and location of barrier-free facilities that had been vandalized in recent public order events, and whether the damaged facilities had been repaired and re-opened for public use and the cost incurred for the repair of these damaged facilities.

(*Post-meeting* note: The Administration's response to the above enquiry was issued to members vide LC Paper No. CB(4)226/19-20(01) on 31 December 2019.)

Motion

21. The Chairman said that a motion was received in relation to the agenda item under discussion. The Chairman referred members to the following motion moved by Mr AU Nok-hin –

本會要求政府加快人人暢道通行計劃進度，就已納入計劃項目，應立即實行。至於「特別計劃」，徵得土地/行人通道業權擁有人同意，便展開工程。

本會同時要求政府給予政策及法例支援，讓業權擁有人能透過法團、業主委員會代表順利給予施工同意意向，成功推行項目。

(Translation)

This Panel calls on the Government to expedite the progress of the "Universal Accessibility" Programme. Regarding the lift retrofitting items which have been selected for implementation under the Programme, they should be taken forward immediately. As for the items to be implemented under the Special Scheme, the works should commence once the consent of the owners of the land / walkways concerned has been secured.

At the same time, this Panel calls on the Government to render policy and legislative support to relevant owners to enable them, through the owners' corporations or owners' committees representing them, to give consent to commence the works concerned so that the items under the Special Scheme can be implemented successfully.

22. The Chairman then put the motion to vote. Of the members present for voting, 16 members voted for the motion, no member voted against the motion, and one member abstained from voting (details of division were in the **Annex I**). The Chairman declared that the motion was carried.

Conclusion

23. The Chairman sought members' views on the funding application of the UA Programme. Members raised no objection to the application.

IV. Outlying island ferry services

- LC Paper No. CB(4)114/19-20(05) - Administration's paper on outlying island ferry services
- LC Paper No. CB(4)114/19-20(06) - Paper on outlying island ferry services prepared by the Legislative Council Secretariat (Updated background brief)

Briefing by the Administration

24. At the invitation of the Chairman, Commissioner for Transport ("C for T") briefed members on the long-term operation model of outlying island ferry services. Details of the briefing were set out in the Administration's paper. C for T said that as announced in the 2019 Policy Address, the Administration would continue to provide Special Helping Measures ("SHM") to the six major outlying island ferry routes ("six major routes") and extend the measures to eight other outlying island ferry routes. In addition, the Administration would launch a new Vessel Subsidy Scheme ("VSS") to replace the fleets of 11 ferry routes and introduce greener vessels in phases throughout a period of about 10 years starting from 2021. The estimated full-year effect of cashflow required for the provision of SHM to the 14 outlying island ferry routes would be around \$260 million; while the estimated total cost for 47 new vessels under the VSS would be around \$5.8 billion. Moreover, the mid-term review of the six major outlying island ferry routes for the 2017-2020 licence period had been completed. The Administration recommended extending the licences of the six major routes for a period of 9 months or 12 months to 31 March 2021 as a transitional arrangement to facilitate the tender exercise for the operating rights of those ferry routes before the expiry of their 10-year licences. SHM would continue to be provided to the six major routes during the extended licence period, with the estimated amount required around \$120 million. Subject to the views of the Panel, the Administration would seek the required funding from the Legislative Council through established procedures.

(At the juncture of 11:55 am, the Chairman directed that the meeting be extended for 15 minutes to end at 1:00 pm in order to allow sufficient time for discussion).

Discussion

Provision of SHM to ferry operators

25. Mr CHAN Chi-chuen, Dr CHENG Chung-tai and Mr CHU Hoi-dick expressed concern that the Administration was using public money by means of SHM to subsidise the outlying island ferry services run by private operators, and yet these operators were not required to disclose adequate financial information for the public to fully gauge their financial position. These members called on the ferry operators to fully disclose their financial reports so that the public could ascertain whether the provision of SHM was fully justified, and the level of ferry fare increases appropriate or not.

26. C for T explained that the purposes of providing SHM to ferry operators were to enhance the financial viability of the ferry services and alleviate the burden of fare increases on ferry passengers. Without SHM, the ferry services could not be maintained without periodic hefty fare increases. In deciding the provision of SHM to ferry operators, the Administration had conducted assessments on the financial performance of the ferry routes concerned, including the revenue and cost situation of the operators and the industry outlook. After the assessments, it was concluded that there was a continued need in providing SHM to the ferry routes. As regards fare increase applications made by ferry operators, the Administration considered it an appropriate approach for ferry passengers to shoulder a fair share of fare burden. In assessing the applications, the Transport Department ("TD") would take into account a host of factors, including the amount of SHM provided by the Administration to the ferry operators, financial position of the operators, revenue and cost projections as well as public acceptability. Nevertheless, the Administration took note of members' suggestions of enhancing transparency in the disclosure of financial information by ferry operators, and would continue to discuss with ferry operators in this regard.

27. Mr CHAN Chi-chuen opined that if there was a continued need for providing SHM to maintain ferry services, it might be worth exploring the feasibility of operating the outlying island ferry services as part of public service, or contracting out the ferry service operations to private operators. Mr CHU Hoi-dick and Mr LEUNG Che-cheung enquired whether the

Administration had reviewed the merits of the above options vis-a-vis providing SHM to ferry operators for maintaining ferry services in the long run.

28. C for T replied that the Administration considered it appropriate that public transport services should be run by the private sector in accordance with commercial principles. Acting Deputy Secretary for Transport and Housing (Transport) 2 ("DSTH(T)2(Acting)") added that the Administration had explored other long-term operation models of outlying island ferry services, including the Administration procuring its own ferry vessels and contracting out the ferry operation to private operators. As this proposal would entail a much larger public spending, and having considered factors such as efficiency, cost-effectiveness and service improvement, the Administration saw the merits of adhering to the existing practice of providing SHM to ferry operators and also launching the new VSS as an additional measure to further enhance ferry services.

29. Having noted that SHM would be extended to eight other routes, including the "Ma Wan – Central", "Ma Wan – Tsuen Wan" and "Discovery Bay – Central" routes and that the operators of these routes had been running other transport services such as bus, Dr CHENG Chung-tai raised concern on whether SHM provided to these routes would be used by these operators to cross-subsidize their other transport operations. Dr CHENG reiterated the need for operators to fully disclose their financial reports for public monitoring. He also urged for service improvement for these routes such as enhancing ferry service frequency.

30. C for T said that the reimbursement of SHM was based on actual expenses of the concerned ferry routes and ferry operators were required to submit their annual financial statements and other financial reports regularly for the TD's monitoring, and stressed that the Administration would follow up with operators on ways to further enhance transparency. As TD would carry out a tender exercise for the operating rights of the six major outlying island ferry routes upon their expiry very soon, service improvement would be one of the important aspects that the Administration would look into.

31. Ir Dr LO Wai-kwok, Mr POON Siu-ping, Mr YIU Si-wing, Mr Kenneth LAU and the Deputy Chairman expressed support to the provision of SHM as ferry services was the only means of public transport for residents living on outlying islands. The measures would also alleviate fare increase burden on passengers. The Deputy Chairman opined that as the cost of operating ferry routes was very high, the Administration should provide subsidy so as to enhance the financial viability of these ferry services.

Meanwhile, the Administration should closely monitor the financial situation of ferry operators to ensure that public funds were not misused. In addition, he supported extending the SHM to eight other routes as it would be equitable for residents living on other outlying islands who were also using ferry services as their major means of transport.

32. As the provision of SHM would become an established arrangement, Mr Kenneth LAU sought whether the level of fare increase could be kept at a minimum level or even be kept frozen. He also suggested the Administration improving the pier facilities at remote outlying islands, such as retrofitting barrier-free facilities for elderly users and providing public toilets and parking spaces for bicycles.

33. C for T reiterated that in considering fare increase applications by ferry operators, TD would take into account a number of factors including the financial position of the operators, revenue and cost projections as well as public acceptability. The amount of SHM provided to the operators would also be a major consideration. In addition, making reference to the pier improvement project at the Yung Shue Wan Ferry Pier, the Administration would undertake pier improvement works at other ferry piers progressively.

34. Having regard to the recent social unrests and the projected gloomy economic outlook, Mr YIU Si-wing asked whether the Administration would review the amount of SHM provided to the ferry operators so as to help the industry overcoming the operating difficulties ahead. C for T replied that in response to the increasingly challenging economic environment, the Financial Secretary had announced relief measures to help the transport trade earlier on, such as the provision of fuel subsidy. The Administration would keep in view the situation and suitably introduce other supporting measures if necessary.

35. In response to Mr CHU Hoi-dick's enquiry regarding the arrangement for the renewal of new licence for the 14 ferry routes, C for T responded that TD would carry out a tender exercise for the operating rights of the six major ferry routes for the new five-year licence period from April 2021 to March 2026. TD would also conduct expressions of interest exercises for the other five routes whereas licences of the "Ma Wan – Central", "Ma Wan – Tsuen Wan" and "Discovery Bay – Central" routes would be handled according to the existing practice.

Introduction of VSS

36. Mr POON Siu-ping noted from paragraph 22 of the Administration's paper that the Administration had plans to replace ordinary vessels by fast vessels for the routes of "Central - Cheung Chau", "Central - Mui Wo" and "Central - Peng Chau". Mr POON sought clarifications on the fare arrangement during the transitional period of vessel replacement, and whether fare levels would be increased substantially after the vessel replacement exercise had been completed.

37. In response, C for T explained that at present, there were both fast ferry and ordinary ferry services for the three routes with fares charged differently. Under VSS, ordinary vessels would be gradually replaced by fast vessels. As a transitional arrangement for the first batch of ferry replacement during the first five-year licence period of 2021-2026 when the ordinary ferry services would be gradually replaced by fast ferry services, the Administration would maintain the fares of all these sailings at ordinary ferry fare levels. For fare levels during the new licence period, it was a normal practice for ferry operators to submit applications for fare increase.

38. The Deputy Chairman and Mr YIU Si-wing asked whether the Administration would expand the scope of VSS to include vessels of other ferry routes, such as in-harbour ferry routes and "Kaito" routes. Both members opined that VSS was similar to the subsidy schemes being provided to other transport trades, such as taxis or minibuses, for replacing new fleets for environmental purposes of improving air quality and saving energy. The Chairman added that when discussing SHM and VSS at the previous Panel meeting held in October 2019, STH said that the Administration would consider providing subsidy to "Kaito" routes on the basis that the "Kaito" operators could maintain their ferry services on a regular basis and that they could furnish periodic financial reports to the Administration for monitoring.

39. C for T responded that the Administration maintained an open mind on the inclusion of "Kaito" ferry routes into VSS provided that they were essential ferry services and had keen passenger demand. In addition, for ferry services that were to be included in the subsidy scheme, it was necessary for the Administration to regulate their services and monitor their financial performance and service standard. As regards providing VSS for in-harbour ferry routes, C for T added that one prime consideration on the provision was whether the services was indispensable with no other alternative means of public transport being provided to the passengers concerned.

40. The Deputy Chairman and Mr POON Siu-ping enquired about the arrangement for the vessels procured under VSS if the ferry operators concerned ceased operations before licence expiry. As the vessels were procured by the Administration, they asked whether the Administration would then consider the option of outsourcing the relevant ferry services to other operators under this special situation.

41. C for T explained that under VSS, the Administration would subsidize the procurement of vessels by reimbursing ferry operators the actual expenditures by installments. The Administration would enter into an agreement with the operators who, as the registered owner of the vessels, would have to bear all the operational and legal responsibilities and liabilities such as management, repairs and insurance of the ferry vessels. Should the operator cease to provide the ferry service within a prescribed timeframe, the vessels bought under VSS would be transferred to the nominee of the Administration, such as the succeeding operator, at a nominal price in order to continue the operation of the concerned route. In any event, it was not the Administration's intention to alter the established policy that ferry services should be run by the private sector according to commercial principles to enhance efficiency and cost-effectiveness. In addition, prior to the conduct of tender exercise inviting interested party to submit applications for operating the other five outlying island ferry routes, if needed, the Administration would conduct a prior expressions of interest exercise so that applicants' intentions and their concerns would be taken into account appropriately before preparing for the open tender if necessary.

42. Mr Jeremy TAM expressed concern over the long time required for undertaking the vessel replacement exercise which spanned over a period of ten years, i.e. throughout two five-year licence periods from 2021 to 2031. Noting that only six new hybrid vessels would be procured for trial in the first batch of vessel replacement and that the trial would take 16 months to complete, Mr TAM asked whether the trial period could be shortened so that more hybrid vessels could be procured for the remainder period of the vessel replacement exercise. He also asked whether the amount of SHM provided would be reduced given that hybrid vessels would save fuel cost.

43. C for T replied that the ferry operators would be required to carry out a 16-month trial of hybrid vessels during which their crew would familiarize themselves with the vessels and also arrange trial run for passenger-carrying sailings. TD, in consultation with EPD and relevant bureaux/departments, would evaluate their performance during the trial period and would procure more hybrid vessels in the second batch of vessel replacement exercise if the performance of hybrid vessel was found to be satisfactory.

DSTH(T)2(Acting) added that as there were few overseas experience in operating hybrid vessels and having discussed with ferry operators, the trial period of 16 months was appropriate as the operators needed time to learn to operate the hybrid vessels. They also needed to accumulate relevant experience during different seasons, wind flow and water flow of a year. As regards fuel saving arising from hybrid vessels, DSTH(T)2(Acting) responded that fuel costs were not a reimbursable item under SHM, and the costs saving and profits earned as a result of using hybrid vessels could be shared with passengers through the profit-sharing mechanism.

44. Mr CHU Hoi-dick enquired whether the Administration would conduct public consultation on types/models of new vessels to be procured under VSS. He also suggested holding a public hearing for receiving views in this regard. In reply, C for T said that the Administration would fully gauge views from stakeholders before proceeding to the vessel replacement exercises. There was established mechanism for the Administration to listen to views of members of the public as well as District Councils regarding ferry services and standards. In addition, TD would require the ferry operators to conduct tender exercises for the procurement of the vessels to ensure that the whole process would be transparent, open and equitable.

Provision of more in-harbour ferry services

45. As many major trunks and roads were severely blocked by radical protestors in recent public order events, Dr Helena WONG opined that Hong Kong had too heavily relied on the road and railway transport systems. She suggested reviving in-harbour ferry services such as the Hung Hom – Central/Wanchai and Tuen Mun – Kowloon routes to provide alternative transport means for passengers.

46. Ir Dr LO Wai-kwok also suggested the Administration reviewing the role of waterborne transport in supplementing land transport and means to better utilize the existing public piers to serve passengers commuting to work and school. Dr Priscilla LEUNG opined that many in-harbour ferry routes were collective memory for many Hong Kong people, and the Administration should strive to revive and maintain their operations. Furthermore, ferry services should be further promoted amongst users for enhancing tourism and intangible heritage preservation.

47. C for T took note of members' suggestions and responded that the Administration was preparing tendering exercise for reviving the Central – Hung Hom ferry service. In addition, the Administration also had plans to introduce water taxi service for tourists' spots including Hung Hom, Tsim

Sha Tsui East, Western Kowloon, Kai Tak and Central. The Administration would brief the Panel on details of the plan in due course.

Other issues

48. Mr Michael TIEN relayed the views of some residents living in Cheung Chau that the existing monthly ticket was inflexible and could not fully cater for their needs. He suggested the Administration discussing with the existing operator for introducing multi-ride tickets that would be valid for 20 rides within 30 days and for allowing holders of such multi-ride tickets to use the "monthly ticket passage" during holidays within the current licence period.

49. C for T took note of Mr TIEN's suggestion, and replied that the issue would be brought up for discussion with the operator. In addition, TD would carry out tender exercise for the concerned route for the new five-year licence period. Residents' views on the monthly ticket would be taken into account when formulating the requirements in the new licence.

Motions

50. The Chairman said that a motion was received in relation to the agenda item under discussion. The Chairman decided that the motion was directly related to the agenda item, and members agreed to deal with it at the meeting. The Chairman then referred members to the following motion moved by Mr Michael TIEN –

本委員會促請政府與長洲新渡輪營運商協商，於目前合約期內增設使用期為30日內的20程多程票，而多程票的使用者能在假日享用「月票通道」，以解決現時月票彈性不足等問題。政府應於2020年中發出新牌照時，與營運商商討合約時，增設為期2個月限期的20程多程票的條款。

(Translation)

This Panel urges the Government to negotiate with New World First Ferry Services Limited, which operates ferry routes serving Cheung Chau, for the provision of multi-ride tickets that are valid for 20 rides within 30 days and for allowing holders of such multi-ride tickets to use the "monthly ticket passage" during holidays within the current contract period, with a view to addressing the existing problems with monthly tickets such as lack of flexibility. Given

that a new licence will be granted in mid-2020, the Government should negotiate with the operator for the inclusion in the contract of terms on the provision of multi-ride tickets that are valid for 20 rides within two months.

51. The Chairman put the motion to vote. Of the members present for voting, 11 members voted for the motion, no member voted against the motion, and no member abstained from voting. The Chairman declared that the motion was carried. Details of the division of the voting are in **Annex II**.

V. Transport arrangements upon the commissioning of Liantang/Heung Yuen Wai Boundary Control Point

LC Paper No. CB(4)1003/18-19(03) - Administration's paper on transport arrangements upon the commissioning of Liantang/Heung Yuen Wai Boundary Control Point

(At 12:48 pm, the Chairman proposed to further extend the meeting for 15 minutes to 1:15 pm to allow sufficient time for discussion. Members raised no objection.)

Briefing by the Administration

52. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the transport arrangements upon the commissioning of Heung Yuen Wai Boundary Control Point ("HYW BCP") set out in LC Paper No. CB(4)1003/18-19(03).

Local transport arrangements

53. Mr Tony TSE called on the Administration, by drawing on the experience of the commissioning of the Hong Kong-Zhuhai-Macao Bridge ("HZMB"), to enhance the planning for the operation of ancillary transport facilities in the vicinity of HYW BCP to tie in with its commissioning. Sharing similar view, the Chairman opined that the coordination among different government departments in preparation for the commissioning of major transport infrastructure was not adequate.

54. Pointing out that the utilization rate of the car park at the Hong Kong Port of HZMB was low, Mr Tony TSE asked whether the Administration would consider reviewing the online booking system for car park for local private cars, with a view to offering more convenience for motorists and boosting the utilization rate of the car park at HYW BCP.

55. USTH advised that a total of 451 parking spaces would be provided in the government public car park at HYW BCP. The introduction of the online booking system would facilitate the visitors to check if there was any parking space available before they set off the journey. Additionally, travellers were encouraged to use public transport to travel to HYW BCP as far as practicable. It was explained that three new franchised bus routes would be introduced to serve HYW BCP. Assistant Commissioner for Transport/New Territories ("AC for T/NT") added that with reference to the experience gained from the past, the online booking system for the car park at HYW BCP would be enhanced and reservation could be made eight hours to within seven days before actual use. The reservation system for car park at Hong Kong Port of HZMB had also been enhanced, allowing reservation to be made four hours to within seven days before actual use, with a view to offering greater flexibility for motorists and increasing the utilization rate.

Admin

56. Mr Tony TSE asked about the measures to be taken by the Transport Department ("TD") in managing passenger flow within the HYW BCP facility with reference to the experience gained from the commissioning of HZMB and whether the provision of local and cross-boundary transport was adequate to cater for the passenger flow upon the commissioning of HYW BCP. He also enquired whether TD would maintain its forecast of 17 850 vehicles and 30 000 passenger trips per day on the usage of HYW BCP, having regard to the usage of other BCPs at present, i.e. November 2019. Due to shortage of time, the Chairman requested the Administration to provide the supplementary information in writing.

Post-meeting note: The Administration's response to the above enquiry was issued to members vide LC Paper No. CB(4)216/19-20(01) on 23 December 2019)

Cross-boundary transport arrangements

Cross-boundary hire cars

57. Referring to paragraph 14 of the Administration's paper, Mr Jeremy TAM was concerned about the quota for cross-boundary hire cars using HYW BCP and enquired about the number of quotas issued for

cross-boundary hire cars using other BCPs.

58. In reply, AC for T/NT advised that for every cross-boundary hire car quota issued, an operator could register one cross-boundary hire car for which there was no limit on the number of cross-boundary trips per day. The number of quotas issued for cross-boundary hire cars using the two nearby existing BCPs, i.e. Sha Tau Kok and Man Kam To BCPs, was 22 and 20 respectively. For the BCPs located further west including Shenzhen Bay Port and Lok Ma Chau BCP, the number of quotas issued for cross-boundary hire cars was 242 and 96 respectively.

Cross-boundary private cars

Admin

59. Mr Jeremy TAM expressed concern about the possible speculative activities on the quotas for cross-boundary private cars using HYW BCP. He requested the Administration to supplement information on the licensing requirement for the issuance of cross-boundary private car quota of HYW BCP by the Guangdong Provincial Public Security Department and the number of quotas that had been issued.

(Post-meeting note: The Administration's response to the above enquiry was issued to members vide LC Paper No. CB(4)216/19-20(01) on 23 December 2019)

60. Mr Jeremy TAM said that according to past practice, cross-boundary private cars which were permitted to travel between Guangdong and Hong Kong through designated BCPs were allowed to use the new BCP at the early stage of its commissioning. He enquired if such arrangement would apply to the existing dual-plate cross-boundary private cars using HYW BCP. USTH replied that while such arrangement would not be available upon commissioning of HYW BCP due to traffic concern, the Administration would consider reviewing it having regard to the actual traffic situation of HYW BCP some time after its commissioning.

61. Mr CHAN Han-pan raised concern that the utilization rate of HYW BCP might be low if the existing cross-boundary private cars using other BCPs were not allowed to use HYW BCP. Mr Tony TSE said that the Administration should explore the feasibility of issuing more cross-boundary private car quota with a view to increasing the utilization rate of HYW BCP.

62. Mr CHAN Han-pan asked whether the Administration would consider seeking the Mainland's relaxation of the restriction for quota of

cross-boundary private cars such that the existing dual-plate cross-boundary private cars would be allowed to travel between Guangdong and Hong Kong via two designated BCPs (i.e. one control point in the east and another one in the west), in order to tie in with the planning principle of "East in, East out; West in, West out" and to ease the traffic pressure on the road networks in the nearby areas. He added that to further facilitate the economic and social exchanges between Guangdong and Hong Kong and to fully utilize the existing transport infrastructure, the Administration should be more proactive to solicit the support of the Mainland for relaxing the above-mentioned quota restriction.

63. USTH and AC for T/NT responded that the governments of Guangdong and Hong Kong had been implementing and administering a respective quota system for regulation and control of different types of cross-boundary vehicles. The Administration noted the views of the transport trade on the quota arrangement for different categories of cross-boundary vehicles and would bring up those views at the regular meetings with the Guangdong government. The two governments would regularly review the quota arrangement for cross-boundary private cars, having regard to the public demand and traffic situation of HYW BCP and connecting roads.

Cross-boundary coaches and goods vehicles

64. Mr POON Siu-ping enquired about the timetable for the issuance of the additional 100 quota for cross-boundary coaches prior to the commissioning of HYW BCP. USTH replied that the second batch of 100 quota would be issued in November 2019.

65. Mr POON Siu-ping enquired about the Administration's projections on the daily vehicular flow of different types of cross-boundary vehicles using HYW BCP, and the number of cross-boundary goods vehicles switching from existing BCPs to use HYW BCP.

66. AC for T/NT responded that according to the projections made during the planning stage, the daily vehicular flow through HYW BCP would be about 7 700, of which 1 200 were private cars, 500 were coaches and 6 000 were goods vehicles. While the Administration did not make projections on how many existing 12 000 Hong Kong-based cross-boundary goods vehicles would switch to use HYW BCP, it would closely monitor the traffic situation of the new BCP upon its commissioning.

Traffic impact on local roads

67. Mr Kenneth LAU relayed the concern of the Ta Kwu Ling District Rural Committee about the construction progress of the connecting roads of Heung Yuen Wai Highway near Ping Yeung and Heung Yuen Wai, in particular the modification works of a section of Lin Ma Hang Road between Man Kam To and Heung Yuen Wai. Some of the single-lane roads in the surrounding area were very congested due to the delay in the above works. He was concerned that Lin Ma Hang Road would not have sufficient capacity to cope with the additional traffic flow arising from the planned future developments in the North District and the columbarium project under construction at Sandy Ridge Cemetery. He therefore enquired about the measures to be taken by the Administration to divert the traffic of Lin Ma Hang Road to relieve the current traffic congestion as well as to minimize impact on local residents.

68. Chief Traffic Engineer/New Territories West of Transport Department responded that in view of the increasing traffic demand along Lin Ma Hang Road after the opening of the relevant part of the Frontier Closed Area in 2016, the HyD planned to widen the western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road. Tender exercise of the works concerned had been completed and HyD was assessing the tenders. The Administration planned to commence the construction works within 2019 for completion by 2023. Moreover, with the commissioning of Heung Yuen Wai Highway which linked HYW BCP with the Fanling Highway Interchange, it was anticipated that most of the vehicles travelling between Hong Kong and Guangdong through HYW BCP would not use the existing road network in the North District. Thus, the commissioning of HYW BCP would not have significant impact on traffic in the North District.

Commissioning of HYW BCP

69. In reply to Mr POON Siu-ping's enquiry about the commissioning schedule for HYW BCP, USTH advised that the preparatory work for the commissioning of HYW BCP had been substantially completed, and the subsequent equipment installation and testing had already commenced. Subject to confirmation with the State Council, the Administration would announce the commissioning schedule for HYW BCP at an appropriate time.

VI Any other business

70. There being no other business, the meeting ended at 1:00 pm.

Council Business Division 4
Legislative Council Secretariat
21 January 2020

點名表決 DIVISION: 1
日期 DATE: 15/11/2019
時間 TIME: 11:45:56 上午 AM

動議 MOTION: 區諾軒議員就"6101TX - "人人暢道通行"計劃"動議的議案
Motion moved by Hon AU Nok-hin on "6101TX - "Universal Accessibility" Programme"

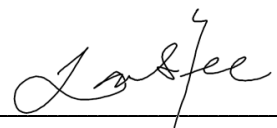
動議人 MOVED BY:

出席 Present : 18
投票 Vote : 17
贊成 Yes : 16
反對 No : 0
棄權 Abstain : 1
結果 Result : 通過 Passed

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

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	楊岳橋	Alvin YEUNG	贊成	YES
石禮謙	Abraham SHEK			尹兆堅	Andrew WAN		
張宇人	Tommy CHEUNG	贊成	YES	朱凱迪	CHU Hoi-dick	贊成	YES
陳克勤	CHAN Hak-kan			何君堯	Junius HO	棄權	ABSTAIN
梁美芬	Dr Priscilla LEUNG	贊成	YES	何啟明	HO Kai-ming		
黃國健	WONG Kwok-kin			林卓廷	LAM Cheuk-ting		
葉劉淑儀	Mrs Regina IP			邵家輝	SHIU Ka-fai	贊成	YES
謝偉俊	Paul TSE			柯創盛	Wilson OR		
毛孟靜	Claudia MO			陳淑莊	Tanya CHAN		
田北辰	Michael TIEN	贊成	YES	陸頌雄	LUK Chung-hung		
姚思榮	YIU Si-wing	贊成	YES	劉國勳	LAU Kwok-fan	贊成	YES
莫乃光	Charles Peter MOK			劉業強	Kenneth LAU	贊成	YES
陳志全	CHAN Chi-chuen	贊成	YES	鄭松泰	Dr CHENG Chung-tai	贊成	YES
陳恒鏞	CHAN Han-pan	贊成	YES	譚文豪	Jeremy TAM		
梁志祥	LEUNG Che-cheung			范國威	Gary FAN		
黃碧雲	Dr Helena WONG	贊成	YES	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE		
盧偉國	Ir Dr LO Wai-kwok	贊成	YES				

秘書 CLERK



點名表決 DIVISION: 2
日期 DATE: 15/11/2019
時間 TIME: 12:46:31 下午 PM

動議 MOTION: 田北辰議員就"離島渡輪服務"動議的議案
Motion moved by Hon Michael TIEN on "Outlying island ferry services"

動議人 MOVED BY:

出席 Present : 12
投票 Vote : 11
贊成 Yes : 11
反對 No : 0
棄權 Abstain : 0
結果 Result : 通過 Passed

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

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	楊岳橋	Alvin YEUNG		
石禮謙	Abraham SHEK			尹兆堅	Andrew WAN		
張宇人	Tommy CHEUNG			朱凱迪	CHU Hoi-dick	贊成	YES
陳克勤	CHAN Hak-kan			何君堯	Junius HO		
梁美芬	Dr Priscilla LEUNG	贊成	YES	何啟明	HO Kai-ming		
黃國健	WONG Kwok-kin			林卓廷	LAM Cheuk-ting		
葉劉淑儀	Mrs Regina IP			邵家輝	SHIU Ka-fai	贊成	YES
謝偉俊	Paul TSE			柯創盛	Wilson OR		
毛孟靜	Claudia MO			陳淑莊	Tanya CHAN		
田北辰	Michael TIEN	贊成	YES	陸頌雄	LUK Chung-hung		
姚思榮	YIU Si-wing			劉國勳	LAU Kwok-fan		
莫乃光	Charles Peter MOK			劉業強	Kenneth LAU	贊成	YES
陳志全	CHAN Chi-chuen	贊成	YES	鄭松泰	Dr CHENG Chung-tai		
陳恒鏞	CHAN Han-pan	贊成	YES	譚文豪	Jeremy TAM	贊成	YES
梁志祥	LEUNG Che-cheung	贊成	YES	范國威	Gary FAN		
黃碧雲	Dr Helena WONG			區諾軒	AU Nok-hin		
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE	贊成	YES
盧偉國	Ir Dr LO Wai-kwok						

秘書 CLERK

